

25 Mabelle Avenue – Zoning By-Law Amendment Application – Request for Direction Report

Date: February 4 , 2021

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 03 - Etobicoke- Lakeshore

Planning Application Number: 18 270817 WET 03 OZ

SUMMARY

On March 9, 2020, the owner of the property at 25 Mabelle Avenue appealed its Zoning By-law Amendment application to the Local Planning Appeal Tribunal (LPAT), citing City Council's failure to make a decision on the application within the prescribed timelines of the *Planning Act*. A LPAT Case Management Conference was held on September 23, 2020 and a 10-day hearing is scheduled to start on April 19, 2021.

The site is currently occupied by a 30-storey residential rental apartment building located on the eastern portion of the subject site. The existing building has a total of 416 rental units. The western portion of the subject site is an open space area above the underground parking structure servicing the existing building. The TTC subway tracks pass beneath the southwest corner of the site, as such there is an 323 m² triangular shaped TTC easement at the southwest corner of the property.

The application proposes to amend the former City of Etobicoke Zoning Code and Site-Specific Zoning By-law No. 1088-2002 for the property at 25 Mabelle Avenue to develop, on the western portion of site, a 49-storey tower having an overall building height of 153 m (excluding mechanical equipment). The proposal would contain 486 residential units, with approximately 154 m² of non-residential gross floor area located at-grade fronting Mabelle Avenue. A total of 318 vehicular parking spaces are to be provided in a 4-level underground garage accessible from Mabelle Avenue. The existing underground ramp that services the 30-storey apartment building would be relocated to the east side of the existing building.

This report recommends that City Council direct the City Solicitor, together with appropriate City staff, to oppose the current proposal at the LPAT. The proposed built form does not fit within its existing and planned context, nor does it conform to the urban structure set out in the Etobicoke Centre Secondary Plan. The proposal is not consistent with the Provincial Policy Statement (2020), does not conform with the Growth Plan (2020), Official Plan and Etobicoke Centre Secondary Plan, and does not adequately address the City Council-approved design guidelines. The subject site is

located in a mid-block location on a local road with no direct access to the Islington subway station, as such the proposed building height and density are not warranted.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City Planning staff and other City staff, and/or retain external consultants, as may be appropriate, to attend the Local Planning Appeal Tribunal hearing to oppose the Zoning By-law amendment application (File No. 18 270817 WET 03 OZ) as proposed.
2. City Council authorize the City Solicitor and appropriate City staff to continue discussions with the applicant in an attempt to resolve the issues identified in this report; and to report back to City Council on the outcome of those discussions, if necessary.
3. In the event that the Local Planning Appeal Tribunal allows the appeal in whole or in part, City Council direct the City Solicitor to request the Local Planning Appeal Tribunal withhold the issuance of any Final Order(s) on the appeal until such time as:
 - a. The Draft Zoning By-law Amendment has been submitted to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, which is to include the following:
 - i. Securing the existing rental dwelling units, Construction Mitigation and Tenant Communication Plan, and other rental matters as required to conform with Policy 3.2.1.5 of the Official Plan, to the satisfaction of the Chief Planner and Executive Director.
 - ii. Provides a minimum distance of 3 m between the building, including all below and above grade structures, to all TTC infrastructure, to the satisfaction of the Manager of Technical Review, Toronto Transit Commission.
 - b. The owner has submitted revised Stormwater Management and Hydrogeological Reports, satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services, including securing (and the provision of any financial securities) for any identified and/or required improvements and/or upgrades to municipal infrastructure.
 - c. The owner has submitted a revised Functional Servicing Report to determine the stormwater run-off, sanitary flow and water supply demand resulting from the development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

- d. The owner has made satisfactory agreements with Engineering and Construction Services staff and has entered into the appropriate agreements with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support the development, according to the accepted Functional Servicing Report and Traffic Impact Study/Urban Transportation Consideration Report accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Transportation Services.
- e. The owner provides space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 68-10, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
- f. The owner has provided a revised Traffic Impact/Urban Transportation Consideration Report, satisfactory to the General Manager, Transportation Services.
- g. The owner has provided a revised Pedestrian Level Windy Study, including wind tunnel test, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- h. The submitted Rail Safety and Development Viability Report, prepared by Hatch Consultants and dated November 2018, has been peer reviewed by a third-party Rail Safety Consultant retained by the City of Toronto at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- i. The submitted Noise and Vibration Feasibility Study, prepared by RWDI Consultants, dated December 5, 2018, has been peer reviewed by a third-party Noise and Vibration Consultants retained by the City of Toronto at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- j. The owner shall satisfy the requirements of the Toronto District School Board and Toronto Catholic District School Board regarding warning clauses and signage with respect to school accommodation issues.
- k. The owner has satisfied the requirements of the Toronto Transit Commission in regards to additional information related to the Toronto Transit Commission infrastructure and their Limited Scope Technical Review, to the satisfaction of the Manager of Technical Review, Toronto Transit Commission.
- l. The owner has entered into an Agreement under Section 37 of the *Planning Act* with the City for the purpose of securing community benefits valued at \$3,700,000.00, to be used for local park and streetscape improvements, local traffic calming measures, the Islington Business Improvement Area, Public Art,

community facilities within the *Etobicoke Centre* and Mabelle Arts parkette project, if the proposed development is approved in its current form, or a prorated quantum if the development is approved with a reduced building height or density, and to secure the following as legal conveniences:

- i. The owner shall be required to implement and maintain all recommended mitigation measures resulting from the third party Peer Review of the Noise and Vibration Feasibility Study and the Rail Safety and Development Viability Report, to the satisfaction of the Chief Planner and Executive Director.
- ii. The owner shall be required to implement and maintain all recommended mitigation measures as per the accepted Pedestrian Level Wind Study, to the satisfaction of the Chief Planner and Executive Director.
- iii. The existing rental dwelling units, Construction Mitigation and Tenant Communication Plan, needed improvements to the existing residential rental building, and other rental matters as required to conform with Section 3.2.1.5 of the Official Plan, to the satisfaction of the Chief Planner and Executive Director.

4. City Council authorize the City Solicitor and other City staff to take any necessary steps to implement the foregoing.

FINANCIAL IMPACT

City Planning confirms there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

PROPOSAL

The application proposes to amend the former City of Etobicoke Zoning Code and the Etobicoke Centre Secondary Plan Zoning By-law No. 1088-2002 for the property at 25 Mabelle Avenue. The initial proposal was for a 55 storey mixed-use building with an overall height of 169.5 m, a total gross floor area of 39,776 m² and tower floor plate size ranging from 760 m² to 713 m².

The application has been revised and the applicant is now proposing to develop a 49-storey mixed-use building with an overall building height of 153 m (excluding mechanical equipment), having retail uses at-grade and 486 residential units. The proposed building would be located on the western portion of the site and consist of a 44-storey tower sited above a 5-storey base (17.7 m in height). The application proposes a total gross floor area of 39,859 m², of which 154 m² would be for non-residential uses and 39,705 m² would be for residential uses. The Floor Space Index of

the proposed development on the new development site would be 9.8 times the area of the lot.

The proposal would contain 486 residential units, of which 257 would be 1-bedroom units (53%); 188 would be 2-bedroom units (39%); and 41 would be 3-bedroom units (8%). The residential lobby would be located and accessed from the vehicular driveway along the east side of the proposed building. South of the residential lobby would be the loading facility and bicycle parking area, and north of the residential lobby would be the ramp to the underground garage. The parking ramp for the existing rental building would be relocated from the west side of the existing building to the east and would only serve the existing tenants. Separate underground parking garages are proposed for each building.

Vehicular access to the proposed development would be from a 6.8 m wide private driveway via Mabelle Avenue located between the proposed and existing buildings. The driveway stretches along the east side of the proposed building and would provide access to a 4-level underground garage containing 318 vehicular parking spaces, the loading and garbage facilities and would flare out to provide a vehicular pick-up/drop-off turnaround in front of the residential lobby. The proposed 318 vehicular parking spaces would be comprised of 263 residential spaces, 48 visitor spaces and 7 car share spaces. A garbage room extension to the existing building is proposed.

A total of 729 m² of indoor amenity space (1.5 m²/ residential unit) and 865 m² of outdoor amenity space (1.8 m²/ residential unit) would be provided as part of this development. The indoor amenity space would be located at-grade and on the 6th floor adjacent to the proposed outdoor amenity space.

The proposed tower floor plate ranges in size from 825 m² between the 6th to the 19th floors and 780 m² for the remainder of the tower. The application is proposing the following building setbacks and stepbacks:

Mabelle Avenue Property Line (north property line):

- The base building would be setback 7.8 m; and
- The tower would step back 24 m above the base building and 8 m above the 20th storey.

Rear of the Site (south property line) Adjacent to the Canadian Pacific Rail Corridor:

- At-grade the building would be setback 12.8 m; and
- Above the bicycle parking room and garbage storage area, the building would step back 6.7 m.

West Property Line:

- The 1st to 3rd floors would be setback 5.5 m at the north portion, 12.7 m in the middle and a 7.6 m at the rear of the site;
- The 4th and 5th floors would be setback 5.5 m at the north portion, 12.7 m in the middle and 14.5 m at the rear of the site
- The 6th to the 19th floors would setback 12.7 to 14.5 m; and
- Above the 19th floor the tower would setback 13.1 to 14.5 m.

Separation Distance Between the Proposed and Existing Buildings:

- The base building would be 19 m from the existing building; and
- The proposed tower would be 25 m from the existing building.

There are no proposed tower setbacks above the base building along the east, west and south elevations. The tower would only stepback back above the base building along the north elevation.

The building would be setback 2 m from the existing TTC easement located at the southwest corner of the site.

See Attachment 6 for the site plan of the proposal and Attachments 7-10 for the building elevations.

Site and Surrounding Area

The subject site is located on the south side of Mabelle Avenue, north of the TTC Bloor-Danforth Subway line and the Canadian Pacific Rail Corridor and west of Islington Avenue. The TTC subway tracks pass beneath the southwest corner of the site. The site is currently occupied by a 30-storey residential rental apartment building located on the eastern portion of the site. The western portion of the subject site is a landscaped open space area above the underground parking structure serving the existing building with mature trees along the property boundaries. The site has a total area of approximately 10,685 m². The site area for the proposed development would be approximately 4,066 m² and is rectangular in shape.

Surrounding land uses include:

North: On the north side of Mabelle Avenue where the road turns to go northbound, is a parcel of land zoned Open Space. Directly north of the site is a 34-storey residential building and its associated open space. North of the properties fronting Mabelle Avenue, is the Islington Junior Middle School and its outdoor playing field.

West: To the west of the site are two residential buildings with building heights of 13 and 19-storeys.

East: To the east of the site, is the construction of a residential development at 64-70 Cordova Avenue with 3 towers having building heights of 45, 41 and 35 -storeys, with the 35-storey tower located adjacent to the subject site. A major public realm improvement, being a pedestrian staircase and ramp connecting the site to Islington Avenue is part of the development. Once completed, this improvement would provide a more direct pedestrian connection to and from the Islington subway and bus station for the Central Apartment Neighbourhood Focus Area.

South: Immediately south of the site are the Canadian Pacific Railway and Hydro One corridors. Beyond, is the TTC commuter parking lot and TTC Islington subway and bus station site, which have been identified as Housing Now sites for the provision of affordable housing.

Reasons for the Application

Amendments to the former City of Etobicoke Zoning Code and the Etobicoke Centre Secondary Plan Zoning By-law No. 1088-2002 are required as the proposal does not comply with the existing performance standards with respect to: building height; total density; building setbacks; and number of vehicular parking spaces. An amendment is also required to establish appropriate development standards for the proposal.

APPLICATION BACKGROUND

Pre-application meetings were held during the Spring and Summer of 2018. During the pre-application meetings, staff raised concerns regarding the proposed building height and massing, as well as the site circulation and organization. Notwithstanding staff concerns, the application was submitted on December 20, 2018 and deemed complete on January 21, 2019. A Preliminary Report on the application was adopted by Etobicoke York Community Council on March 19, 2019 authorizing staff to conduct a community consultation meeting. Community consultation is summarized in the Comments Section of this report.

The Preliminary Report on this application can be viewed via this link:
<https://www.toronto.ca/legdocs/mmis/2019/ey/bgrd/backgroundfile-130017.pdf>

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Arborist Report;
- Archaeological Assessment;
- Architectural Plans;
- Draft Zoning By-law Amendment;
- Energy Efficiency Report;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Study;
- Housing Issues Report;
- Hydrogeological Report;
- Landscape and Lighting Plans;
- Noise and Vibration Feasibility Study;
- Planning Rationale;
- Pedestrian Level Wind Study;
- Public Consultation Strategy;
- Rental Housing Demolition and Conversion Declaration of Use and Screening Form;
- Rail Safety and Development Viability Report;
- Sanitary Sewer Analysis;
- Sun and Shadow Studies;
- Toronto Green Standard Checklist; and
- Urban Transportation Consideration Report.

All submitted material for the application is available on the Application Information Centre (AIC) website, assessed from the following link:
<https://www.toronto.ca/city-government/planning-development/application-information-centre>.

Agency Circulation Outcomes

The application together with the applicable reports noted above, were circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application.

Community Consultation

Planning staff hosted a community consultation meeting on May 9, 2019 at Etobicoke Collegiate Institute. The meeting was attended by approximately 27 members of the public.

Planning staff presented the policy framework and an overview of the application review process.

Comments and issues raised by the residents in attendance at the meeting, as well as comments received by Planning staff subsequent to the meeting, are summarized as follows:

- Potential traffic impact on Mabelle Avenue and surrounding local streets;
- Lack of proposed landscaped open space;
- Construction impacts on existing residents;
- Shadow impacts on surrounding properties;
- Insufficient number of proposed vehicular parking spaces;
- Concerns with the proposed height and massing of the building;
- Lack of affordable and family-sized units;
- Obstruction of existing views of surrounding buildings;
- Unrealistic TTC connection from the site to the Islington subway station;
- Concerns with the removal of existing mature trees;
- Lack of sufficient municipal infrastructure to support the proposal;
- Construction Management Plan for the proposed development;
- Potential wind impacts; and
- Lack of maintenance of the existing building on site.

Statutory Public Meeting Comments

In making their decision with regard to this application, City Council members have been given an opportunity to view the oral submissions on this application, as these submissions are broadcast live over the internet and recorded for review. Public notice was not given as this is a Request for Direction Report.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that: "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans".

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. City Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform with the Growth Plan (2020).

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments Section of the report.

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in Major Transit Station Areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next Municipal Comprehensive Review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Toronto Official Plan

The Official Plan designates this site as *Mixed Use Areas*, as shown on Map 14 of the Official Plan (see Attachment 3: official Plan Land Use Map). The subject site is located within the *Etobicoke Centre* as identified by Map 2 of the Official Plan and is also subject to the policies of the Etobicoke Centre Secondary Plan. The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Chapter 2 - Shaping the City

The City's four *Centres*, along with *Avenues*, *Employment Districts* and the *Downtown and Central Waterfront area*, are key components in the Official Plan's growth management strategy. The Official Plan provides for growth to be directed to *Centres* in order to use municipal land, infrastructure and services more efficiently and concentrate jobs and people in areas well served by surface transit and rapid transit stations.

Centres are to support various levels of both commercial office job growth and residential growth outside of the *Downtown*. The Official Plan encourages creating concentrations of workers and residents at these locations, resulting in significant centres of economic activity accessible by transit.

Each *Centre* is different in terms of its local character, its demographics, its potential for growth and its scale. A Secondary Plan for each *Centre* will tailor an intense mix of urban activities to the individual circumstances of each location. Secondary Plans will outline a growth strategy, show how transportation and other local amenities can be improved, specify variations in the mix of land uses and intensity of activities within each of the *Centres* and knit each *Centre* into the surrounding fabric of the City.

Official Plan Policy 2.2.2.2 states:

"Each *Centre* will have a Secondary Plan that will:

- a) Achieve a minimum combined gross density target of 400 jobs and residents per hectare for each *Centre* which delineates the boundaries of the urban growth centre for the purpose of the Growth Plan;
- b) Set out local goals and a development framework consistent with the Plan;

- c) Establish policies for managing change and creating vibrant transit-based mixed use *Centres* tailored to the individual circumstances of each location, taking into account the *Centre's* relationship to *Downtown* and the rest of the City;
- d) Create a positive climate for economic growth and commercial office development;
- e) Support residential development with the aim of creating a quality living environment for a large resident population, including encouraging a full range of housing opportunities in terms of type, tenure, unit size and affordability;
- f) Assess the adequacy of parks and open space within the *Centre* and develop a strategy for acquiring new and enhancing existing parkland through appropriate measures, including parkland dedication policies;
- g) Assess the adequacy of existing community services, facilities and local institutions and establish a strategy for the timely provision of service and facility enhancements and new facilities to meet the needs of the growing population;
- h) Support the use of existing public investment in transit and other municipal assets, and create strong pedestrian and cycling linkages to transit stations;
- i) Identify future public investment in transit facilities, streets and other infrastructure, parks, community facilities and local amenities to support population and employment growth;
- j) Set out the location, mix and intensity of land uses within the *Centre*;
- k) Establish a high quality public realm featuring public squares, parks and public art;
- l) Support the potential for growth within the *Centre* and protect adjacent *Neighbourhoods* from encroachment of larger scale development by:
 - i. Establishing firm boundaries for the development area;
 - ii. Ensuring an appropriate transition in scale and intensity of activity from within the *Centre* to surrounding *Neighbourhoods*; and
 - iii. Connecting the *Centre* with the surrounding City fabric through parks, trails, bikeways, roads and transit routes;
- m) Be accompanied by zoning to implement the Secondary Plan that will incorporate transit-supportive development guidelines and in particular, within convenient walking distance of an existing or planned rapid transit station, establish:

- i. Minimum development densities as well as maximum development densities;
 - ii. Maximum and minimum parking standards;
 - iii. Restrictions on auto-oriented retailing and services; and
 - iv. Establish appropriate holding zones in those *Centres* where it has been demonstrated that full development build-out is dependent on the construction and extension of major roads, transit or other services;
- n) Assess opportunities for:
- i. Energy conservation, including peak demand reduction;
 - ii. Resilience to power disruptions; and
 - iii. Small local energy solutions that incorporate renewables, district energy, combined heat and power or energy storage through preparation of a Community Energy Plan;
- o) Assess opportunities for green infrastructure including tree planting, stormwater management systems and green roofs”.

Official Plan Policy 2.2.4 states new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

Chapter 3 - Building a Successful City

Public Realm Policy 3.1.1 of the Official Plan promotes quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm. The Public Realm policies of the Official Plan recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

In Section 3.1.2, Built Form, the Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area.

Section 3.1.2, further states that most of the City's future development will be infill and redevelopment sites, and as such will need to fit in, respect and improve the character of the surrounding area. It also states that development must be conceived not only in terms of the individual building site and program, but also in terms of how that site,

building and its façade fits within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of the Official Plan.

Built Form Policy 3.1.2.1(b), (c) and (d) states:

" New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from development by:

(b) Locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;

(c) Providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and

(d) Preserving existing mature trees wherever possible and incorporating them into landscaping designs".

Policy 3.1.2.2 states that new development will locate and organize vehicular parking and access, service areas and utilities to minimize their impacts on the property and on surrounding properties to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

(a) Using shared service areas where possible within development block(s) including public and private lanes, driveways and service curbs;

(b) Consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;

(c) Integrating services and utility functions within buildings where possible; and

(d) Providing underground parking where appropriate.

Built Form Policy 3.1.2.3 directs new development to be massed and its exterior façade to be designed to fit harmoniously into its existing and/or planned context, and to limit its impact on neighbouring streets, parks, open spaces and properties by:

(a) Massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportions;

(b) Incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;

(c) Creating appropriate transition in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Plan;

(d) Providing for adequate light and privacy; and

(e) Adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open space, having regard for the varied nature of such areas.

Policy 3.1.2.4 states that "new development will be massed to define the edges of the streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future uses of these areas".

Policy 3.1.2.5 directs new development to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

(a) Improvements to adjacent boulevards and respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;

(b) Co-ordinated landscape improvements in setbacks to create attractive transition from the private to public realm;

(c) Weather protection such as canopies and awnings; and

(d) Landscaped open space within the development site.

The Policies of Section 3.1.3 state that "tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, additional built form principles will be applied to the location and design of tall buildings".

Policy 3.1.3.1 requires tall buildings to be designed to consist of three parts, carefully integrated into a single whole:

a) Base building – provide definition and support at an appropriate scale for adjacent streets, park and open spaces, integrate with adjacent buildings, minimize the impact of parking and servicing uses;

b) Middle (shaft) – design the floor plate size and shape with appropriate dimension for the site, locate and orient it on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the provisions of this Section; and

c) Top – design the top of tall buildings to contribute to the skyline character and integrate roof top mechanical systems into the design.

Policy 3.1.3.2 requires tall building proposals to address key urban design considerations, including:

- a) Meeting the built form principles of the Plan;
- b) Demonstrate how the proposed building and site design will contribute to and reinforce the overall City structure;
- c) Demonstrate how the proposed building and site design relate to the existing and/or planned context;
- d) Taking into account the relationship of the site to topography and other tall buildings;
- e) Providing high quality comfortable and usable publicly accessible open spaces areas; and
- f) Meeting other goals and objectives of the Plan.

Section 3.1.3, Built Form – Tall Buildings, states poorly located and designed tall building can physically and visually overwhelm adjacent streets, parks and neighbourhoods. Such buildings can block sunlight, views of the sky and create uncomfortable wind conditions in adjacent streets, parks and open space and create traffic congestion. The Built Form Section defines tall buildings as buildings whose height is greater than the width of the adjacent road allowance. This built form is limited to parts of the *Downtown*, *Centres*, and other areas in which they are permitted by a Secondary Plan, an area specific policy, a comprehensive zoning by-law, site specific policies in effect as of the approval of the Plan. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of the Plan.

The sidebar text of the Built Form Section states:

"Appropriate transition in scale can be achieved with many geometric relationships and design methods in different combinations including angular planes, stepping height limits, appropriate location and orientation of the building, the use of setbacks and stepbacks of building mass. The larger the difference in scale of development, the greater the need for transition."

The Housing policies in Section 3.2.1 of the Official Plan encourage a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents.

Official Plan Policy 3.2.1.5 provides that significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development: will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and may secure any needed improvements to the existing rental housing without pass-through of costs to the tenants.

Chapter 4- Land Use Designations

Mixed Use Areas Policies

The *Mixed Use Areas* designation in the Official Plan provides for a broad range of commercial, residential or institutional uses, in single or mixed-use buildings, as well as parks and open spaces and utilities. The Official Plan states that "*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. However, not all *Mixed Use Areas* will experience the same scale or intensity of development".

Policy 4.5.2 of the Official Plan includes criterion that directs the form and quality of development in this land use designation. It is the intent that development in *Mixed Use Areas* will:

- (a) Create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- (b) Provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown and Central Waterfront, Centres, Avenues* and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- (c) Locate and mass new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights;
- (e) Locate and mass new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- (f) Provide an attractive, comfortable and safe pedestrian environment;
- (h) Take advantage of nearby transit services;
- (i) Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- (j) Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- (k) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Chapter 5 - Implementation: Making Things Happen

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with

Section 37 of the *Planning Act*. The proposed density meets the Official Plan's threshold for Section 37 considerations, therefore this development proposal would be subject to the Section 37 policies of the Official Plan.

The Secondary Plans policies in Section 5.2.1 of the Official Plan indicate that Secondary Plans establish local development policies to guide growth and change in a defined area of the City. Policy 5.2.1.1 indicates that "Secondary Plans will set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Plan's objectives". Policy 5.2.1.3 states that "Secondary Plans will promote a desired type of form of physical development resulting in highly functional and attractive communities and plan for an appropriate transition in scale and activity between neighbouring districts".

The Official Plan includes policies for City-building that provide for more detailed oriented action plans, programs and strategies needed to implement the Plan and to adapt to changing circumstances and challenges over the life of the Plan. Policy 5.3.2.1 states that "Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan." Though the policy goes on to acknowledge these plans, strategies and guidelines are not Official Plan policy unless added by amendment to the Plan, they do advance the vision, policies and objectives of the Plan. Urban design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas".

Etobicoke Centre Secondary Plan

Consistent with the PPS, the Etobicoke Centre Secondary Plan sets the policy framework to assist in the implementation of the urban structure and growth management objectives of the City of Toronto. The *Etobicoke Centre* is focused on two subway stations and as an inter-regional transit connection point, can contribute to growth management objectives of the broader region. The Etobicoke Centre Secondary Plan conforms to the Growth Plan (2020), through its growth management approach to achieving complete communities by focusing the highest densities around the Kipling and Islington subway stations.

The Etobicoke Centre Secondary Plan sets out an urban structure for the area that directs different levels of intensification to certain areas within its boundaries. This is reflected in more detail in the two *Mixed Use Areas* designations of the Plan that divide the scale and intensity of growth into either pedestrian scale buildings specific to the *Mixed Use Area B* designation or taller buildings in *Mixed Use Area A*. The Etobicoke Centre Secondary Plan designates the subject lands as *Mixed Use Area A*, which permits a wide variety of land uses and is envisioned and planned to accommodate the majority of the intensification within the *Etobicoke Centre* boundaries. The Etobicoke Centre Secondary Plan states:

"*Mixed Use Area A* will:

- a) Create a balance of uses to reduce automobile dependency and meet the diverse needs of the local community;

- b) Consist of a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open space;
- c) Have access to schools, parks, community centres, libraries and childcare; and
- d) Be designed and situated to take advantage of nearby transit services".

The primary objective of the Etobicoke Centre Secondary Plan is to create an urban structure that directs the tallest and most intensive development near the Kipling and Islington subway stations , as stated in Policy 3.3.1.3 "to promote Secondary Plan focal points the zoning for the Etobicoke Centre will permit the greatest heights and highest densities around the Kipling and Islington subway stations". Policy 3.3.1.5 states "the scale of buildings in areas other than Islington Village will generally be of mid-and-high-rise character consistent with their location and surroundings".

The Etobicoke Centre Secondary Plan places the site within the Central Apartment Neighbourhood Focus Area that is described as:

"This area forms a core of high density residential apartment buildings ranging from 6 to 36 storeys in height. Older predominantly rental buildings are found in the eastern part of this neighbourhood, while new condominiums are being constructed in the central and west portions of the area. This area has the potential to develop further high density residential buildings with good street relationships and abundant pedestrian connections between old and new neighbourhoods".

The Etobicoke Centre Secondary Plan contains urban design policies that specifically apply to tall building proposals which are more prescriptive than the parent Official Plan policies. Urban Design, Policy 3.4.6 of the Etobicoke Centre Secondary Plan, sets out key urban design considerations that proposed tall buildings must, at a minimum:

- "(a) Demonstrate how the proposed building and site design will contribute to and reinforce the urban structure of the area;
- (b) Demonstrate how the proposed building and site design relate to adjacent buildings and blocks within the immediate neighbourhood;
- (c) Minimize the negative impact of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces;
- (d) Take into account the relationship of the site to topography of other tall buildings;
- (e) Minimize the negative impact of shadows, sky view and wind on neighbouring private properties and residential neighbourhoods;
- (f) Provide adequate transition between tall buildings and the adjacent lower scaled buildings; and

(g) Provide high quality, comfortable and usable publicly accessible open space and areas."

Urban Design Policy 3.4.2 states: "buildings and parking structures will be located in a manner to preserve existing mature vegetation around the edges of development sites". Policy 3.4.4 states "to avoid massive continuous building slabs, the size of tower floor plates should be limited to create a distinct skyline character and allow views through the site". Policy 3.4.7 highlights that urban design guidelines will support and implement the objectives and policies of the City's Official Plan and the Secondary Plan.

Map 12-2 of the Etobicoke Centre Secondary Plan shows a potential pedestrian route in the general location of the site connecting the Central Apartment Neighbourhood Focus Area to the Islington subway station.

Zoning

Zoning By-law No. 1088-2002 implements the vision of the Etobicoke Centre Secondary Plan.

The site is zoned Etobicoke Centre 3 (EC3) by the former City of Etobicoke Zoning Code as amended by Site Specific Zoning By-law No. 1088-2002 (see Attachment 5: Existing Zoning By-law Map). The EC3 zone permits apartment houses and a limited range of commercial uses. The By-law does not permit any residential use on the ground floor.

The maximum building height permitted is 90 m and the maximum floor space index permitted is 3.5 times the area of the lot. The By-law prescribes a maximum base building height of 12 m and requires building stepbacks of 3 m above a building height of 12 m and an additional stepback of 6 m above a building height of 60 m. Regardless of the maximum permitted building height, the Zoning By-law requires that no portion of a building shall be higher than the horizontal distance from an Residential or Open Space zone to any portion of the building, which is equivalent to applying a 45 degree angular plane from the nearest Residential or Open Space property.

The Zoning By-law requires a minimum of 25% of the site area to be reserved for landscaped open space and a minimum of 1.5 m² per dwelling unit of indoor amenity space *to be* provided. The Zoning By-law also includes a number of performance standards including minimum and maximum building setbacks at grade and maximum tower floor plate sizes.

City-wide Zoning By-law No. 569-2013 does not apply to this site as a Site Specific Zoning By-law is in place for the Etobicoke Centre Secondary Plan Area.

DESIGN GUIDELINES

Etobicoke Centre Urban Design Guidelines

The Guidelines establish the urban design goals for the Etobicoke Centre as it relates to among other matters, building design, pedestrian comfort and streetscape improvements. The Guidelines draw upon Zoning By-law No. 1088-2002 to achieve the

built form goals envisioned in the Etobicoke Centre Secondary Plan. A variety of building forms are encouraged within the centre through four general height ranges including Main Street Buildings, Streetwall and Mid-Rise Buildings, Mid-Rise buildings and Tall Buildings. Regardless of the building typology, the Guidelines state that building heights of new development is intended to support the *Centre* and Secondary Plan initiatives.

The link to the Guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-guidelines/etobicoke-york/>

Etobicoke Centre Public Space and Streetscape Plan

In 2011, City Council endorsed the Etobicoke Centre Public Space and Streetscape Plan to incrementally improve the quality and character of public spaces in the *Etobicoke Centre*.

The Streetscape Plan is intended to unify the diverse parts of the *Etobicoke Centre* and encourages a friendly pedestrian environment while identifying new park space and public space improvements. In addition to general recommendations on the public realm, individual character areas were identified, including Mabelle-Cordova, where specific public realm improvements could be undertaken to further achieve the goals of the Public Space and Streetscape Plan. The key projects for Mabelle-Cordova are, among others, supporting Mabelle Park as a cultural destination and formalizing pedestrian connections through publicly and privately-owned sites and improving access to Islington subway station and Tom Riley Park.

The Public Space and Streetscape Plan has identified the subject site as a potential location for a new north/south pedestrian connection between the Mabelle-Cordova area to the Islington subway station to facilitate a new north/south connection across the rail corridor. A new pedestrian connection is not proposed as part of the application, and due to new Hydro and rail corridor restrictions a pedestrian connection at this location is no longer feasible or realistic. The approved development of the lands to the immediate east at 64 - 70 Cordova Avenue, includes the construction of an accessible pedestrian connection to Islington Avenue, which is considered to be a major public realm improvement within the Mabelle-Cordova area to improve pedestrian circulation to and from Islington subway station. Planning staff are of the opinion that the pedestrian connection constructed as part of the 64-70 Cordova Avenue development satisfies the intent of the Pedestrian Route illustrated on Map 12-2 of the Secondary Plan and can be considered in lieu of the connection identified in the Streetscape Plan on the subject site.

City-Wide Tall Building Design Guidelines

City Council has adopted City-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts.

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City Building, of the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design Guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas". The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment and other policies within the Plan related to the design and development of tall buildings in Toronto.

The City-wide Tall Building Design Guidelines define a tall building as buildings having a height that is greater than the width of the adjacent street right-of-way or the wider of two streets if located at an intersection. The Tall Building Design Guidelines do not determine where tall buildings are permitted, rather they assist with the implementation of Official Plan policy to ensure that tall buildings, where they are permitted, "fit within their context and minimize their local impacts". The Guidelines provide measurable direction relating to creating harmonious fit and compatibility with the existing and planned context, emphasizing relationships to lower-scale buildings, parks and open spaces.

This application was reviewed against the City-wide Tall Building Design Guidelines, including sections on context analysis, fit and transition, sunlight and skyview, floor plate size and shape, tower placement, separation distance, building address and entrances, site servicing, access and parking and pedestrian realm. The link to the City-wide Tall Building Design Guidelines can be accessed at:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>

Growing Up: Planning for Children in New Vertical Communities

In July 2020, Toronto City Council adopted updated Growing Up Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals greater than 20 residential units and future city-wide and area-based planning frameworks. The objective of the Growing Up Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. The Guidelines are available at: <https://www.toronto.ca/citygovernment/planningdevelopment/planningstudiesinitiatives/growing-up-planning-for-children-in-new-vertical-communities>.

Pet Friendly Design Guidelines

The objective of the Pet Friendly Design Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities.

The Guidelines support all residents, pet-owners and non-pet-owners alike, by encouraging the design of new development to demonstrate a consideration for pets, as well as the impacts that they have on our parks, open space and the environment.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the *Planning Act*, PPS (2020) and the Growth Plan (2020).

Staff have determined that the proposal is inconsistent with the *Planning Act* and PPS and does not conform with the Growth Plan policies as follows:

Planning Act

Section 2 of the *Planning Act* sets out matters of Provincial interest that all development must have regard to. These include:

- (j) The adequate provision of a full range of housing, including affordable housing;
- (p) The appropriate location of growth and development; and
- (r) The promotion of built form that:
 - (i) Is well-designed;

The proposed development does not have regard to the above relevant matters of Provincial interest in Section 2 of the *Planning Act*. Section 5.2.1 of the Official Plan states Secondary Plans are to establish local development policies to guide growth and change in a defined area of the City and identify land use policies for development and intensification, as well as urban design objectives and parameters. As such, the Etobicoke Centre Secondary Plan, supported by the Etobicoke Centre Zoning By-law No. 1088-2002, provide a framework for the *Centre* that sets out a hierarchy of forms of development that encourages significant intensification in specific locations and provides form and scale policy direction to ensure anticipated growth is contextually appropriate. The urban structure envisioned in the Etobicoke Centre Secondary Plan and implemented through the Zoning By-law direct the highest building heights and densities around the Kipling and Islington subway stations, in the Bloor/Islington and Six Point Focus Areas. The application is proposing the tallest and one of the densest buildings within the *Etobicoke Centre* in a location (outside of the Bloor/Islington and Six Point Focus Areas) that has not been identified in either the Etobicoke Centre Secondary Plan or Zoning By-law No. 1088-2002 to accommodate such intensification.

The proposal represents a built form that is not well-designed as it fails to conform to the urban design policies of the Etobicoke Centre Secondary Plan and the Built Form and Tall Building Official Plan policies, and is not consistent with its existing and planned context.

The City has housing objectives to accommodate a broad range of households within new development. The City seeks to secure a minimum of 15% of the proposed units as

two bedrooms and 10% of the units as three or more bedrooms with appropriate minimum sizes to ensure there are a range of affordable and diverse housing options and family sized units available within the City. The application is not providing the 10% three bedroom units or recommended unit sizes for families and no affordable housing units are proposed as part of the proposal.

Provincial Policy Statement (2020)

The PPS (2020) provides policy direction on matters of provincial interest related to land use planning and development. Key objectives include: building strong, healthy communities; wise use and management of resources; and protecting public health and safety. The PPS states that planning authorities shall identify appropriate locations for intensification and that an appropriate range and mix of housing types and densities be provided.

Policy 1.1.1 (b) of the PPS directs that healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons). The proposed development provides a housing option that differs than the single-family detached housing surrounding the *Etobicoke Centre*, however the application does not include any affordable housing units and fails to provide a sufficient number of family-sized units.

Policy 1.1.3.3 directs that Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where it can be accommodated.

Policy 4.6 of the PPS states that a municipality's "official plan is the most important vehicle for implementation of the Provincial Policy Statement" and that "comprehensive, integrated and long-term planning is best achieved through the official plans".

The City has housing objectives to accommodate a broad range of households within new development by securing a minimum of 15% of the proposed units as two bedrooms and 10% of the units as three or more bedrooms with appropriate minimum sizes. The application is not providing the 10% three bedroom units or recommended units sizes for families and no affordable housing units are proposed as part of the proposal.

The City of Toronto Official Plan policies, aligned with the Etobicoke Centre Secondary Plan policies and implementing Zoning By-law No. 1088-2002, direct growth in the *Etobicoke Centre* by accommodating for an appropriate range of height and density with a mix of residential, employment, recreational and open space uses to meet long-term needs. While the Official Plan designates the Etobicoke Centre as a location for growth, the Etobicoke Centre Secondary Plan is explicit in that new development is to be consistent with its surrounding neighbourhood and reinforce the urban structure of the Etobicoke Centre where the most intense development are to be located around the Kipling and Islington subway stations, being the Six Points and Bloor/Islington Focus Areas. The proposal is located in the Central Apartment Neighbourhood Focus Area and proposes the tallest building height and one of the densest developments within

the Etobicoke Centre. The current proposal does not conform with the policies of the Etobicoke Centre Secondary Plan and the parent Official Plan, therefore is inconsistent with the PPS to the extent that it does not comply with the municipal direction for growth.

Growth Plan (2020)

The Growth Plan (2020) provides a strategic framework for managing growth in the Greater Golden Horseshoe in a way that supports economic prosperity, protects the environment and helps communities achieve a high quality of life. The Guiding Principles in Section 1.2.1 support the achievement of complete communities, as defined in the Growth Plan, recognizing that communities can take different shapes and forms appropriate to their context. The Guiding Principles also support a range and mix of housing options and the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan provides a strategic framework for managing growth in the Greater Golden Horseshoe. Growth Plan policies for the management of growth (Policy 2.2.1.4) state the application of the policies will support the achievement of complete communities that:

- c) Provide a diverse range and mix of housing options, including second units and affordable housing to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

Policy 2.2.2.3 directs that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas which will:

- a) Encourage intensification generally to achieve a desired urban structure;
- b) Identify the appropriate type and scale of development and transition of built form to adjacent areas;
- d) Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) Prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) Be implemented through Official Plan policies and designations, updated zoning and other supporting documents.

The Official Plan and the Etobicoke Centre Secondary Plan collectively establish an intensification strategy for the *Etobicoke Centre*. The Etobicoke Centre Secondary Plan provides an urban structure for the *Etobicoke Centre* as a whole which is further defined through its associated Zoning By-law No.1088-2002 and directs the highest intensification to the lands above and directly adjacent to the Kipling and Islington subway stations. Staff are of the opinion that the application does not conform to the

Growth Plan, as the development does not represent an appropriate scale of development and is not consistent with its surrounding neighbourhood.

Intensification and growth is anticipated in the *Etobicoke Centre*, however the tallest building heights and densities are to be located in the *Mixed Use Areas 'A'* designation in the Bloor/Islington Focus Area and a portion of the Six Point Focus area, where the zoning permits a building height of 90 m and a density of 5 times the area of the lot. It is in this location where the Etobicoke Centre Secondary Plan envisions the tallest buildings within the Etobicoke Centre. Development within the adjacent focus areas are to be compatible with the built form context of their focus area and not the built form envisioned in the Bloor/Islington Focus Area. The site is zoned for a 90 m maximum permitted building height of 90 m, however it is not zoned to accommodate the highest density and is required to provide transition to the adjacent open space zoned lands.

The *Etobicoke Centre* is identified as an Urban Growth Centre in the Growth Plan. Policy 2.2.3.2 directs that Urban Growth Centres will be planned to achieve, by 2031, a minimum density target of 400 residents and jobs combined per hectare. This density target requirement is reflected in the Official Plan policies and the urban structure of the Etobicoke Centre Secondary Plan and the supporting Etobicoke Centre Zoning By-law No. 1088-2002. Currently the site is not underdeveloped, as the existing site area of the subject site is approximately 1.06 hectares which is occupied by an existing 30-storey residential building containing 416 residential units, as such the site exceeds more than 400 residents per hectare.

Policies in Section 2.2.6 Housing in the Growth Plan support housing choice through the achievement of the minimum intensification and density targets in the Plan by identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet the projected needs of current and future residents, as well as to support the achievement of complete communities through the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. There is no affordable housing included as part of this development and the City's guideline for a minimum of 10% three-bedroom units or family sized units is not being met. The proposal does not support the achievement of complete communities, such as a diverse mix of housing options.

The proposed height and scale is not appropriate for the site as it is proposing to be the tallest and one of the densest building in the middle of the block, further away from the subway and does not reinforce the urban structure of the immediate neighbourhood. Staff are of the opinion that the proposed Zoning By-law Amendment in its current form, does not conform to, and conflicts with the Growth Plan.

The Growth Plan also contains policies pertaining to population and employment densities that should be planned for in Growth Centres and Major Transit Station Areas (MTSAs) along priority transit corridors or subway lines. The Etobicoke Centre Secondary Plan corresponds to one of the Growth Centres identified in the Growth Plan. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of an existing or planned higher order transit station, representing about a 10-minute walk. The subject lands are also within *Etobicoke Centre* which is one of the

Growth Centres identified within the Growth Plan, and is located within 500 to 800 m of the Islington subway station.

The Growth Plan requires that, at the time of the next Municipal Comprehensive Review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's are planned to achieve appropriate densities. On June 29, 2020, City Council approved a work plan ([Item PH14.4](#)) for the Growth Plan Conformity and MCR of the Toronto Official Plan and established August 4, 2020 as the commencement of the City's MCR. Regarding MTSA's, the MCR work plan includes a three-phased implementation approach to delineate and set density targets for the 180+ MTSA's in Toronto. The Islington Subway Station area is included in Phase 1 of the MTSA's implementation. As such, there are no established MTSA's in the City of Toronto, therefore the MTSA policies of the Growth Plan should not be used to justify greater building heights and densities. Not all properties within a 500 to 800 m of a transit station will necessarily be delineated within an MTSA boundary, so it is premature to rely on those policies as a basis to support additional height and densities. The site is suitable for appropriate redevelopment and intensification, but any support for additional height and density should be based on good planning given the local context and the in-force Official Plan and Secondary Plan policies, and not the MTSA policies in the Growth Plan.

Land Use

The site is located within the *Etobicoke Centre*, designated *Mixed Use Areas*, as shown on Map 14 of the Official Plan and designated *Mixed Use Area A* as shown on Map 12-5 of the Etobicoke Centre Secondary Plan.

The application proposes both residential and non-residential uses. Both proposed uses are permitted in the *Mixed Use Area A* designation of the Etobicoke Centre Secondary Plan and the *Mixed Use Area* designation of the Official Plan. Although these uses are permitted in the EC3 zone of Zoning By-law No. 1088-2002, residential uses are not permitted on the ground floor.

This application proposes to exceed the maximum gross floor area and building height permitted by the Zoning By-law. While the uses are permitted, the application fails to meet many key policies within the Official Plan, Etobicoke Centre Secondary Plan and Council approved Urban Design Guidelines.

Built Form

The subject site is located within the Etobicoke Centre in an area designated for mid and high-rise buildings. An infill development consisting of a tall building could be acceptable provided that the proposal meets all the applicable Official Plan and Etobicoke Centre Secondary Plan policies and the intent of the design guidelines, as well as being more aligned with the surrounding approvals.

The Secondary Plan requires tall building proposals to demonstrate how they will contribute to and reinforce the urban structure of the area and relate to adjacent buildings and blocks within the immediate neighbourhood. Therefore, one of the key

considerations for any development on the subject site must be a demonstration of how the proposal appropriately relates to its existing and/or planned context and limits potential impacts to any sensitive uses in the immediate area.

The subject site is located within a context of tall buildings of varying heights, is southeast of Mabelle Park, south of Islington Junior Middle School and its associated playing field and is physically separated from the Bloor-Islington Focus Area and Islington subway station to the south by a utility corridor for rail and hydro.

There are seven focus areas within the Etobicoke Centre Secondary Plan, which sets out an urban structure for the area. The policies of the Etobicoke Centre Secondary Plan and implementing Zoning By-law direct different levels of intensification to certain areas within its boundaries. The site is located within the Central Apartment Neighbourhood Focus Area, which has been identified as a core of high density residential apartment buildings ranging from 6 to 36 storeys in height. The Plan notes that the area has the potential for further high density residential buildings with good street relationships and abundant pedestrian connections between old and new neighbourhoods. At the time the Etobicoke Centre Secondary Plan was adopted, older predominately rental buildings were found in the eastern part of this focus area, while new condominium apartments were being constructed in the central and west portion of the focus area. More recently new development is emerging in the eastern portion of the focus area with building heights that range from 20 to 45-storeys.

The subject site is located in the southeastern portion of the focus area, north of the Bloor/Islington Focus Area where considerable development potential exists above the Islington subway station for high-rise office and/or residential use. The lands fronting onto the north side of Bloor Street West at Islington Avenue, designated *Mixed Use Area 'A'*, within the Bloor/Islington Focus Area are zoned Etobicoke Centre '2' (EC2) and have an as-of-right building height of 90 m and a FSI of 5 times the area of the lot permitting the highest level of intensification with the Etobicoke Centre. Although the site is in close proximity to the Islington subway station, it is zoned Etobicoke Centre '3' and allows for an as-of-right building height of 90 m and a FSI of 3.5 times the area of the lot, which does not permit a comparable level of intensification as in the Bloor/Islington Focus Area. In terms of the urban structure that results from the permitted zoning the greatest density is directed to the lands at Bloor/Islington and not to the subject site. The City led Bloor/Islington Housing Now initiative, located at the northwest corner of Bloor Street West and Islington Avenue, is underway and the emerging heights in storeys for the site range between the low 30's to the mid 40's with an approximate FSI of 9.4 times the area of the lot, which is realizing the Secondary Plan policy direction of locating the highest heights and density around the Islington subway station. The application is proposing a 49-storey building with an overall height of 153 m and a FSI of 9.8 times the area of the lot, which would result in the tallest and one of the most dense development within the entire Etobicoke Centre.

The subject site is located in a mid-block location on a local road with no direct access to the Islington subway station. There is no rationale to warrant why the subject site should have the highest height and density in the Etobicoke Centre. Planning staff supported additional building height at 64-70 Cordova Avenue because, the proposal has frontage onto Islington Avenue and provided an important public and community

benefit by way of a major public realm infrastructure improvement, that included a landscaped pedestrian staircase and ramp connecting the site and the Central Apartment Neighbourhood Focus Area to Islington Avenue and thereby providing direct access to Islington subway and bus station. Once completed, this staircase will be conveyed to the City and maintained by the owner in perpetuity. Although the applicant has noted potential connection opportunities from the site to the Islington subway station, no connection to the areas to the south of the site nor any solution regarding how such a connection could ever be achieved has been provided as part of the application. Although such a connection is identified in the Secondary Plan, it is no longer feasible or realistic due to current hydro and rail corridor restrictions. As such, this is not justification for the site to be considered appropriate to accommodate the proposed height or the tallest building in the *Etobicoke Centre*.

While *Centres* and both *Mixed Use Area 'A'* and *Mixed Use Areas* designations in general are identified as areas for intensification, the Etobicoke Centre Secondary Plan is very clear that the scale of new development will be consistent with its location and surroundings. While a tall building is appropriate on the site, the proposed development does not demonstrate a proposed height and density that is consistent with its location and surroundings and the urban structure of the Etobicoke Centre.

Base Building

The Etobicoke Centre Secondary Plan states that streets will be developed with a pedestrian scale building-to-street relationship. Furthermore, in the Central Apartment Neighbourhood Focus Area, high density development is expected to have good street relationships. In accordance with the policies contained in the Secondary Plan, the Etobicoke Centre Urban Design Guidelines require the massing of new buildings to frame and support the street at a scale that balances built form with the street width. Consistent base building heights are intended to ensure a predictable street edge from one property to the next, as such the Etobicoke Centre Urban Guidelines requires tall building proposals to have a maximum base building height of 4-storeys. The 4-storey maximum base building height is appropriate within the Central Apartment Neighbourhood Focus Area and along Mabelle Ave in particular because of the narrow 15.2 m wide right-of-way.

Official Plan Policy 3.1.2.3 (a) requires new development to be massed to frame adjacent streets in a way that respects the existing street proportion. *Mixed Use Areas* Policy 4.5.2 (e) also requires new development to locate and mass new buildings to frame the edges of streets with good proportion. Tall Building Policy 3.1.3.1 a) requires base buildings to provide definition and support at an appropriate scale for adjacent streets and to integrate them with adjacent buildings. Tall Building Design Guideline 3.1.1 refers to the base building height being consistent with the existing street wall context and refers to a base building height being a maximum of 80% of the width of the adjacent right-of-way width. The Zoning By-law permits a maximum base building height of 12 m. The established street wall height for the south side of Mabelle Avenue is 4-storeys.

The base building height is proposed to be 5-storeys and 17.7m in height, which exceeds the existing and planned context base building height for Mabelle Avenue by

2.7 m. Staff are of the opinion that the proposal does not fit the existing or planned base building context and should be lowered to be consistent and fit within the Mabelle Avenue context.

Tower Height and Transition

The Etobicoke Centre Secondary Plan Policy 3.3.1 states that the general scale of buildings in Etobicoke Centre will make the area stand out from its environs and identify the area as a focal point. The provision of differing building scales will assist in establishing and promoting character and function of various areas within the Centre. The look and feel of an area can be characterized through its building scale and urban design. The Etobicoke Centre Secondary Plan contains more restrictive tall building policies than the parent policies in the Official Plan. In the Etobicoke Centre Secondary Plan, Policy 3.4.6 requires tall building proposals to demonstrate a relationship to existing buildings and blocks within the immediate neighbourhood; contribute to and reinforce the urban structure of the area; minimize negative impact of shadows, sky view and wind on adjacent public areas, properties and residential neighbourhoods; and adequately transition between taller buildings and adjacent lower-scaled buildings. Policy 3.3.1.5 requires the scale of buildings to be consistent with their location and surroundings. Policy 3.3.1.3 provides further direction on the urban structure of the Etobicoke Centre as it states, "to promote the Secondary Plan focal points the zoning for the Etobicoke Centre will permit the greatest heights and highest densities around the Kipling and Islington subway stations".

New development must be conceived not only in terms of the individual building site and program, but also in terms of how that site and building fit within the existing and/or planned context of the neighbourhood. The Official Plan calls for future development to fit in, respect and improve the character of the surrounding area. Official Plan Built Form Policies 3.2.1.1 and 3.1.2.3 require that new development be located and organized to fit within its existing and/or planned context and be massed to fit harmoniously into its context. Built Form Policy 3.1.2.3 (c) requires new development to create appropriate transition in scale to neighbouring existing and/or planned buildings. *Mixed Use Areas* Policy 4.5.2(d) states that new development in *Mixed Use Areas* designations will locate and mass new buildings to provide a transition between areas of different intensity and scale, through means such as providing appropriate setbacks and or a stepping down of heights.

Tall buildings come with larger civic responsibilities and obligations than other buildings. Tall Buildings Policy 3.1.3.2 requires tall building proposals to address key urban design considerations, such as (a) meeting the built form principles of the Official Plan; and (c) demonstrating how the proposed building and site design relate to the existing and/or planned context.

Tall Building Design Guideline 1.3 states that buildings should respect the scale and local context and display appropriate transition in height and intensity, especially when adjacent to areas of lower-scale built form. As such, new development must be evaluated on its relationship with the heights and massing of other buildings in its surrounding context. The intent of this analysis is to ensure that the proposed height, scale and massing fits harmoniously within its existing and/or planned context.

The Zoning By-law permits a maximum building height of 90 m for the sites located on the south side of Mabelle Avenue. Notwithstanding this provision, building height is further regulated by a provision requiring a transition in height down to the lands zoned Open Space. The tallest tower approved at 64-70 Cordova Avenue is located in the middle of three towers, which steps down in height to both the east and west in relation to buildings of lower scale and maintains transition down to the lands zoned Open Space.

The application is proposing a 49-storey building with an overall building height of 153 m, while the existing and approved tall buildings within the Central Apartment Neighbourhood Focus Area range from 12 to 45-storeys. To the east along Mabelle Avenue, building heights range from 30 storeys (25 Mabelle Avenue) and 35, 45 and 41 storeys (64-70 Cordova Avenue); to the immediate west there are three buildings with building heights of 19-storeys (49 Mabelle Avenue), 13-storeys (41 Mabelle Avenue) and 18-storeys (57 Mabelle Avenue); and along the north side of Mabelle Avenue from east to west, exists buildings of 36-storeys (50 Cordova Avenue), 34-storeys (24 Mabelle Avenue) and 22-storeys (52 Mabelle Avenue). As previously discussed, the Zoning By-law permits a maximum building height of 90 m but further limits the building height through the requirement to transition down to the lands zoned Open Space at Mabelle Park. This provision not only limits the maximum permitted building height on the subject site, but would also restricts the maximum permitted height on the vacant lands on the north side of Mabelle Avenue and the surrounding properties to the west of the subject site. The existing and planned context of the subject site and its surroundings is substantially lower in height than the proposed 49-storey building.

While maximizing the number of housing opportunities and promoting tall buildings close to transit are policy objectives, the Etobicoke Centre Secondary Plan requires new housing be developed in a range of building scales consistent with its surroundings. The Secondary Plan policies that specifically apply to tall buildings require proposals to demonstrate a relationship to adjacent buildings and blocks within the immediate neighbourhood, contribute to and reinforce the urban structure of the area, and provide adequate transition between taller buildings and adjacent lower scale buildings. The established building height context of the Central Apartment Neighbourhood Focus Area transitions down from the existing 45-storey building. There is no relationship between the proposed building and its existing and/or planned context in terms of building height, as the application is proposing a 49-storey building with a 153 m height, that would be approximately 9 m greater than the tallest 45-storey building (144 m). The application is proposing the tallest building within the Etobicoke Centre in a location where it does not relate to the adjacent buildings within the immediate neighbourhood. The proposed application is inconsistent with its surrounding context, fails to provide adequate transition in scale and does not contribute to and reinforce the urban structure of the area or contribute in a positive way to the skyline of *Etobicoke Centre*.

The introduction of a tower at a height of 153 m and 49-storeys on the subject site is not appropriate as the proposal fails to provide transition to be consistent or fit within its surrounding neighbourhood, as directed by both the Official Plan and Etobicoke Centre Secondary Plan. The intense development proposed does not promote a compatible

physical relationship with surrounding sites and does not reinforce the urban structure of the area.

Tower Floor Plate Size, Separation Distances and Setbacks

Policy 3.4.4 of the Etobicoke Centre Secondary Plan requires tall buildings proposals to limit the size of the tower floor plate. In addition, Policy 3.4.6 requires all tall buildings to minimize their shadow impacts on adjacent public areas including streets, private properties and open spaces. The Tall Building Design Guidelines limits maximum floor plate sizes to 750 m², which is intended to limit the shadow impacts through compact floor plates that cast smaller, faster moving shadows. The size and shape of the tower floor plate works together with the height and placement of the tower to determine the overall three-dimensional massing of a tall building and the visual and physical impact it poses on surrounding streets, parks, open spaces and properties.

The application is proposing a floor plate size of 825 m² above the base building to the 19th storey, where the floor plate size would reduce to 780 m². While site specific Zoning By-law No. 1088-2002 allows a building to have a maximum floor plate area of 825 m² between a height of 36 m and 60 metres (which then must be reduced to 750 m²), the Tall Building Design Guidelines reflect City Council's current standards for new tall building developments and have been applied to guide applications within the Centre where greater tower heights are sought.

Section 3.2.1- Floor Plate Size and Shape of the Tall Building Design Guidelines, limits the tower floor plate size to 750 m² or less per floor, including all built area within the building, excluding balconies. As such, the majority of the recent tall building approvals within the Etobicoke Centre that required amendments to the zoning by-law for greater heights have floor plates of 750 m².

Section 3.2.1 of the Tall Building Design Guidelines also state that any increase in tower floor plate size require greater tower separation, setbacks or step backs proportionate to the increase in building size to mitigate resultant wind, shadow and sky view impacts on surrounding streets, parks, open spaces and properties. For larger floor plates, the widest dimension of the tower floor plate is used to determine adequate tower setbacks and separation. The widest dimension of the proposed tower measured would be 38 m, which is the proposed north/south tower floor plate dimension between the 6th and 19th floors. The application is proposing the minimum 25 m separation distance between the existing and proposed buildings and a tower setback from the west property line of 12.7 to 14.8 m. The application fails to provide greater tower separation or setbacks to address the increased tower floor plate proposed.

There is no justification that would warrant the proposed floor plate size to be greater than 750 m², nor are smaller floor plates proposed within the lower building heights, which would offset the larger floor plate permissions as set out in the Zoning By-law. Staff are of the opinion that the proposed tower floor plate size are excessive and do not meet City Council's current standards for new tall building developments.

Site Organization and Circulation

The existing building is currently served by a driveway from Mabelle Avenue located on the west side of the existing building. The application proposes to modify and enlarge the existing drive to serve the drop-off and pick-up activities and loading facilities for both buildings, as well as provide access to the underground garage for the proposed building. A new driveway for the existing rental building is proposed on the eastern side of the building where currently a number of mature trees exist and would connect to a new ramp to the parking serving the existing building.

Official Plan Built Form Policies 3.2.1.2(a) and (b) state:

New development will locate and organize vehicular parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

(a) Using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts; and

(b) Consolidating and minimizing the width of driveways and curb cuts across the public sidewalks.

Built Form Policy 3.1.2.1(d) requires new development to be located and organized to fit with its existing and/or planned context and to preserve existing mature trees wherever possible and incorporate them into landscaping designs. Urban Design Policy 3.4.2 of the Etobicoke Centre Secondary Plan states buildings and parking structures will be located in a manner to preserve existing mature vegetation around the edges of the development site.

Staff have attempted to work with the applicant during the application review process to improve the proposed site organization and circulation. The revised centralized turning circle, pick up and drop off area and shared servicing access area with enclosed waste storage is an improvement to the current condition. However, replacing one curb cut and vehicular access point with two to accommodate both the interim construction and longer term operations adds interruption to pedestrian comfort and safety within the public realm and streetscape. It would be inappropriate to provide two driveways when one centralized back-of-house area is already proposed that should be able to service both buildings. The addition of a second driveway and exposed ramp is counter to the Official Plan and Secondary Plan policies and current urban design guidelines that aim to preserve existing mature trees, limit interruption to the public realm, and reduce the extent of hard surfaces and site area given to vehicular infrastructure.

Planning staff are of the opinion that the proposed access driveway and open parking garage ramp on the east side of the existing building should to be relocated or consolidated with the ramp of the proposed building to maximize the expansion of the public realm, pedestrian priority, mature tree preservation and high quality space for resident amenity.

Sun and Shadow

The shadow impacts that would result from the proposal are not acceptable. Policy 3.1.2.3 (e) of the Official Plan states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by: e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas.

The Etobicoke Centre Secondary Plan contains more restrictive policies for tall building proposals than the parent Official Plan policies. Policy 3.4.6 (c) and (e) require tall building proposals to minimize the negative shadows on adjacent streets, neighbouring private properties, residential neighbourhoods and public areas. Further direction is provided in the City's Tall Building Design Guidelines where it states that in the shoulder seasons, spring and fall, access to direct sunlight and shelter from the wind becomes very important to improve the comfort, usability and enjoyment of outdoor spaces.

A shadow study from the applicant's architect was submitted with the application illustrating the incremental shadow impacts during March 21st and September 21st (Spring and Fall Equinoxes), June 21st (Summer Solstice) and December 21st (Winter Solstice). The as-of-right building shadows illustrated throughout the studies do not accurately depict the as-of-right condition and shadow impacts. As such, the submitted shadow studies have failed to demonstrate the actual incremental shadows impacts between the as-of-right and proposed shadows.

The proposed development casts significant and unacceptable new incremental shadow impacts on neighbouring streets, properties and open spaces, including the open space directly across the street from the subject site and the Islington Junior Middle School green space during key hours of use. Staff are concerned with the shadowing of the Islington Junior Middle School between 10:18 a.m. to 11:18 a.m. during the Spring and Fall equinoxes. School children do not have a choice when and where to go out and are restricted to the school playground area.

The 36-storey building at 24 Mabelle Avenue has its outdoor open landscaped space located on the west side of the site, which is directly north of the proposed tall building. The proposed building would cast new incremental shadows on the open space between 10:18 a.m. to 1:18 p.m. during the Spring and Fall equinoxes and from 11:18 a.m. to 12:18 p.m. during the Summer Solstice. In this respect, the proposal does not conform to, or maintain the intent of the Official Plan and Etobicoke Centre Secondary Plan.

The proposal would result in adverse shadow impacts due to the proposed building height and massing that cannot be adequately mitigated. However, Staff are of the opinion that a lower building height that is consistent with the surrounding context would alleviate the proposed incremental shadowing on the Islington Junior Middle School during key times of the day.

Wind Impacts

The applicant submitted a Pedestrian Level Wind Study, prepared by RWDI Consultants. Planning staff have concerns with the extent of the expected wind conditions on the public realm, the adjacent properties and on-site.

Section 2.2.1.4(e) of the Growth Plan (2020) states that the policies of the Growth Plan will support the achievement of complete communities that "provide for a more compact built form and a vibrant public realm".

The Official Plan and Etobicoke Centre Secondary Plan help implement the policy outcomes of the Growth Plan. Policy 3.1.2.3 e) of the Official Plan states:

"New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impacts on neighboring streets, parks, open space and properties by:

e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas."

The Etobicoke Centre Secondary Plan Urban Design Policy 3.4.6 c) and e) states:

"Tall building proposals must, at a minimum address key urban design considerations such as:

c) minimize negative impact of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces; and

e) minimize negative impact of shadows, sky view and wind on neighbouring private properties and residential neighbourhoods".

The Etobicoke Centre Urban Design Guidelines indicate that building heights must ensure a good surrounding environment by improving wind conditions and that built form design features can be incorporated into the design of the development to mitigate wind conditions at the pedestrian level.

Pedestrian comfort is of paramount consideration when evaluating the wind conditions within the public realm. According to the grade-level pedestrian wind condition figures of the RWDI Study, during the Spring and Winter, specific locations within the adjacent public realm and properties, as well as on-site would experience an uncomfortable comfort class rating. During the summer months, uncomfortable wind speeds would be expected between the existing and proposed building on site. During the winter months, uncomfortable wind conditions would be expected within the adjacent public realm, including Mabelle Avenue and the public sidewalk, adjacent properties to the north, east and west, as well as on-site between the existing and proposed building. Staff are of the opinion these conditions are not acceptable and further design improvements and wind mitigation measures are required.

If the application is approved, staff are recommending that the LPAT be requested to withhold its Order until a revised wind study is submitted to the satisfaction of the Chief Planner and Executive Director. The owner should be required to implement and maintain all recommended wind mitigation measures, all of which are to be secured as a matter of legal convenience in the Section 37 Agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

Local School Boards

The Toronto District School Board submitted comments through the development application review process, identifying concerns with the application relating to impacts on the Islington Junior- Middle School, including, but not limited to: shadow impacts on the Islington Junior-Middle School play field; wind impacts on the school property and student pedestrian travel paths; traffic impacts on school operations and surrounding road networks; and construction activity impacts on the health and safety of students and staff at the school. At the LPAT Case Management Conference, the Toronto District School Board was identified as a Party for the upcoming hearing on this application and have a set of issues that include other matters.

Toronto District School Board has advised that the Islington Junior-Middle School is operating at capacity and cannot accommodate additional students from the proposed development.

The Toronto Catholic District School Board has advised the development site falls within the attendance boundary of Our Lady of Sorrows Catholic Elementary School, as well as Bishop Allen Academy and Michael Power/ St. Joseph Secondary Schools.

Due to concerns associated with school accommodation, the Toronto Catholic District School Board requests that if the application is approved that a clause be included in the conditions of approval and subsequently within any agreement of purchase and sale for the proposed units of this development related to the Toronto Catholic District School Board's inability to accommodate future students at the local schools.

If the application is approved, staff are recommending that the LPAT be requested to withhold its Order until the owner satisfies the requirements of the Toronto District School Board and Toronto Catholic District School Board regarding warning clauses and signage with respect to school accommodation issues.

Rail Safety

Official Plan Policy 2.2.4 states new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities. The subject site is immediately adjacent to the Canadian Pacific Railway Galt Subdivision line which also carries the Milton GO Train service. The applicant is proposing a building setback of 12.8 m measured from the base building to the south property line adjacent to the rail corridor, a setback of 20 m to the residential uses of the

proposed building and a 7 m high crash wall that stretches the length of the building at the rear of the site.

The Federation of Canadian Municipalities and the Railway Association of Canada's Guidelines for New Development in Proximity to Railway Operations require a 30 m residential separation from the rail corridor to provide a buffer to address fundamental land use incompatibilities. On sites where reduced setbacks are proposed, the reduced setbacks should be considered in conjunction with alternative safety measures. In such cases, Development Viability Assessments should be undertaken by the applicant to evaluate the conditions specific to the site, determine the site's suitability for new development and suggest options for mitigation.

The applicant retained Hatch Consultants to prepare a Rail Safety and Development Viability Report in support of the proposal. The City circulated this report to both Canadian Pacific Railway and Metrolinx to review and provide comments through the application review process. The City will retain a third-party consultant to peer review the submitted materials on behalf of the City and provide an opinion on the sufficiency of the rail safety measures incorporated into the proposal.

Should this development be approved by the Local Planning Appeal Tribunal, it is recommended the City Solicitor request the Tribunal to withhold its final Order until the submitted Rail Safety and Development Viability Report, prepared by Hatch Consultant, has been peer reviewed by a third-party Rail Safety Consultants retained by the City of Toronto at the owner's expense, to the satisfaction of the Chief Planner and Executive Director, City Planning. The owner should also be required to implement and maintain all recommended mitigation measures, all of which are to be secured as a matter of legal convenience in the Section 37 Agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

Noise and Vibration Study

The Official Plan requires that sensitive land uses adjacent to transportation corridors be appropriately designed and buffered to prevent adverse effects from noise and to promote safety. To assist in identifying impacts and potential mitigation measures, the applicant was required to submit noise and vibration studies. The applicant will be responsible for implementing any required mitigation measures for the development.

Provincial regulations require compliance with the Ministry of Environment, Conservation and Parks (MOECP) noise guidelines (formerly NPC-2015, currently NPC-300). New provincial noise guidelines (NPC-300) were introduced in 2013 which replaced and consolidated previous related guidelines. Among other matters, the guidelines provide advice on sound level limits and guidance that may be used when land use planning decisions are made under the *Planning Act*. They are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions.

In terms of vibration, applicable criteria and regulations are contained in the Ministry of Environment, Conservation and Parks (MOECP) GO Transit Draft Protocol for Noise and Vibration Assessment, the Railway Association of Canada Guideline for new

developments in proximity to railway operations and other policies and guidelines related to noise and vibration impacts. These documents classify rail vibration depending on whether it exceeds a specific vibration velocity level at the proposed location of a development.

A Noise and Vibration Feasibility Study dated December 5, 2018 prepared by RWDI Consultants was submitted by the applicant in support of the application. The report identified predominant potential sources of noise and vibration being from the rail traffic from the Metrolinx GO Milton line, Canadian Pacific movement along the Galt Subdivision line south of the site and the TTC subway tracks beneath the southwest corner of the site.

The City will require a third-party consultant to peer review the submitted materials on behalf of the City and provide an opinion on the sufficiency of the conclusions and recommendations. The purpose of the peer review is to ensure that the proposal would be appropriately located and designed to minimize any land use compatibility issues and that recommended mitigation measures are identified for inclusion in the design of the development.

Staff are recommending that the LPAT be requested to withhold its Order until the peer review is completed and the owner agrees to implement the noise and vibration control mitigation measures and recommendations identified through the peer review process. All the recommended mitigation measures would be included in the development's design and would be secured in the Zoning By-law amendment, future Site Plan Agreement and as a legal convenience in the Section 37 Agreement.

Toronto Transit Commission (TTC)

The TTC subway tracks pass beneath the southwest corner of the site, as such there is an 323 m² triangular shaped TTC easement on the southwest corner of the property. The proposed development is located within the TTC 60 m Development Review Zone of the Bloor-Danforth Subway Line (Line 2), as a portion of the subway tunnel passes beneath the southwest corner of the site, and it is in close proximity to the Islington subway station.

The TTC has requested that the applicant revise the site plan, below-grade and building section drawings to clearly identify the following:

- The surveyed limit of the TTC's infrastructure;
- The distance between the development and the TTC's infrastructure, including, but not limited to, subway tunnels and vent shafts;
- The dimensioned distance between the outermost wall of the development to the closest point of the TTC infrastructure; and
- The space allocated for the bus shelter, as well as the location of existing bus stop #9533.

The TTC is requiring a 3 m clearance between all above and below grade portions of the proposed development and all existing TTC infrastructure requirement be included in the site-specific zoning by-law for this application should it be approved by the LPAT.

The applicant is proposing a 2 m setback from the TTC easement located at the southwest corner of the site. The TTC may require prior to any demolition, construction or the issuance of any building permits, that the owner complete a TTC Limited Scope Technical Review.

Staff are recommending that the LPAT be requested to withhold its Order until the owner has provided a Draft Zoning By-law Amendment that includes a provision requiring a minimum distance of 3 m between the building, including all below and above grade structures, to all TTC infrastructure and has satisfied the requirements of the Toronto Transit Commission in regards to additional information related to the Toronto Transit Commission infrastructure and their Limited Scope Technical Review, all to the satisfaction of the Manager of Technical Review, Toronto Transit Commission.

Traffic Impact, Access and Parking

Vehicular Access

Vehicular access to the site for the proposed development would be from a 6.8 m wide private driveway off Mabelle Avenue located between the proposed and existing buildings. The driveway would be located on the east side of the proposed building and would provide access to the 4-level underground garage, the loading and garbage facilities and would flare out to provide a vehicular pick-up/drop-off turnaround in front of the residential lobby. A garbage room extension to the existing building is proposed. Concerns related to the site organization and circulation have been noted above in this report. Transportation Services staff have required additional information on the proposed site circulation.

Parking

The application is proposing 318 vehicular parking spaces, which would be comprised of 263 residential spaces, 48 visitor spaces and 7 car share spaces. The existing building contains 290 vehicular parking spaces located within a 3-level underground garage. When compared to the parking requirements of the in-force Zoning By-laws, the proposed parking supply for the existing and proposed buildings would be deficient by 86-126 spaces and 126-180 spaces, respectively. No retail parking is proposed for the 154 m² retail space and accessible parking spaces have not been identified on the submitted parking plans.

The former City of Etobicoke Zoning Code and Zoning By-law No. 1088-2002 apply to the site. However, the City-wide Zoning By-law No. 569-2013 provides updated parking standards for new developments based on more recent data. As such, Transportation Services staff require that parking standards for the proposal be provided in accordance with the Zoning By-law No. 569-2013 parking standards that apply to Policy Area No. 2 which requires additional parking spaces to be provided.

Loading

The application proposes a single, consolidated loading area within the proposed new building to be shared between both the new and existing buildings, which would consist of a Type G and Type C loading space.

Despite the proposed shared loading space, the loading for the existing building would be predicated on service vehicles being parked on the drive aisle immediately adjacent to the solid waste room of the existing building and not within the proposed shared loading facility in the new building. Therefore, the passenger pick-up and drop-off activities for the buildings would be accommodated in the same general area as the proposed loading activities for the existing building. Transportation Services staff require the site organization to be redesigned so that the passenger pick-up, drop-off and loading activities are accommodated in separate areas.

Traffic Impacts

Transportation Services staff have requested additional information on the estimated vehicular trips generated during the weekday peak hours, as well as all-way stop control warrants. As such, should this development be approved by the Local Planning Appeal Tribunal, it is recommended the City Solicitor request the Tribunal to withhold its final Order until the a revised Urban Transportation Consideration Report addressing this matter is submitted to the satisfaction of the General Manager, Transportation Services, to determine whether any municipal infrastructure improvements are required to accommodate this proposal.

Infrastructure/Service Capacity

To date, insufficient information has been provided to ensure the necessary infrastructure and service facilities are available to support the developed as required by Section 1.1.1 (g) of the PPS (2020). Engineering and Construction Service staff have requested clarity and additional material to be provided in regards to the submitted Functional Servicing and Stormwater Management Report, the Hydrogeological Reports and the Sanitary Sewer Analysis. This information is required to determine if the existing infrastructure can support the proposed development or whether municipal infrastructure upgrades and improvements are required.

In the event that the LPAT approves this application, in whole or in part, it is recommended the City Solicitor request the Tribunal to withhold its final Order until the applicant submits a revised Functional Servicing and Stormwater Management Report, Hydrogeological Report and Sanitary Sewer Analysis, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Housing Issues

The applicant proposes to add 486 new residential condominium units in a 49-storey building, with a small retail component at-grade, on the western portion of the site. The existing 416-unit, 30-storey residential rental building would be maintained.

The City has housing objectives to accommodate a broad range of households (including families with children) within new development. Generally, the City seeks to secure a minimum of 15% of the proposed additional units having two bedrooms, with minimum unit sizes of 87 m², and 10% of the proposed additional units having three or more bedrooms, with minimum unit sizes of 100 m². The applicant is proposing to

provide 188 two-bedroom units (approximately 39%) and 41 three-bedroom units (approximately 8%) in the 49-storey building. A total of 37 of the 486 new units (approximately 7.6%) would be three-bedroom units which meet the unit size objectives of the Growing Up Guidelines and 6 of the 486 new units (approximately 1.2%) would be two-bedroom units meeting the unit sizes objectives of the Growing Up Guidelines. The proposal is not consistent with the unit mix or sizes as per the Growing Up Guideline objectives and staff are of the opinion that the Growing Up Guideline objectives should be achieved.

Policy 3.2.1.5 (a) of the Official Plan requires the securing of existing rental units which have affordable and mid-range rents. The applicant is to confirm the rent classifications of the existing rental dwelling units as per the City's 2018 affordable and mid-range rent thresholds. Within the Updated Housing Issues Report submitted by the applicant and dated October 31, 2019, the applicant has confirmed that all rental dwelling units within the existing building will be maintained. The rental tenure of the existing 416 rental dwelling units is to be secured in the Zoning By-law Amendment.

Policy 3.2.1.5 (b) of the Official Plan seeks to secure needed improvements to the existing rental housing. The proposed improvements to the existing building include enhanced landscaping and walkways, expanded outdoor amenity areas and an internalized garbage and servicing area. It has not been confirmed if there would be shared access to the indoor amenities in the proposed building. Further potential improvements are encouraged and would be identified and required following a tenant survey. In accordance with Housing Policy 3.2.1.5, these improvements are to be secured with no pass-through of costs to the tenants. This confirmation will be sought by Planning staff through ongoing discussions with the applicant. A tenant survey would be required prior to finalizing the improvements which would be secured as a legal convenience in the Section 37 Agreement.

Open Space/Parkland

Parks are essential to making Toronto an attractive place to live, work and visit. They offer a broad range of outdoor leisure and recreation opportunities, transportation routes and places for residents to interact with nature and with each other. Public parks and open spaces perform a variety of critical functions that improve and maintain the City's health, including helping mitigate the effects of climate change.

In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike. The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded.

The City of Toronto Parkland Strategy is a 20-year strategic City-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the City.

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland and is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The application is proposing a 49-storey building containing 39,705 m² of residential gross floor area and 154 m² of non-residential gross floor area. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal would be subject to a cap of 15% parkland dedication while the non-residential component would be subject to a 2% parkland dedication.

Should the application be approved, the applicant would be requested to provide cash-in-lieu of an on-site parkland dedication. The value of the cash-in-lieu of parkland dedication would be appraised by Real Estate Services staff. Payment would be required prior to the issuance of the first above grade building permit.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

Additionally, Official Plan policies have been adopted by City Council to increase tree canopy coverage. City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) states that: "to support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly based on preserving and enhancing the urban forest by:

- i) Providing suitable growing environments for trees;
- ii) Increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees; and
- iii) Regulating the injury and destruction of trees".

There are currently 253 trees located on or adjacent to the boundary of the site. The submitted Arborist Report indicates 56 trees are proposed to be removed to facilitate the development, of which 38 are protected private trees. Eight of the 38 protected private trees are to be removed due to poor health. The application is proposing to injure an additional 19 protected private trees.

The application is proposing 69 new trees to be planted on site and no trees are proposed within the City road allowance due to the limited space for planting. To compensate for the removal of 30 protected private trees, 90 new trees are required.

Built Form Policy 3.1.2.1(d) states that: "new development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open space to improve the safety, pedestrian interstate and casual view to these space from the development by:

(d) Preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Urban Design Policy 3.4.2 of the Etobicoke Centre Secondary Plan requires buildings and parking structures to be located in a manner to preserve existing mature vegetation around the edges of the development site. Approximately 31 existing trees are proposed to be removed to accommodate the second driveway and proposed ramp to the underground garage proposed on the east side of the existing building. Planning staff are of the opinion that the proposed open parking garage ramp and access driveway proposed on the east side of the existing building should to be relocated and consolidated with the ramp of the proposed building in order to preserve the existing mature trees located between the existing building and the eastern property line.

Furthermore, Urban Forestry staff require additional information relating to the Landscaping Plan and the Planting Details to be submitted. As such, it is recommended the City Solicitor request the Tribunal to withhold its final Order until a revised Landscaping Plan and Planting Details are submitted to the satisfaction of the General Manager of Parks, Forestry and Recreation, Tree Protection and Plan Review.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision. Planning staff will encourage the provision of higher levels of performance through ongoing discussions with the applicant.

Section 37

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for proposed developments, in accordance with Section 37 of the *Planning Act*. Discussions regarding Section 37 benefits between the applicant and the City have not occurred as there was no agreement on an appropriate development for the site. However, as the application has been appealed to the Local Planning Appeal Tribunal, it is necessary to address Section 37 matters in the context of the Zoning By-law Amendment application being considered for the proposed development.

Based on the existing permitted development density of 3.5 times the area of the lot and the maximum building height of 90 m, an overall density of approximately 14, 231m² is permitted on the site. The total proposed gross floor area for the site is 39,705 m² with a building height of 49-storeys and a Floor Space Index of 9.8 times the area of the lot.

In accordance with the City Council approved protocol for negotiating Section 37 community benefits, Planning staff consulted with the Ward Councillor, and it is recommended that, if the proposed development is approved by the Local Planning Appeals Tribunal in its current form, a community benefit(s) in the value of \$3,700,000 should be provided under Section 37 of the *Planning Act* and in accordance with Policy 5.1.1 of the Official Plan and included in the Zoning By-law Amendment.

In consultation with the Ward Councillor, it was determined that these fund should be allocated towards local park and streetscape improvements, local traffic calming measures, the Islington Business Improvement Area, Public Art, community facilities within the *Etobicoke Centre* and Mabelle Arts parkette project at the discretion of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor. In the event a modified proposal with reduced height and density is approved, staff recommend that the quantum of the community benefit be reduced on a prorated basis and that the benefits continue to be for the items noted above.

Conclusion

Planning staff are of the opinion the application is proposing an inappropriate level of intensification for the subject site. The proposed development would not be compatible with the existing and planned built form context and would not contribute towards implementing the vision of the Etobicoke Centre Secondary Plan. The proposed built form does not meet the key policies of both the Official Plan and Etobicoke Centre Secondary Plan and would be an outlier that would fail to fit within its existing context or provide appropriate transition. The policy direction of the Etobicoke Centre Secondary Plan does not support the proposed level of development. Staff are of the opinion that the proposed height, massing and transition would not achieve a compatible physical relationship with the surrounding context. The site is located in a mid-block location on a local road with no direct access to the Islington subway station, as such there are no special considerations that apply to the site that would warrant the proposed building height and density.

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020) and both the Toronto Official Plan and the Etobicoke Centre Secondary Plan. The proposed development is not consistent with the Provincial Policy Statement (2020), as it would establish an inappropriate development precedent for this area and overwhelming building massing. The proposal also fails to conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) as it would not provide an appropriate scale of development and lacks transition of built form to adjacent areas.

Further, the proposal does not conform to the Official Plan, Etobicoke Centre Secondary Plan and does not meet the intent of the applicable Urban Design Guidelines. Staff's concerns regarding building height, massing, stepbacks, setbacks, transition, density, wind conditions and shadows have not been resolved. The proposal does not represent good planning and is not in the public interest in its current form.

Staff are therefore recommending that City Council direct the City Solicitor and other appropriate staff, and any outside consultants, if appropriate, to attend the Local Planning Appeal Tribunal to oppose the applicant's appeal respecting the Zoning By-law Amendment application as proposed.

CONTACT

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SIGNATURE

Sarah Henstock, MCIP, RPP
Acting Director of Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Etobicoke Centre Secondary Plan Map
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Northwest Perspective 3D Massing Model of the Proposal in its Existing Context
- Attachment 7: Southeast Perspective 3D Massing Model of the Proposal in its Existing Context

Applicant Submitted Drawings

- Attachment 8: Site Plan
- Attachment 9: North Elevation
- Attachment 10: South Elevation
- Attachment 11: East Elevation
- Attachment 12: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 25 Mabelle Avenue Date Received: December 20, 2018

Application Number: 18 270817 WET 03 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Proposed is a 49-storey mixed-use development located within the open space area of an existing 30-storey rental building at the subject property.

| Applicant | Agent | Architect | Owner |
|--|-------|--|--|
| Urban Strategies 197 Spadina Ave SUITE 600 Toronto, Ont. M5T 2C8 | | Quadrangle Architects 901 King St W Suite 700 Toronto, Ont. M5V 3H3 | 1583617 Ontario Ltd. 1 Eglinton Ave. E Suite 801 Toronto, Ont. M4P 3A1 |

EXISTING PLANNING CONTROLS

| | | | |
|----------------------------|--------------------------|-----------------------------|---------------------|
| Official Plan Designation: | Mixed Use Areas | Secondary Plan Designation: | Mixed Use Areas 'A' |
| Zoning: | Etobicoke Centre 2 (EC2) | Heritage Designation: | No |
| Height Limit (m): | 90 m | Site Plan Control Area: | Yes |

PROJECT INFORMATION

| | | | | | |
|---|------------------|---------------|-----|------------|----|
| Entire Site Area (sq m)/ Development Site: | 10,685/ 4,066 | Frontage (m): | 114 | Depth (m): | 90 |
|---|------------------|---------------|-----|------------|----|

| Building Data | Existing | Retained | Proposed | Total |
|-----------------------------|----------|----------|----------|--------|
| Ground Floor Area (sq m): | 1,305 | 1,305 | 1,267 | 2,572 |
| Residential GFA (sq m): | 36,164 | 36,164 | 39,705 | 75,869 |
| Non-Residential GFA (sq m): | | | 154 | 154 |
| Total GFA (sq m): | 36,164 | 36,164 | 39,859 | 76,023 |
| Height - Storeys: | 30 | 30 | 49 | 49 |
| Height - Metres: | | | 153 | 153 |

| | | | |
|------------------------|-------|--------------------|-----|
| Lot Coverage Ratio (%) | 24.07 | Floor Space Index: | 9.8 |
|------------------------|-------|--------------------|-----|

| Floor Area Breakdown | Above Grade (sq m) | Below Grade (sq m) |
|--------------------------|--------------------|--------------------|
| Residential GFA: | 39,705 | |
| Retail GFA: | 154 | |
| Office GFA: | | |
| Industrial GFA: | | |
| Institutional/Other GFA: | | |

| Residential Units by Tenure | Existing | Retained | Proposed | Total |
|--------------------------------|----------|----------|----------|-------|
| Rental: | | | | |
| Freehold: | | | | |
| Condominium: | 416 | 416 | 486 | 902 |
| Other: | | | | |
| Total Units: | 416 | 416 | 486 | 902 |

Total Residential Units by Size

| | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
|--------------|-------|----------|-----------|-----------|------------|
| Retained: | | 29 | 180 | 147 | 60 |
| Proposed: | | | 257 | 188 | 41 |
| Total Units: | | 29 | 437 | 335 | 101 |

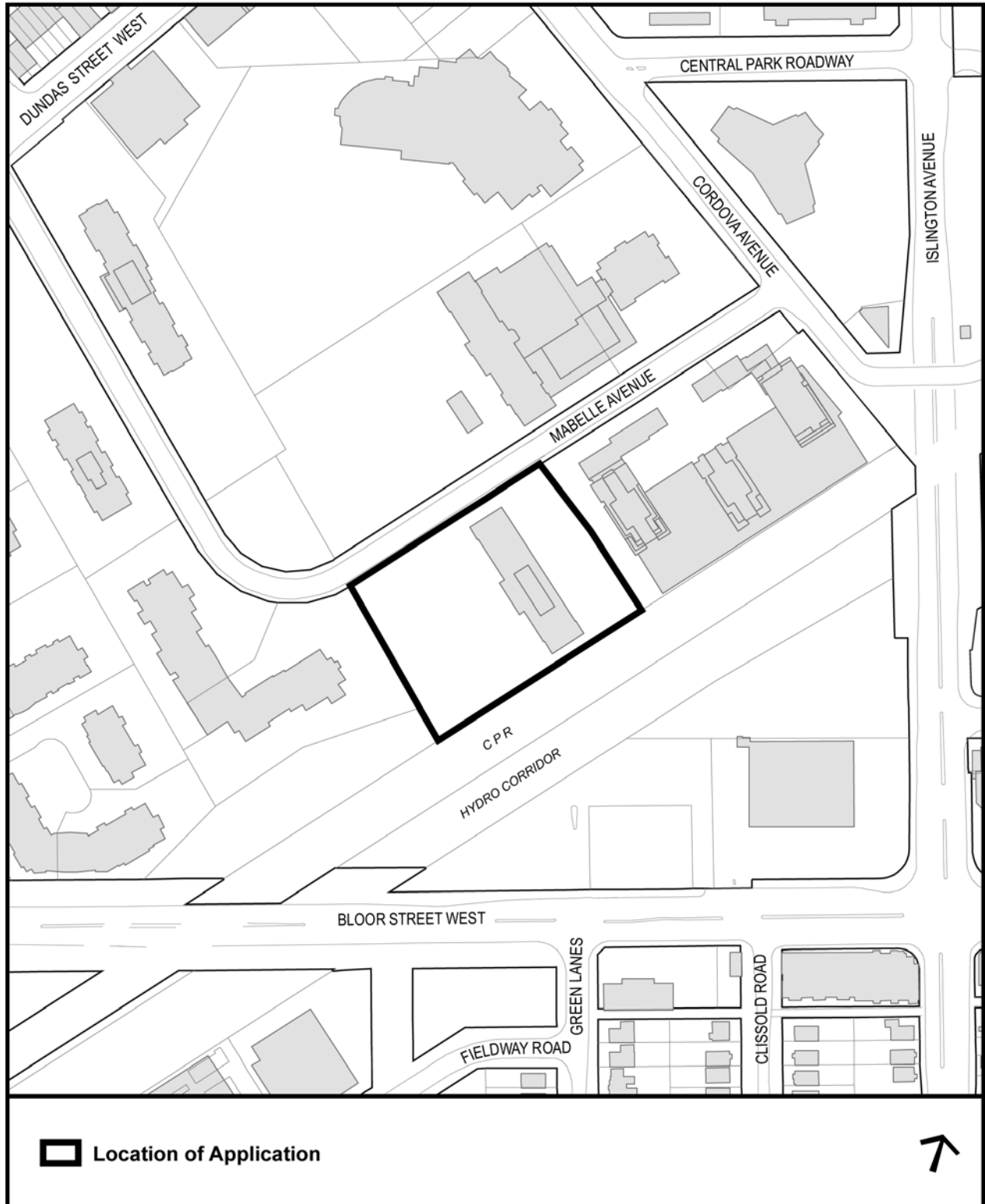
Parking and Loading

| | | | | | |
|-----------------|-----|-------------------------|-----|----------------|---|
| Parking Spaces: | 318 | Bicycle Parking Spaces: | 366 | Loading Docks: | 2 |
|-----------------|-----|-------------------------|-----|----------------|---|

CONTACT:

Jennifer Renaud, Senior Planner, Community Planning
416-394-2608
Jennifer.Renaud@toronto.ca

Attachment 2: Location Map



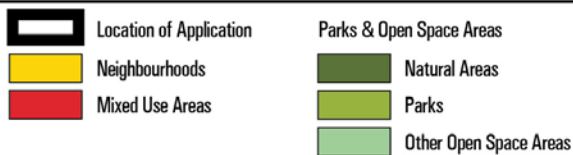
Attachment 3: Official Plan Land Use Map



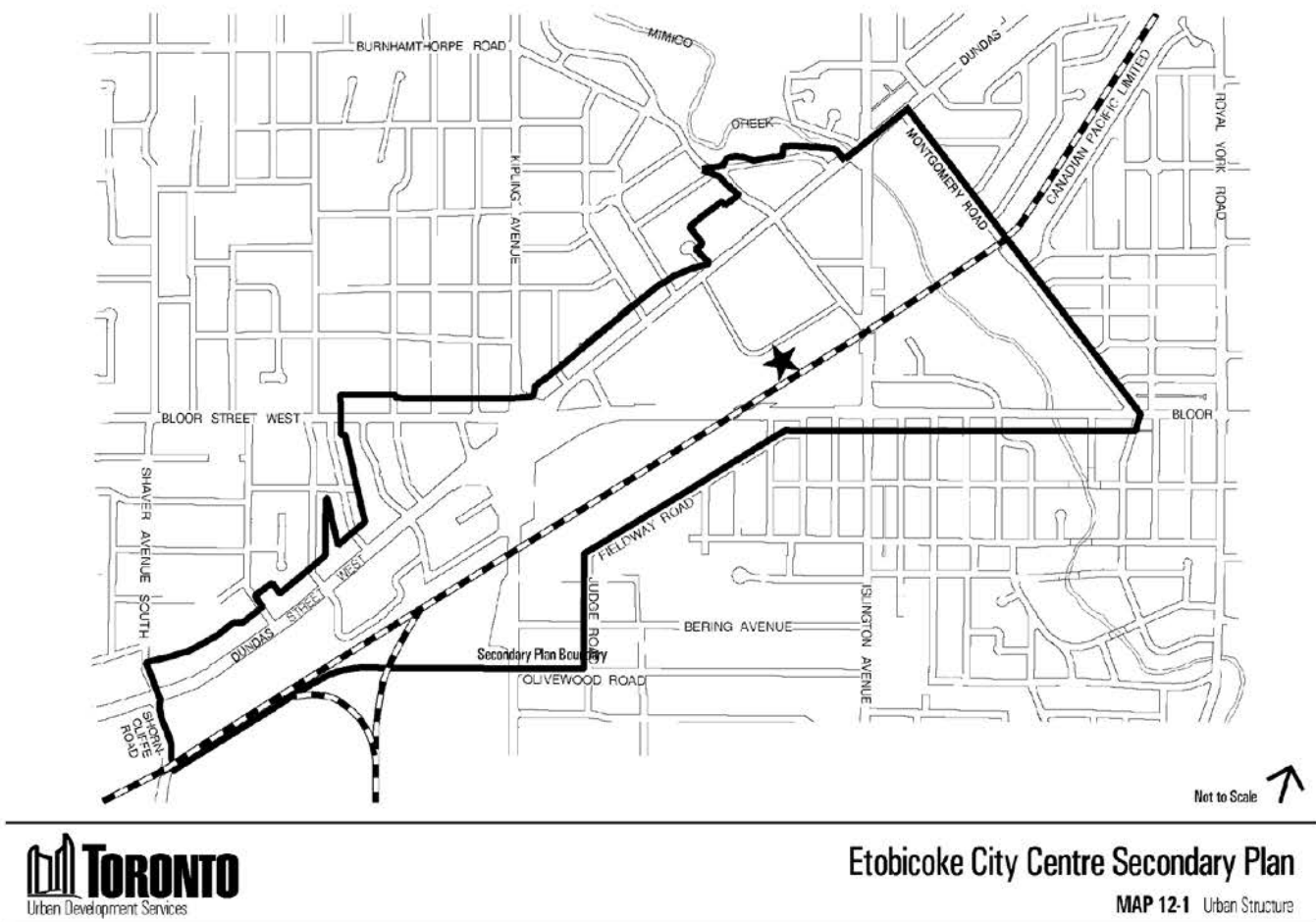
25 Mabelle Avenue

Official Plan Land Use Map #14

File # 18 270817 WET 03 02

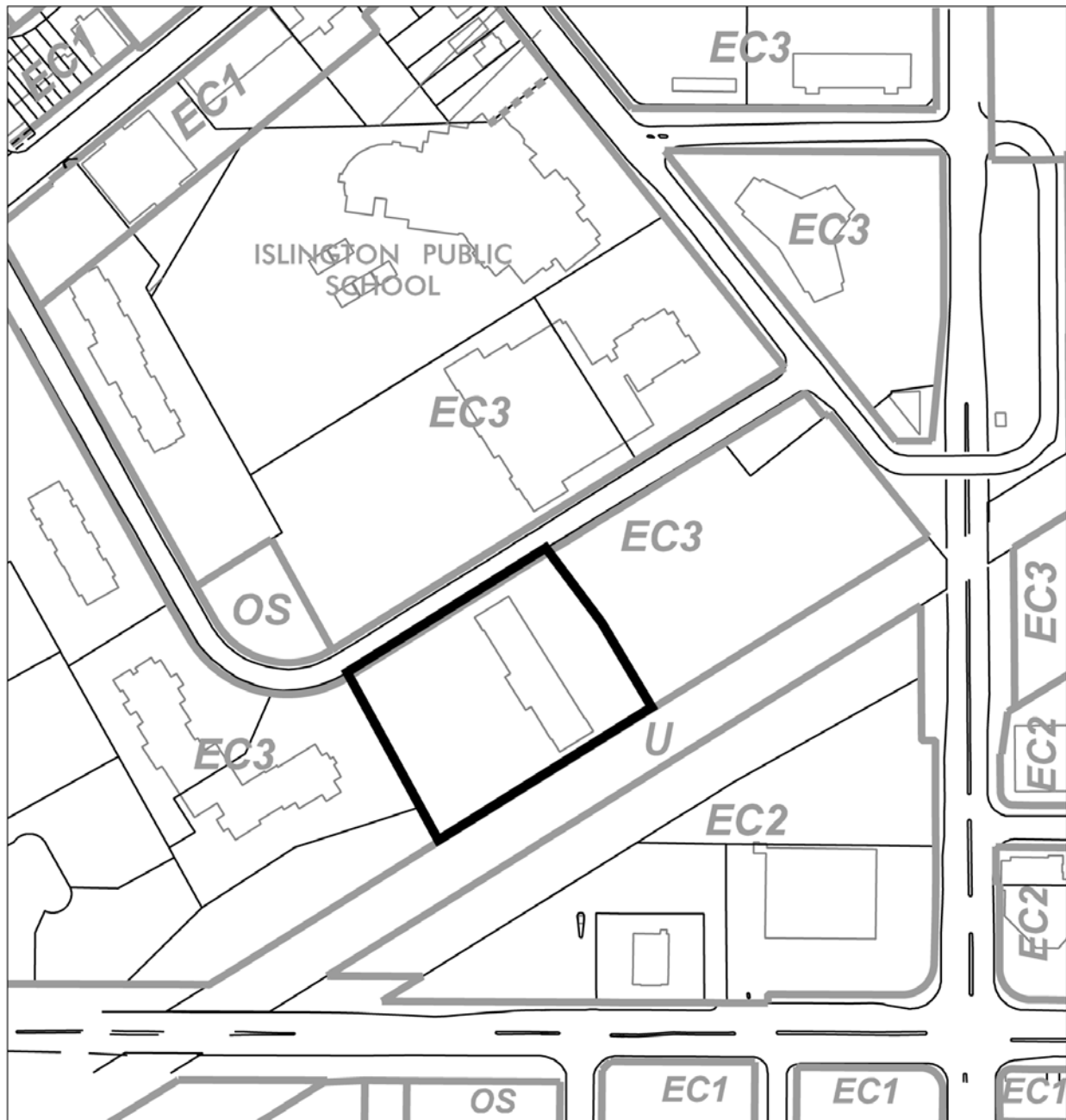


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Not to Scale
12/14/2020



November 2002

Attachment 5: Existing Zoning By-law Map



Former Etobicoke Zoning By-law 11,737

25 Mabelle Avenue

File # 18 270817 WET 03 02



Location of Application

| | | | |
|-----|--------------------|------|--------------------------------|
| EC1 | Etobicoke Centre 1 | R6 | Sixth Density Residential Zone |
| EC2 | Etobicoke Centre 2 | OS | Public Open Space Zone |
| EC3 | Etobicoke Centre 3 | I.C1 | Class 1 Industrial Zone |
| | | U | Utilities Zone |

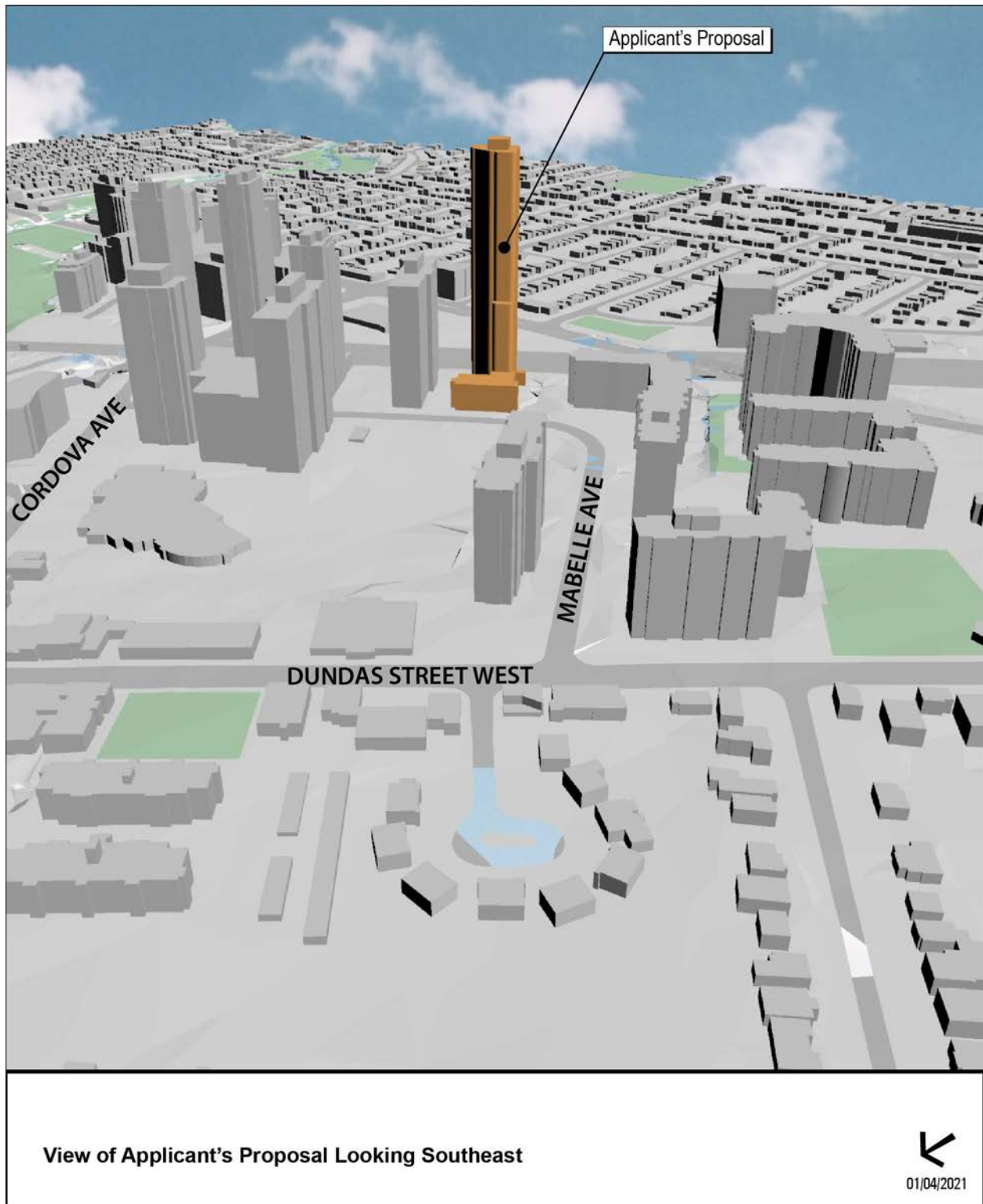


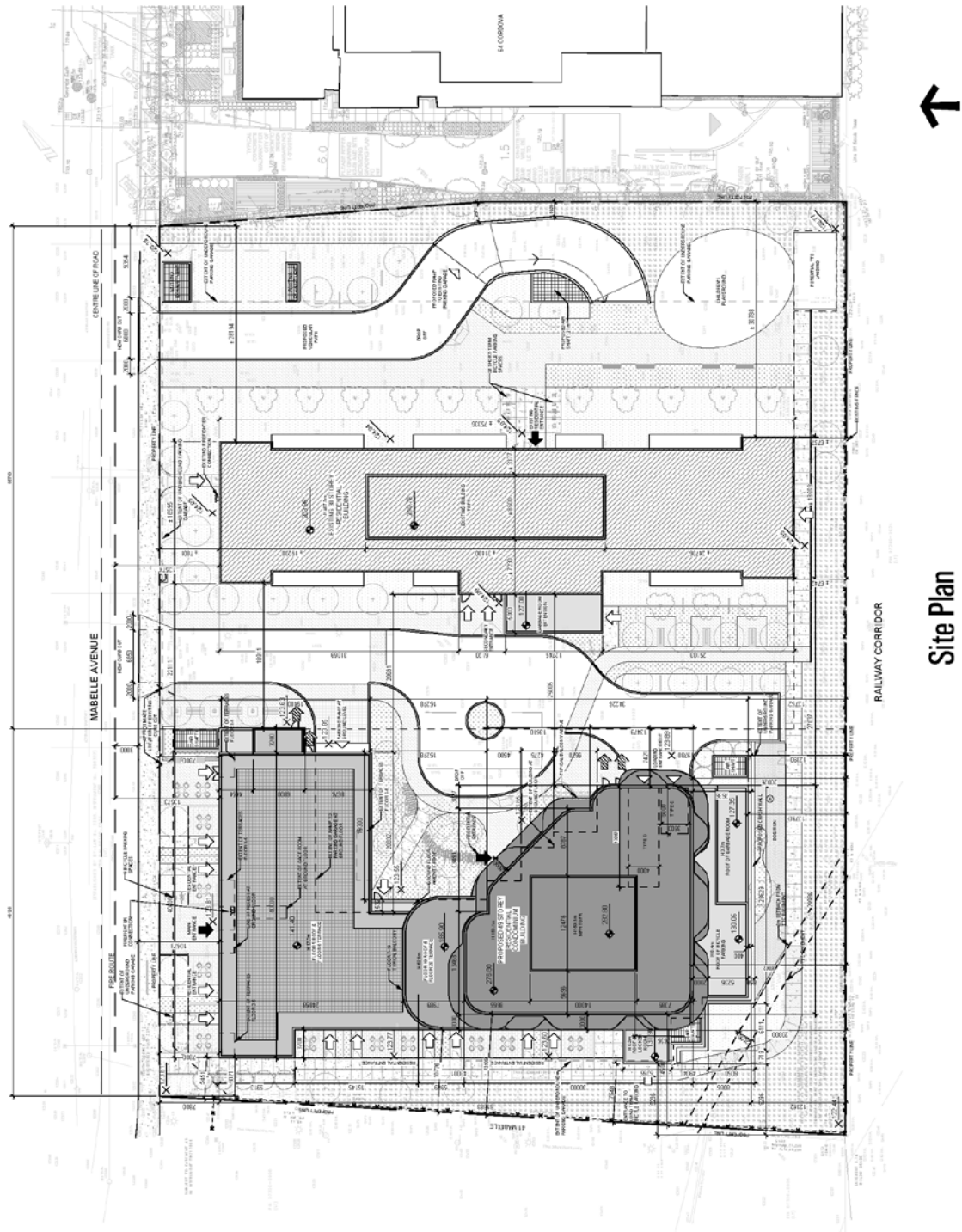
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Extracted: 01/10/2019

Attachment 6: Northwest Perspective 3D Massing Model of the Proposal in its Existing Context



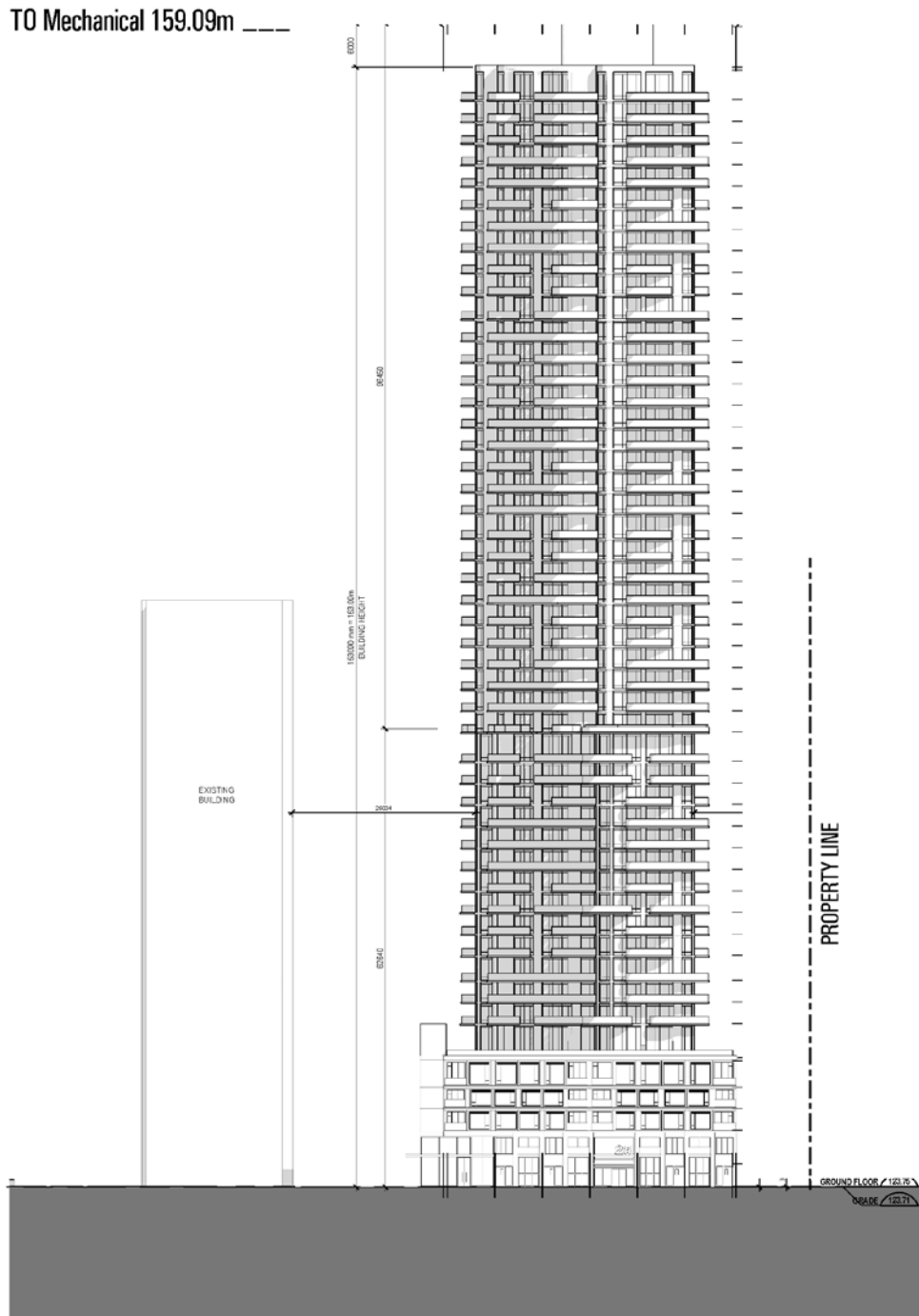
Attachment 7: Southeast Perspective - 3D Massing Model of the Proposal in its Existing Context





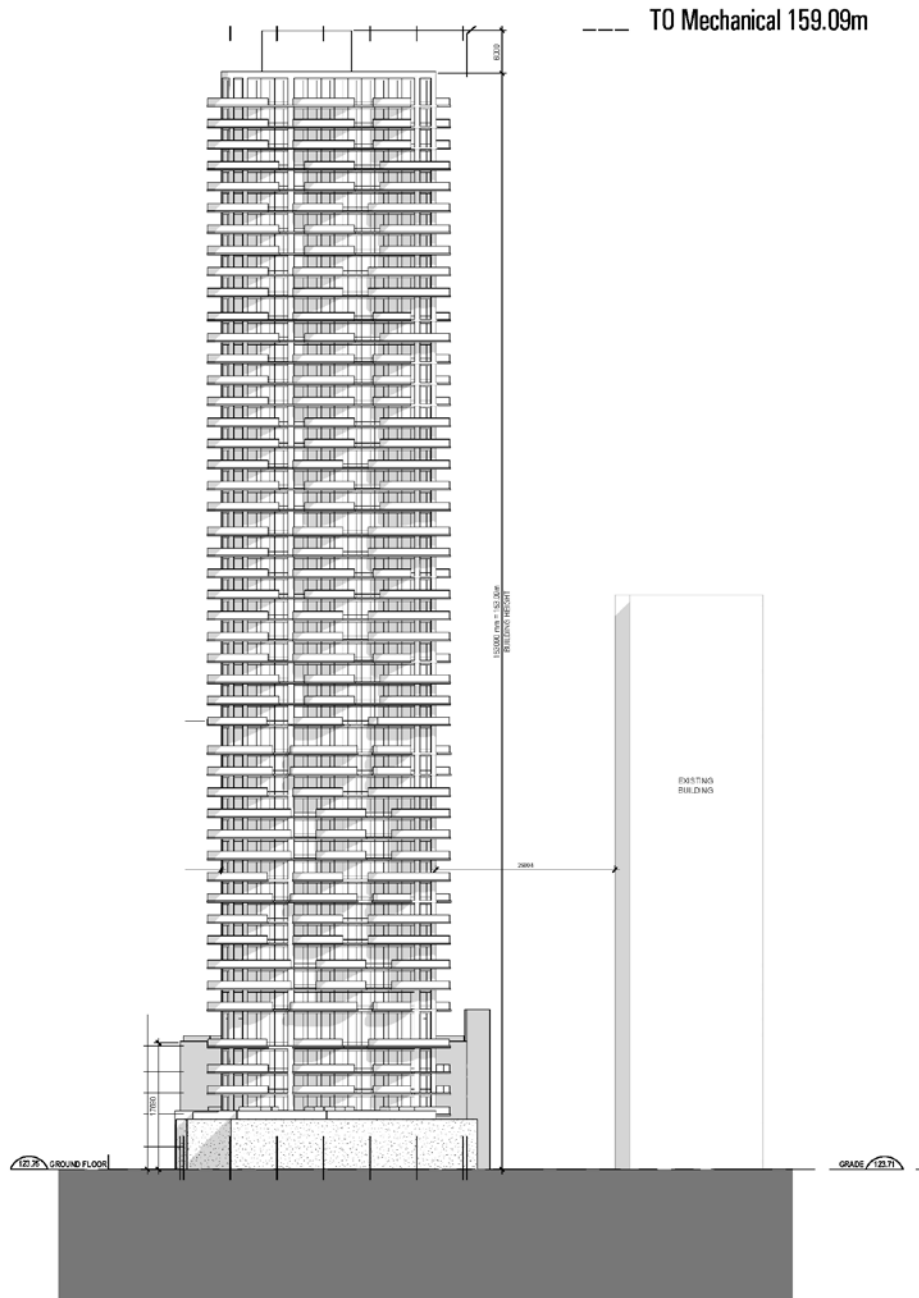
Site Plan

Attachment 9: North Elevation



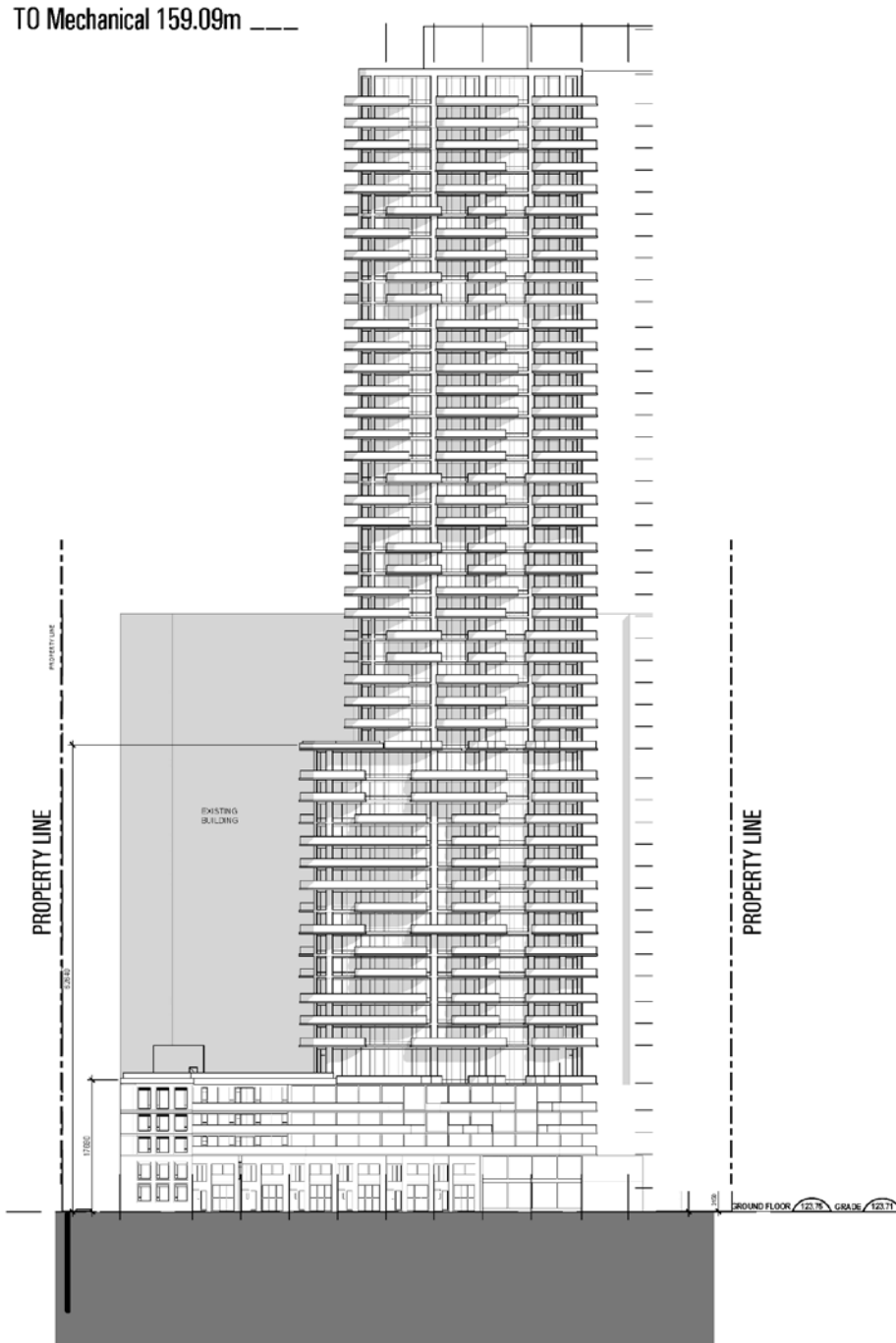
North Elevation

Attachment 10: South Elevation



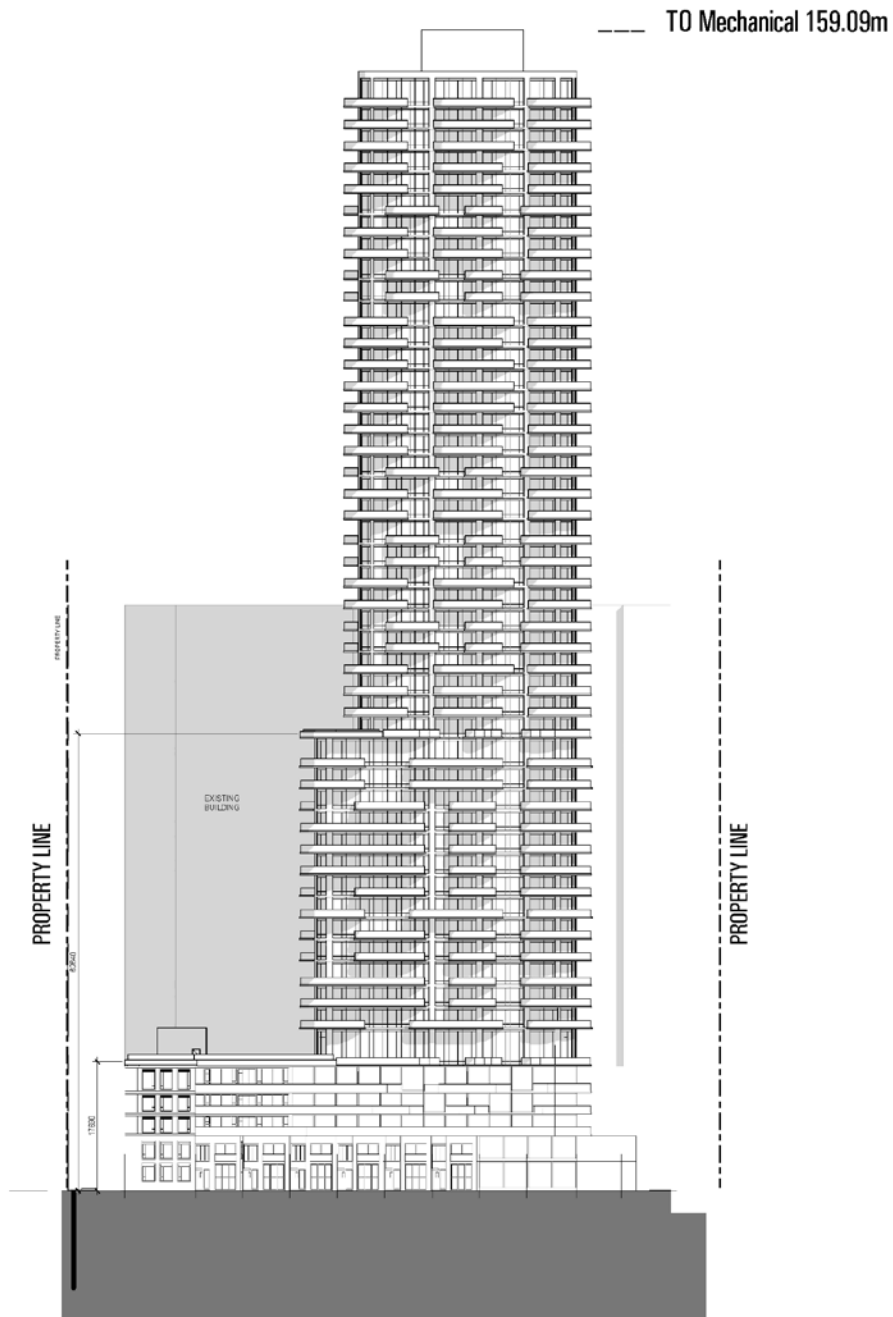
South Elevation

Attachment 11: East Elevation



East Elevation

Attachment 12: West Elevation



West Elevation