

1693-1707 Weston Road and 10 Victoria Avenue East – Zoning By-law Amendment and Rental Housing Demolition Applications – Final Report

Date: March 30, 2021

To: Etobicoke York Community Council

From: Acting Director, Community Planning, Etobicoke York District

Ward: 5 - York South-Weston

Planning Application Number: 17 278899 WET 11 OZ

Related Application: 20 171964 WET 05 RH

SUMMARY

This application proposes to redevelop the lands at 1693-1707 Weston Road and 10 Victoria Avenue East. The Zoning By-law Amendment and Rental Housing Demolition applications propose a 24-storey mixed use building with 254 residential units, including 15 rental replacement units, and 466 square metres of retail space.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

This report reviews and recommends approval of the application to amend the Zoning By-laws. The proposal represents appropriate intensification within the Weston Road Corridor, conforms with the Official Plan and is generally consistent with the Tall Building Design Guidelines and the Weston Urban Design Guidelines. The proposal fits within the existing and planned context and includes affordable housing, rental replacement and on site POPS.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former City of York Zoning By-law No. 1-83, for the lands at 1693-1707 Weston Road and 10 Victoria Avenue East substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 5.

2. City Council amend City-wide Zoning By-law No. 569-2013, for the lands at 1693-1707 Weston Road and 10 Victoria Avenue East substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 6.

3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the Draft Zoning By-law Amendments as may be required.

4. City Council approve the Rental Housing Demolition Application File No. 20 171964 WET 05 RH in accordance with Chapter 667 of the Toronto Municipal Code and pursuant to Section 111 of the *City of Toronto Act, 2006* which allows for the demolition of fifteen (15) existing rental dwelling units located at 1693 and 1705-1707 Weston Road, subject to the following conditions:

- a) The owner shall provide and maintain fifteen (15) replacement rental dwelling units on the subject site for a period of at least 20 years beginning from the date that each replacement rental dwelling unit is first occupied and, during which time, no application may be submitted to the City for condominium registration, or for any other conversion to a non-rental housing purpose, or for demolition without providing for replacement during the, at minimum, 20 year period; the fifteen (15) replacement rental dwelling units shall be comprised of one (1) bachelor unit, eleven (11) one-bedroom units, two (2) two-bedroom units, and one (1) three-bedroom unit as generally illustrated in the plans submitted to the City Planning Division dated February 26, 2021. Any revision to these plans shall be to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
- b) The owner shall, as part of the fifteen (15) replacement rental dwelling units required in Recommendation 4.a. above, provide at least one (1) bachelor unit, eleven (11) one-bedroom units, two (2) two-bedroom units, and one (1) three-bedroom unit replacement rental dwelling units at affordable rents, as currently defined in the City's Official Plan, all for a period of at least 10 years beginning from the date of first occupancy of each unit;
- c) The owner shall provide an acceptable tenant relocation and assistance plan for Canadian Mental Health Association, including the right of first refusal to enter into a head lease agreement for the replacement rental dwelling units, and all Eligible Tenants of the fifteen (15) existing rental dwelling units proposed to be demolished at 1693 and 1705-1707 Weston Road, addressing the right to return to occupy one of the replacement rental dwelling units at similar rents and other assistance to mitigate hardship. The tenant relocation and assistance plan shall be developed in consultation with, and to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
- d) The owner shall provide tenants of all fifteen (15) replacement rental dwelling units with access to, and use of, all indoor and outdoor amenities in the proposed 24-storey mixed-use building at no extra charge. Access to, and use of, these amenities shall be on the same terms and conditions as any other resident of the building without the need to pre-book or pay a fee, unless specifically required as a customary practice for private bookings;

- e) The owner shall provide ensuite laundry in each replacement rental dwelling unit within the proposed mixed-use building at no additional cost to tenants;
- f) The owner shall provide central air conditioning in each replacement rental dwelling unit within the proposed mixed-use building;
- g) The owner shall provide and make available for rent a minimum of six (6) vehicle parking spaces to tenants of the replacement rental dwelling units;
- h) The owner shall provide tenants of the fifteen (15) replacement rental dwelling units and the additional six (6) rental dwelling units with access to all bicycle and visitor parking on the same terms and conditions as any other resident of the proposed mixed-use residential building;
- i) The owner shall provide five (5) storage lockers to tenants of the replacement rental dwelling units; and
- j) The owner shall enter into, and register on title at 1693-1707 Weston Road and 10 Victoria Avenue East one or more agreement(s), to secure the conditions outlined in Recommendations 4.a. through 4.i. above, including an agreement pursuant to Section 111 of the *City of Toronto Act, 2006*, all to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning Division.

5. City Council authorize the Chief Planner and Executive Director, City Planning Division, to issue Preliminary Approval of the Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code for the demolition of the fifteen (15) existing rental dwelling units located at 1693 and 1705-1707 Weston Rd after all the following have occurred:

- a) All conditions in Recommendation 4 above have been fully satisfied and secured;
- b) The Zoning By-law Amendments have come into full force and effect;
- c) The issuance of the Notice of Approval Conditions for Site Plan Approval by the Chief Planner and Executive Director, City Planning Division or their designate, pursuant to Section 114 of the *City of Toronto Act, 2006*;
- d) The issuance of excavation and shoring permits (conditional or full permit) for the approved development on the site;
- e) The owner has confirmed, in writing, that all existing rental dwelling units proposed to be demolished are vacant; and
- f) The execution and registration of an agreement pursuant to Section 37 of the *Planning Act* securing Recommendations 4.a. through 4.i above.

6. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code after the Chief Planner and Executive Director, City Planning Division has given Preliminary Approval referred to in Recommendation 5 above.

7. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Residential Demolition Permit under Section 33 of the *Planning Act* and Chapter 363 of the Toronto Municipal Code for 1693-1707 Weston Road and 10 Victoria Avenue East after the Chief Planner and Executive Director, City Planning Division has given Preliminary Approval referred to in Recommendation 6 above, which may be included in the Rental Housing Demolition Permit under Chapter 667 pursuant to section 6.2 of Chapter 363, on condition that:

- a) The owner removes all debris and rubble from the site immediately after demolition;
- b) The owner erects solid construction hoarding to the satisfaction of the Chief Building Official and Executive Director, Toronto Building;
- c) The owner erects the proposed mixed-use building on site no later than four (4) years from the date that the demolition of such building commences, subject to the timeframe being extended to the discretion of the Chief Planner and Executive Director, City Planning Division; and
- d) Should the owner fail to complete the proposed mixed-use building within the time specified in Recommendation 7.c. above, the City Clerk shall be entitled to enter on the collector's roll, as with municipal property taxes, an amount equal to the sum of twenty thousand dollars (\$20,000.00) per dwelling unit for which a demolition permit is issued, and that such amount shall, until payment, be a lien or charge upon the land for which the demolition permit is issued.

8. Before introducing the necessary Bills to City Council for enactment, City Council requires the following:

- a) The owner shall submit a Functional Servicing Report to the City to the satisfaction of the Chief Engineer and Executive Engineer of Engineering and Construction Services. The report shall determine whether the municipal water, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required.
- b) The owner shall make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades and road improvements are required to support the development, according to the Functional Servicing Report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services.

- c) The owner shall provide a revised Servicing Plan demonstrating space within the development for installation of maintenance access holes and sampling ports on the private property, as close to the property line as possible, for both the storm and sanitary service connections in accordance with the Sewers By-law Chapter 681-10 to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.
- d) The owner shall provide parking spaces for the residential dwelling units, including visitor spaces, and retail units in accordance with the 'Policy Area 4' parking rates of City-wide Zoning By-law No. 569-2013 to the satisfaction of the General Manager of Transportation Services.
- e) The owner shall provide parking spaces and accessible parking spaces, as well as drive aisles widths, in accordance with the supply and dimensional requirements of City-wide Zoning By-law No. 569-2013 to the satisfaction of the General Manager of Transportation Services.
- f) The owner shall retain a consultant archaeologist, licensed by the Ministry of Heritage, Sport, Tourism and Culture Industries, under the provisions of the Ontario Heritage Act (R.S.O 1990 as amended) to carry out a Stage 1 or Stage 1-2 archaeological resource assessment of the full subject property, or remaining unassessed lands, and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (i.e. Stage 2, 3, 4) to the satisfaction of the Senior Manager of Heritage Planning.

The assessment is to be completed in accordance with the 2011 Standards and Guidelines for Consultant Archaeologists, Ministry of Heritage, Sport, Tourism and Culture Industries. Should the archaeological assessment process continue beyond a Stage 2 assessment, any recommendations for Stages 3- 4 mitigation strategies must be reviewed and approved by Heritage Planning prior to the commencement of the site mitigation.

- g) The owner shall incorporate significant archaeological resources and findings into the proposed development through either *in-situ* preservation and interpretation where feasible, or commemorate and interpret the resources through exhibition development on site including, but not limited to, commemorative plaquing, to the satisfaction of the Senior Manager of Heritage Planning.
- h) The owner shall ensure no demolition, construction, grading or other soil disturbances shall take place on the subject property prior to the City's Planning Division (Heritage Planning) and the Ministry of Heritage, Sport, Tourism and Culture Industries (Archaeology Programs Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

9. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act*, and any other necessary agreement(s), including provision of indemnity, insurance,

financial security, maintenance, HST and indexing, as applicable, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, as follows:

- a) The community benefits recommended to be secured in the Section 37 Agreement are as follows:
 - i. Prior to the issuance of the first above building permit, the owner shall make a cash contribution to the City in the amount of \$100,000.00 to be used for streetscape and public realm improvements in the vicinity of the site and such improvements will ensure that the streetscape improvements comply with the Streetscape Manual to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - ii. The cash contribution identified in Recommendation 9.a.i above shall be indexed upwardly from the date of the registration of the Section 37 Agreement to the date the payment is made in accordance with the non-residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor;
 - iii. In the event the cash contribution identified in Recommendation 9.a.i has not been used for the intended propose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose(s) is/are identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.
 - iv. The owner shall design and construct six (6) affordable rental dwelling units comprising 493.4 square metres of residential Gross Floor Area within an approved development at 1693-1707 Weston Road and 10 Victoria Avenue East, substantially in accordance with the Affordable Rental Housing Terms and Conditions, with any amendments to such terms as deemed appropriate by the Chief Planner and Executive Director, City Planning Division, the Executive Director, Housing Secretariat, and the City Solicitor, in consultation with the Ward Councillor;
 - v. The owner shall provide and maintain the six (6) affordable rental dwelling units referenced in 9. iv. above as one (1) bachelor unit, three (3) two-bedroom units, and two (2) three-bedroom units in the new 24-storey mixed-use building on the lot, as follows:
 - a. The six (6) affordable rental dwelling units comprised of 493.4 square metres of residential Gross Floor Area;
 - b. The affordable rental dwelling units shall be provided in contiguous groups of at least 6 dwelling units;

- c. The general configuration and layout of the six (6) affordable rental dwelling units in the new 24-storey residential building shall be to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
 - d. The owner shall provide and maintain the six (6) affordable rental dwelling units as rental dwelling units for a minimum of 99 years, beginning with the date each such unit is first occupied. No affordable rental dwelling unit shall be registered as a condominium or any other form of ownership such as life lease or co-ownership which provide a right to exclusive possession of a dwelling unit, and no application for conversion for non-rental housing purposes, or application to demolish any affordable rental dwelling unit shall be made for at least 99 years from the date of first occupancy. Upon the expiration of the 99 year period, the owner shall continue to provide and maintain the affordable rental dwelling units as rental dwelling units, unless and until such time as the owner has applied for and obtained all approvals necessary to do otherwise; and
 - e. During the first 99 years of occupancy, increases to initial rents charged to tenants occupying any of the affordable rental dwelling units shall be in accordance with the *Residential Tenancies Act* and shall not exceed the Provincial rent guideline.
- b) The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support the development:
- i. An acceptable tenant relocation and assistance plan shall be developed and implemented to mitigate hardship for existing tenants of the existing fifteen (15) rental dwelling units proposed to be demolished. The tenant relocation and assistance plan shall be developed in consultation with, and to the satisfaction of, the Chief Planner and Executive Director, City Planning Division;
 - ii. The owner shall provide a minimum of 10-percent of all new units in the proposed 24-storey building as three-bedroom units;
 - iii. The owner shall provide a minimum of 25-percent of all new units in the proposed 24-storey building as two-bedroom units;
 - iv. The owner shall construct and maintain, at its own expense, an area of not less than 850 square metres north of Victoria Avenue East, abutting the rail corridor, for use by the general public as Privately Owned Publicly Accessible Open Space (POPS) with the specific location, configuration and design to be determined and secured in the context of Site Plan Approval to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - v. Prior to the issuance of the first above-grade building permit, the owner shall prepare all documents and convey, on terms set out in the Section 37

- Agreement, an access easement in favour of the City in perpetuity, including support rights as applicable, for public use of the POPS, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;
- vi. Prior to issuance of the first above-grade building permit, the owner shall prepare all documents and convey, on terms set out in the Section 37 Agreement, a road widening of 3.7 metres along the frontage of the property on Weston Road, all to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services and the City Solicitor.
 - vii. The owner shall satisfy the requirements of Metrolinx, Canadian Pacific Railway and Canadian National Railway, particularly regarding noise and vibration attenuation requirements and operational easement requirements, and shall insert any warning clauses in purchase and sale/tenancy agreements as required in connection with noise and vibration.
 - viii. The owner shall construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the owner shall be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the Site Plan application.
 - ix. The owner shall, at its own expense, address the following matters in any application for site plan approval for the development, which shall be determined and secured in a site plan agreement with the City, as applicable, all to the satisfaction of the Chief Planner and Executive Director, City Planning:
 - a. Incorporation in the construction of the building of exterior materials shown on 1:50 scale drawings as approved by the Chief Planner and Executive Director and submitted as part of the Site Plan Approval process;
 - b. Provision of on-site dog-relief facilities, with the location, nature and size of the facilities to be determined through the site plan approval process to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - c. Reconstruction of the City sidewalks to City standards along the frontages of Weston Road and Victoria Avenue East, to the satisfaction of the General Manager, Transportation Services;
 - d. Incorporation of signage to identify the proposed Privately Owned Publicly Accessible Open Space (POPS) to be located on the north side of Victoria Avenue East, west of the abutting rail corridor; and

- e. The construction management plan include on-site contact during the construction process for residents and stakeholders to contact.

FINANCIAL IMPACT

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

DECISION HISTORY

A number of pre-application consultation meetings were held in 2017. The current application was submitted on December 22, 2017 and deemed complete on January 22, 2018.

A Preliminary Report (dated March 13, 2018) on the Zoning By-law Amendment application was adopted by the Etobicoke York Community Council on April 4, 2018 authorizing staff to conduct a community consultation meeting with an expanded notification area. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2018.EY29.10>

PROPOSAL

The Zoning By-law Amendment application seeks to amend the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013 to permit a 24-storey mixed use building that would contain retail space and 254 residential units at 1693-1707 Weston Road and 10 Victoria Avenue East. The Rental Housing Demolition application proposes to demolish the 12 existing residential rental units located at 1693 Weston Road and the 3 existing residential rental units located at 1705-1707 Weston Road, and replace them with 15 residential rental units in the new development.

The proposed building would have a height of 85 metres including the mechanical penthouse. The total proposed gross floor area (GFA) of the development would be 19,903 square metres, comprised of 466 square metres of retail space and 19,437 square metres of residential space. The proposed density of the development is approximately 5.2 times the area of the lot. The retail uses are proposed on the ground floor of the building fronting Weston Road and 254 residential units are proposed through the second to twenty-fourth floors.

Of the 254 residential units proposed, there would be: 10 studio units (4%); 131 one-bedroom units (52%); 87 two-bedroom units (34%); and 26 three-bedroom units (10%). The applicant is proposing to replace the existing 15 rental dwelling units at 1693 Weston Road and 1705-1707 Weston Road, which in total include 1 studio unit, 11 one-bedroom units, 2 two-bedroom units and 1 three-bedroom unit. The replacement rental

units are proposed to be distributed on the second and third floors of the building and reflect the current unit mix and size.

The proposal includes 508 square metres of indoor amenity space, which would be provided through a common indoor amenity space on the seventh floor. The proposal also includes 508 square metres of outdoor amenity space, which would be located on the seventh floor through a terrace that would adjoin the indoor amenity space. Both indoor and outdoor amenity space are proposed at a rate of 2.0 square metres per unit. A total rate of 4.0 square metres of amenity space per unit is proposed.

The proposed 24-storey building would consist of a 6-storey base building and an 18-storey tower. The top of the tower, floors twenty to twenty-four, would incorporate gradual setbacks on the west elevation. The podium would be set back 27.4 metres from the adjacent Canadian Pacific Railway (CPR) corridor and the tower would be set back 37.3 metres from the CPR corridor. Within the rail setback area and fronting on Victoria Avenue East, a Privately Owned Publicly Accessible Open Space (POPS) of 850 square metres is proposed. A crash wall is proposed along the entirety of the east property line, adjacent to the rail corridor, and along the easterly portion of the north property line.

A total of 153 parking spaces are proposed to serve the development, with 140 parking spaces for the residential units and 13 parking spaces for visitors that would be shared between the residential and commercial uses. Four of the proposed visitor parking spaces are proposed to be car-share spaces. The proposed parking spaces would be located within three levels of underground parking with the exception of 8 surface visitor parking spaces that would be located at the rear of the building at the northeast corner. Vehicular access to the site would be provided from Victoria Avenue East with a new in/out driveway located at the rear of the building, adjacent to 6 Victoria Avenue East. Access to the underground parking garage would also be provided at the rear of the building. One Type G loading space is proposed to service the development and would be located at the rear of the building and accessed from Victoria Avenue East. A total of 261 bicycle parking spaces are proposed, including 229 long-term bicycle parking spaces and 26 short-term bicycle parking spaces for residential use, and 1 long-term bicycle parking space and 5 short-term bicycle parking spaces for non-residential uses.

Attachments 7 and 8 (Site Plan and Elevations) illustrate the development concept for the subject site.

Site and Surrounding Area

The subject site is located on the east side of Weston Road, immediately north of Victoria Avenue East. The site is irregular in shape with an area of approximately 3,829 square metres. The site has a frontage of approximately 56 metres on Weston Road and 72 metres on the north side of Victoria Avenue East, and abuts the side and rear yards of 6 and 8 Victoria Avenue East. The site is an assembly of four land parcels which are occupied as follows:

- 1693 Weston Road: A three-storey apartment building with 12 residential rental units and a surface parking lot.

- 1695 Weston Road: A three-storey detached dwelling with surface parking in the front yard.
- 1705-1707 Weston Road: The existing building on the property is comprised of a two-storey northern component, which contains three residential rental units on the upper level and a vacant retail space on the ground floor, and a southern one-storey component that contains a vehicle repair shop.
- 10 Victoria Avenue East: A one-storey detached dwelling with a detached garage located in the rear yard of the property, adjacent to the rail corridor.

The existing apartment building and mixed-use building on the site contain a total of 15 rental units, all of which have affordable rents.

Table: Existing Rental Unit Mix

Existing Rental Unit Bedroom Type	Number of Units
Bachelor	1
One-bedroom	11
Two-bedroom	2
Three-bedroom	1

Land uses surrounding the subject site are as follows:

North: Abutting the site to the north is the surface parking lot for the Weston GO Station. Further north is a day care centre, a vehicle repair shop and gas station on the east side of Weston Road. Beyond Wright Avenue are two 25-storey apartment buildings.

South: Directly adjacent to the site is a three-storey detached dwelling at 6 Victoria Avenue East and a two-storey detached dwelling at 8 Victoria Avenue East. The lands to the south of the site, on the south side of Victoria Avenue East fronting Weston Road, are presently vacant and the subject of an application for Site Plan Approval to permit 10 three-storey townhouses (File No. 12 127228 WET 11 SA).

East: Directly east of the site is the Canadian Pacific Railway (CPR) and Canadian National Railway (CNR) corridor, which accommodates the Union Pearson Express and the GO Transit Kitchener Line. Beyond the railway to the east is a low-rise residential area.

West: West of the site, fronting Weston Road, are a mix of uses including a place of worship, a vehicle dealership and other commercial uses. Further west along Victoria Avenue West is a low-rise residential area, beyond which is the Humber River and Raymore Park.

Please see Attachment 2: Location Map.

Reasons for Application

Amendments to the former City of York Zoning By-law No. 1-83 are required in order to permit the height and density of the proposed building and establish other performance standards to facilitate the development of the proposal. Amendments to City-wide Zoning By-law No. 569-2013 are required to bring the lands into the by-law as a Residential Apartment Commercial (RAC) Zone and permit the height and density of the proposed building, as well as to establish other performance standards.

A Rental Housing Demolition and Conversion Permit pursuant to Chapter 667 of the City of Toronto Municipal Code is required for the demolition of the existing residential rental properties. The subject lands contain 6 or more residential dwelling units, of which at least one is rental.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Survey Plan;
- Architectural Plans;
- Elevations and Sections;
- Landscape Plans;
- Tree Inventory and Preservation Plan;
- Civil Plans;
- Planning Rationale, including Community Services and Facilities Study;
- Public Consultation Strategy;
- Pedestrian Level Wind Study;
- Sun/Shadow Study;
- Arborist Report;
- Functional Servicing Report;
- Stormwater Management Report;
- Hydrogeological Review;
- Geotechnical Study;
- Transportation Impact Study;
- Draft Zoning By-law Amendments;
- Toronto Green Standard Template and Checklist;
- Energy Efficiency Report;
- Computer-Generated Building Massing Model;
- Energy Efficiency Report;
- Stage 1 and 2 Archaeological Assessment;
- Noise Impact Study;
- Rail Safety Assessment;
- Rental Housing Demolition and Conversion Declaration of Use and Screening Form; and
- Housing Issues Report.

The above materials are available online at the Application Information Centre (AIC) and may be found at 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, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to the Zoning By-law Amendment application, Council members have an opportunity to consider the submissions received prior to and at the statutory public meeting held by the Etobicoke York Community Council for the application. Oral submissions made at the virtual meeting will be broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities. The outcome of staff analysis and review of relevant matters of provincial interest are summarized in the Comments Section of this report.

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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and

- protecting people, property and community resources by directing development away from natural or human-made hazards.

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 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 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 4.7 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. 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 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 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 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 Council shall also conform with the Growth Plan (2020).

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 subject lands are located within approximately 500 metres of the Weston GO/Union Pearson (UP) station.

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. On June 29, 2020, City Council approved a work plan (Item No. 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 MTSAs, the MCR work plan includes a three-phased implementation approach to delineate and set density targets for the 180+ MTSAs in Toronto. The Weston GO/UP Station area is included in Phase 2 of the MTSAs implementation.

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

Toronto Official Plan

The site is located on an *Avenue* on Map 2 – Urban Structure and designated *Apartment Neighbourhoods* on Map 14 – Land Use Plan of the Official Plan. The site is subject to Site and Area Specific Policy 51 (SASP 51) which pertains to the Weston

Area. The site is also located on a segment of Weston Road that is identified as a higher order transit corridor with an existing GO Rail Line on Map 4 – Higher Order Transit Corridors of the Official Plan.

This application has been reviewed against the policies of the City of Toronto Official Plan which includes the following applicable policy direction:

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

Section 2.1 Building a More Liveable Urban Region

The Official Plan contains principles for steering growth and change to appropriate areas of the City, while protecting the City's neighbourhoods and green spaces from development pressures.

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

The Official Plan states that *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. There is no "one size fits all" program for reurbanizing the *Avenues*. A framework for change will be tailored to the situation of each *Avenue* through a local Avenue Study that includes community consultation to establish a vision and implementation plan for: how the streetscape and pedestrian environment can be improved; where public open space can be created and existing parks improved; where trees should be planted; and how use of the road allowance can be optimized and transit service enhanced. Policies 2.2.3.1 and 2.2.3.2 require reurbanization of *Avenues* to be achieved through the preparation of Avenue Studies, and that these studies must engage the local community.

Section 2.2.4: Employment Areas: Supporting Business and Employment Growth

The subject site is adjacent to a Canadian Pacific Railway (CPR) and Canadian National Railway (CNR) corridor. Transportation infrastructure and corridors, and rail facilities are major facilities. Policy 2.2.4.5 requires sensitive land uses, including residential uses, adjacent to *Employment Areas* or within the influence area of major facilities to be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from *Employment Areas* and/or major facilities as necessary to mitigate adverse effects from noise, vibration, traffic, odour and other contaminants, and to promote safety and security.

Section 2.3.1 Healthy Neighbourhoods

Policy 2.3.1.2 states that *Apartment Neighbourhoods* are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. Development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the criteria contained in Section 4.2 and other relevant selections in the Plan.

Chapter 3 - Building a Successful City

Section 3.1.1: The Public Realm

Public realm policies promote quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm. The policies also 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.

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.

New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street with a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing co-ordinated landscape improvements in setbacks to create attractive transitions from the private and public realms.

Further, Policy 3.1.2.6 states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Section 3.1.3: Built Form – Tall Buildings

Tall buildings are desirable in the right places but they don't belong everywhere. When appropriately located and designed, tall buildings can support and draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings fit within their existing and planned context and limit local impacts, Policy 3.1.3.1 states that tall buildings should be designed to consist of three parts, carefully integrated into a single whole: base building, middle and top. Policy 3.1.3.2 requires tall building proposals to address key urban design considerations, including: meeting the built form principles of the Official Plan; demonstrating how the

proposed building and site design contribute to and reinforce the overall City structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; taking into account the relationship of the site to topography and other tall buildings; providing high quality, comfortable and usable publicly accessible open space areas; and meeting the other goals and objectives of the Plan.

Section 3.2.1: Housing

Policy 3.2.1.6 states that new development that would result in the loss of six or more rental housing units will not be approved unless all of the rental housing units have rents that exceed mid-range rents at the time of application, or in cases where planning approvals other than site plan are sought, the following will be secured:

- at least the same number, size and type of rental housing units are replaced and maintained with similar rents to those in effect at the time the redevelopment application was made;
- for a period of at least 10 years, rents for replacement units will be the rent at first occupancy, increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
- an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement rental units at similar rent, the provision of alternative accommodation at similar rents and other assistance to lessen the hardship of relocation.

This application identifies 15 rental units that would be demolished and replaced within the proposed development.

Chapter 4- Land Use Designations

The subject site is designated *Apartment Neighbourhoods* on Map 14 – Land Use Plan of the Official Plan. Section 4.2 of the Official Plan contains the applicable *Apartment Neighbourhoods* policies. Policy 4.2.1 states that *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents.

Policy 4.2.2 outlines the development criteria within *Apartment Neighbourhoods* including the location and massing of new buildings, which should provide a transition between areas of different development intensity and scale, with adequate setbacks, and minimal shadow impacts on properties in adjacent lower-scale *Neighbourhoods*. The Policy further outlines that new buildings should frame the edges of streets and parks with good proportion, and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. There should be sufficient off-street motor vehicle and bicycle parking for residents and visitors including locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences. The Policy also requires the provision of appropriate indoor and outdoor recreation space for building residents in every significant multi-unit residential development and ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces. Buildings are required to conform with the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

Chapter 5 – Implementation

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies of the Plan. The community benefit to be secured must bear a reasonable relationship to the increased height and/or density of the proposed development and have an appropriate geographic relationship with the proposed development.

Chapter 7 – Site and Area Specific Policies

The site is subject to Site and Area Specific Policy No. 51 (SASP 51) which states that the view corridors to the Humber River valley from street intersections of Weston Road in the Weston community should be maintained. The Policy also requires that links between the Weston community and the Humber Valley be improved by adding and improving existing pedestrian connections.

The outcome of staff analysis and review of relevant Official Plan policies and designations and Site and Area Specific Policies noted above are summarized in the Comments Section of the report.

Zoning

The site is zoned Main Street Commercial/Residential (MCR) under the former City of York Zoning By-law No. 1-83 as amended (see Attachment 4: Existing Zoning). The MCR zone permits a wide variety of uses including apartment buildings, townhouses, retail stores, offices, restaurants, recreational uses and limited institutional uses. The proposed apartment building is a permitted use. The maximum permitted height in the MCR zone is 8 storeys or 24 metres, whichever is the lower, and the maximum floor space index is 2.5 times the lot area. Any portion of a building or structure fronting onto Weston Road located within 6 metres of the front lot line is limited to 9 metres in height. The maximum permitted front yard setback is 3 metres, and parking and loading facilities are prohibited in the front yard.

Design Guidelines

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. The link to the guidelines is here:

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

Growing Up: Planning for Children in New Vertical Communities

On July 28, 2020, City Council adopted the updated Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines ("Growing Up Guidelines"). The update was based on the continued review and assessment from the draft guidelines adopted by Council in July 2017. The objective of the Growing Up 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 can be found here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/>

Retail Design Manual

On October 27, 2020, City Council adopted the Retail Design Manual. The Retail Design Manual is a collection of best practices and is intended to provide guidance on developing ground floor retail spaces. City's ability to deliver on the objectives of complete communities and great streets are closely tied to its ability to secure successful, resilient, dynamic and vibrant retail uses through the development review process. The Guidelines can be found here: <https://www.toronto.ca/wp-content/uploads/2020/01/960d-Toronto-Retail-Design-Manual-December-2019.pdf>

Pet Friendly Design for High Density Communities

The purpose of this document 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 can be found here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/pet-friendly-design-guidelines-for-high-density-communities/>

Privately-Owned Publicly Accessible Spaces (POPS) Design Guidelines

POPS are a specific type of open space which the public is welcome to enjoy, but remain privately owned. POPS are a key part of the city's public realm network, providing open space in much-needed locations across the city and complementing existing and planned parks, open spaces and natural areas. On July 8, 2014, City Council endorsed the Draft Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS). The Draft Guidelines can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/08/8527-draft-design-guidelines-for-privately-owned-publicly-accessible-space-Di....pdf>

Weston Urban Design Guidelines

The Weston Urban Design Guidelines were adopted by City Council in 2004. These Guidelines help manage change within Weston to achieve the following goals:

- The revitalization of retail and community activity along Weston Road as the strong and attractive heart of Weston;
- The maintenance of the quality of life in the neighbourhoods;
- The introduction of new residential development along the Weston Road corridor;
- The generation of new employment opportunities on former industrial lands; and
- The enhancement of the Humber Valley as an environmental and recreational asset for the city.

Within the Guidelines, the site falls within the 'Weston Road Corridor' Sub-Area, where *Apartment Neighbourhoods* uses are encouraged in forms that are sensitive to their surroundings. One of the key objectives for the 'Weston Road Corridor' is to increase the residential population of the area to support activity within the adjacent Weston Village. This is subject to establishing an appropriate built form and land use pattern for apartment buildings, including a maximum height of 8 storeys (24 metres). The Weston Urban Design Guidelines can be viewed at the following link: <https://www.toronto.ca/wp-content/uploads/2017/08/94c1-Toronto-Urban-Design-Guidelines-Weston.pdf>

Rental Housing Demolition and Conversion By-law

Section 111 of the City of Toronto Act, 2006 authorizes Council to regulate the demolition and conversion of residential rental properties in the City. Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law, implements Section 111. The By-law prohibits the demolition or conversion of rental housing units in buildings containing six or more residential units, of which at least one unit is rental, without obtaining a permit from the City and requires a decision by either City Council or the Chief Planner.

Council may refuse an application, or approve the demolition with conditions that must be satisfied before a demolition permit is issued. These conditions implement the City's Official Plan policies protecting rental housing. Council approval of demolition under Section 33 of the *Planning Act* may also be required where six or more residential units are proposed for demolition before the Chief Building Official can issue a permit for demolition under the Building Code Act.

Where an application for rezoning triggers an application under Chapter 667 for rental demolition or conversion, City Council typically considers both applications at the same time. Unlike *Planning Act* applications, decisions made by City Council under By-law 885-2007 are not appealable to the Local Planning Appeal Tribunal.

On July 23, 2020, the applicant made an application for a Section 111 permit pursuant to Chapter 667 of the City of Toronto Municipal Code. As per Chapter 667-14, a tenant consultation meeting was held to review the impact of the proposal on tenants of the residential rental property and matters under Section 111.

Site Plan Control

A Site Plan Control application (File No. 18 223433 WET 11 SA) was submitted by the applicant on September 18, 2018 and is currently being reviewed by staff.

COMMENTS

City Planning staff are recommending approval of an amendment to the Zoning By-laws to permit the proposed development which represents good planning.

Planning Act

It is staff's opinion the current application has regard to relevant matters of provincial interest in Section 2 of the *Planning Act*. These include:

- (f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) The orderly development of safe and healthy communities;
- (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 a built form that:
 - i. is well designed;
 - ii. encourages a sense of place; and
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The proposal is an appropriate location for development: is supportive of current and future transit along Weston Road; represents an appropriate built form that provides a range and mix of housing including family sized and affordable rental units; provides retail spaces on the main street; includes a POPS; encourages a sense of place; and promotes a vibrant public realm/streetscape. These Provincial Interests are further articulated through the PPS (2020) and the Growth Plan (2020).

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020).

PPS (2020)

The PPS came into effect on May 1, 2020 and provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS. This application has been reviewed against the policies of the PPS (2020) and key policies include:

Policy 1.1.1 states that healthy, livable and safe communities are sustained by: promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential uses, including second units, affordable housing and housing for older persons.

Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available; support active transportation; and are transit-supportive.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated.

Policy 1.1.3.4 states that development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.2.6.1 states that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety.

Policy 1.4.3 directs planning authorities to provide a range of housing types and densities to meet projected requirements of current and future residents. This policy directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and well-being requirements of current and future residents, and all forms of residential intensification and redevelopment where existing or planned

infrastructure can accommodate projected needs. This policy further directs planning authorities to promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. Planning authorities are also directed to establish development standards for residential intensification which minimize the cost of housing and facilitate compact form.

Policy 1.6.6.1 states that planning for sewage and water services shall: accommodate forecast growth in a manner that promotes efficient use and optimization of existing municipal sewage services; ensure that these systems are provided in a manner that can be sustained, prepares for the impacts of a changing climate, is feasible and financially viable over their lifecycle; and protects human health and safety, and the natural environment.

Policy 1.6.6.7 provides that planning for stormwater management shall: be integrated with planning for sewage and water services; minimize or prevent contaminants; minimize erosion and changes in water balance; mitigate risks to human health, safety and the environment; maximize the extent and function of vegetative and pervious surfaces; and promote stormwater management best practices.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

Policies 1.6.8.1 and 1.6.8.3 state that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation to meet current and projected needs; and planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

Policy 4.6 states that the official plan is the most important vehicle for implementation of the PPS and that official plans shall identify provincial interests, as identified in Section 2 of the *Planning Act*, which includes the promotion of a well-designed built form.

The proposal is located on an existing higher order transit corridor. The proposed mixed use building would promote intensification through a compact urban form, would result in both a variety of residential unit types (ranging from one to three bedroom units) and commercial uses that utilize existing services within an existing built-up area, and represents an efficient land use pattern that would minimize land consumption. Based on the analysis of the policies, it is Planning staff's opinion that the application and the amending draft Zoning By-laws are consistent with the PPS (2020) and address all the above noted policies.

Growth Plan (2020)

The Growth Plan (2020) provides a framework for managing growth in the Greater Golden Horseshoe. City Council's planning decisions are required to conform with the Growth Plan. This application has been reviewed against the policies of the Growth Plan (2020) and key policies include:

Policy 2.2.1.3 c) directs municipalities to undertake integrated planning to manage forecasted growth which will provide for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1.4 c), d) and e) state that applying the policies of the Growth Plan will support the achievement of complete communities that: provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; expand convenient access to transportation options and open space; and provide for a more compact built form and a vibrant public realm.

Policy 2.2.2.3 c) states that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will encourage intensification generally throughout the delineated built-up area.

Policy 2.2.4.10 directs that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Policy 2.2.6.3 states that to support the achievement of complete communities, municipalities will consider 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.

Policy 3.2.6.1 states that municipalities will generate sufficient revenue to recover the full costs of providing and maintaining municipal water and wastewater systems.

The proposed development conforms with the above noted policies by: promoting intensification within a built-up area; contributing to a range of housing options; providing a compact built form in close proximity to public transit; providing public realm improvements; and contributing to the overall achievement of a complete community. Based on the analysis of the Growth Plan (2020) policies, it is Planning staff's opinion that the application and amending draft Zoning By-laws conform to the Growth Plan (2020).

Land Use

This application has been reviewed against the Official Plan policies described in the Policy Consideration Section of the report as well as the policies of the Toronto Official Plan as a whole. The *Apartment Neighbourhoods* Official Plan designation permits and supports the proposed building containing retail uses at-grade that would serve the needs of residents in the building and in the area. The proposal fits within the planned context for the area and is in keeping with the policy direction of the Official Plan. Planning staff are therefore of the opinion the proposed land use is appropriate for the subject site and can be supported.

Density, Height, Massing

The proposed density, height and massing have been assessed by applying the relevant Official Plan policies and relevant design guidelines referenced in the Policy Consideration Section of this report. Section 3.1.2 Built Form was recently updated through Official Plan Amendment 480 and came into effect on September 21, 2020. The previous version of Section 3.1.2, which still applies to the proposed development because it was in effect at the time the application was deemed complete, has also been used in the evaluation.

The subject site is a consolidation of several properties which has resulted in a large site with a frontage of approximately 56 metres along Weston Road and 72 metres along Victoria Avenue East, separated by two properties, 6 and 8 Victoria Avenue East. The applicant acquired 1693 Weston Road part way through the application review process. The inclusion of 1693 Weston Road provides an opportunity for a better building footprint, setbacks and tower location. Staff have worked with the applicant to shape both the base building and the tower to achieve an appropriate fit in keeping with the existing and planned context of the area. The tall building policies of the Official Plan identify three parts of a tower: the base, the middle and the top. The base building should provide definition and support at an appropriate scale and integrate with adjacent buildings. In accordance with the direction provided in the Official Plan, the middle of the tower should be designed with a floor plate size and shape with appropriate dimensions for the site. Taller buildings are to be located to ensure adequate access to sky view for the proposed and future use of the area. The Tall Buildings Guidelines direct that the top of tall buildings shall contribute to the skyline character and integrate roof top mechanical systems into the design.

The base building would be 6-storeys (23 metres) in height and would be set back 6 metres from the current Weston Road property line and 2.3 metres from the proposed property line after a road widening is taken. There is a stepback proposed of 1.5 metres from the building face on both frontages above the second floor to set back the upper floors of the base building. The existing context in this area of Weston Road is generally 2-3 storeys. The Weston Urban Design Guidelines direct that a maximum of 8-storeys (24 metres) be permitted along Weston Road. The base height of 6-storeys with a height of 23 metres would be in keeping with the direction of the Weston Urban Design Guidelines. The stepback at the third floor would provide a break in the façade of the base building that is in keeping with heights found in the existing context of the area. Retail space is proposed in the ground floor of the base building to activate the frontage and provide animation to the street. The proposed base building is designed to integrate with the adjacent buildings and is appropriately scaled for the existing and planned context of the area. The seventh floor (on the roof of the sixth floor) would provide both indoor and outdoor amenity space. This space would be further defined through the Site Plan application review process but would be integrated and provide both passive and active areas.

The middle of the tower would have a floorplate of approximately 770 square metres and would be generally rectangular in shape parallel to Weston Road. As the height of the tower increases, the area of the floorplate decreases. The floorplate of the upper floors of the tower would be less than 750 square metres. The middle of the tower

would be set back: 12.5 metres from the north property line; 5.3 metres from the west property line, fronting Weston Road; 5.4 metres from the south property line, fronting Victoria Avenue East; 12.5 metres from the closest easterly property line abutting 6 Victoria Avenue East and 37.3 metres to the east property line adjacent to the rail corridor. The floorplate of the tower would generally be in keeping with the direction of the Tall Building Guidelines and would be situated on the base and within the site to provide appropriate setbacks on each side and to recede from the frontages of Weston Road and Victoria Avenue East.

The top of the tower would be shaped to step back from the west side and terrace from the 21st floor to the upper mechanical penthouse. The proposed shape would set a positive precedent for the character of the skyline in this area.

A recurring policy requirement within the Official Plan is to locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing setbacks from and/or a stepping down of heights towards lower-scale *Neighbourhoods*. The Tall Building Guidelines also require tall buildings to fit within the existing and planned context and provide appropriate transition in scale to lower scaled buildings, parks and open space. Within the Tall Building Design Guidelines it states that, unless otherwise specified in a City approved policy, or guideline, a 45 degree angular plane, measured from the relevant property lines, is typically used to provide transition in scale from tall building developments down to lower scale residential areas. In addition to the setbacks and step backs noted above, angular planes were also applied to the site from the residential zones in proximity to the site across Weston Road and across the rail corridor. The proposed tower is shaped and situated to be below the 45 degree angular plane. Planning staff are of the opinion that the proposal meets the intent of the transition policies of the Official Plan through the proposed setbacks and step backs from the adjacent *Neighbourhoods* and the application of a 45 degree angular plane.

The subject site has a requirement to provide a road widening of 3.7 metres across the Weston Road frontage of the property. The density proposed for the site is approximately 5.2 times the gross lot area excluding the required road widening and 5.5 times the net lot area including the required widening of the Weston Road right-of-way. To date, there has not been much new development in this area of Weston Road. The most recent development in this area is 10 Wilby Street which has a density of 5.11 times the area of the lot and is comparable to the proposed development. The proposed development meets the development criteria of the Official Plan and is in keeping with the requirements of the Tall Buildings Guidelines. Planning staff are therefore of the opinion the proposed density is appropriate for the subject site and can be supported.

The proposed building provides a base that is in keeping with the existing and planned context of the area, provides animation to the street frontage with retail space and access to the residential space from Weston Road, provides a drop-off/pick-up area in the rear of the site and internalizes servicing away from the public realm and from the adjacent properties at 6 and 8 Victoria Avenue East. The proposed tower is shaped and situated to provide appropriate setbacks to the property lines, contribute to the

public realm, and provide an appropriate setback from the rail corridor in keeping with the Official Plan and the Tall Building Guidelines.

Sun, Shadow, Wind

The applicant provided a shadow study illustrating the shadow movements associated with the development during the spring and fall equinoxes. The proposed building would not cast shadow on the low-rise area to the west. The shape of the tower provides a narrow elongated shadow that would move quickly across the properties along Weston Road and the GO Station parking lot to the north. Shadows would stretch across the rail corridor to the north east late in the day with some shadow impact on the rear yards of the low rise area on Sam Frustaglio Drive after 4pm in March and September but not in June. There would be shadow cast late in the day on some of the front yards of the properties on Victoria Avenue East after 5pm in June but not in March or September. Planning staff are of the opinion the shadow impacts created by the new building are acceptable.

The applicant also submitted a Pedestrian Wind Assessment, dated July 13, 2020, prepared by Gradient Wind Engineers and Scientists. The study concludes that wind conditions over all pedestrian sensitive grade-level locations within and surrounding the site will be acceptable for the intended uses on a seasonal basis. Areas towards the north side of the outdoor amenity space on the seventh floor are identified to be comfortable for sitting during the warmer months, however, areas closer to the building façade would be somewhat windier and suitable for standing during the same period. As such, if seating areas are proposed near the north and/or east facades, the study recommends a canopy or pergolas structure to be provided to deflect downwash winds. Through the Site Plan application review process, the final design of the outdoor amenity area and wind mitigation measures would be secured to ensure the wind effects are acceptable, should this application be approved.

Traffic Impact and Parking

A total of 153 residential parking spaces are proposed to serve the development, with 140 parking spaces for the residential units and 13 parking spaces for visitors that would be shared between the residential and commercial uses. Four of the proposed visitor parking spaces are proposed to be car-share spaces. The applicant submitted justification in support of the proposed parking supply. Transportation Services staff do not support the proposed parking supply in its current form and require additional justification with proxy sites that share similar characteristics, uses and unit mix as the proposed development. Staff have worked with the applicant regarding the technical requirements for the proxy information, however, to-date the proxy information does not address the requirement. Accordingly, Transportation Services staff require the proposed parking supply for the residential units, including visitor spaces, and retail units be provided in accordance with the 'Policy Area 4' rates stipulated in City-wide Zoning By-law No. 569-2013.

The application proposes a total of 7 accessible parking spaces. In accordance with City-wide Zoning By-law No. 569-2013, a minimum of 8 accessible parking spaces are required. Transportation Services staff have advised that the proposal is to comply with

the accessible parking space supply and dimensional requirements outlined in City-wide Zoning By-law No. 569-2013. Parking spaces bordered by an obstruction such as a column or a wall, are also to be modified to provide an additional 0.3-metre width on the side of the obstruction in accordance with City-wide Zoning By-law No. 569-2013.

Given the aforementioned, prior to introducing the Bills to City Council for enactment, the owner is to provide parking spaces for the residential dwelling units, including visitor spaces, and retail units in accordance with the 'Policy Area 4' parking rates and the supply and dimensions of the parking spaces and accessible parking spaces, as well as drive aisle widths, are to comply with the requirements of City-wide Zoning By-law No. 569-2013.

Access and Loading

Vehicular access for the site is proposed from Victoria Avenue East between the proposed building and 6 Victoria Avenue East. There would be a turning circle proposed that would provide access to the loading space, as well as to a lay-by for drop-off/pick-up and to the at-grade parking spaces. The ramp to the below grade parking is proposed from the driveway. Except for a small part of the turning circle, the driveway, loading space and ramp would be outside of the required setback to the rail corridor. The ramp and loading space would be internalized into the ground floor of the proposed building.

One Type 'G' loading space is proposed for this development which meets the minimum loading requirements of City-wide Zoning By-law 569-2013. The provision of the loading space including the dimensions and turning radius, as well as the location, design and configuration of the access and driveway to the site are to be to the satisfaction of staff. All of these matters will be addressed in further detail through the Site Plan application review process.

Bicycle Parking

Official Plan policies encourage reduced automobile dependency and promote alternative modes of transportation. The policies look to increase opportunities for better walking and cycling conditions for residents. A total of 261 bicycle parking spaces are proposed, including 229 long-term bicycle parking spaces and 26 short-term bicycle parking spaces for residential use, and 1 long-term bicycle parking space and 5 short-term bicycle parking spaces for non-residential uses.

The proposed long-term bicycle spaces would be located on the underground parking levels. The proposed short-term spaces for residential use would be located on the ground floor of the proposed building and the proposed short-term spaces for non-residential use would be located at the rear of the building along the north property line. The proposed bicycle parking spaces for this development would comply with the bicycle parking requirements in City-wide Zoning By-law No. 569-2013 and have been included in the Draft Zoning By-law Amendment for the former City of York By-law No. 1-83 in Attachment 5. Details with respect to the location, design and layout for the bicycle parking would be secured through the Site Plan application review process for this development.

Road Widening

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Weston Road a 3.7 metre road widening dedication along the Weston Road frontage of the subject site is required and is proposed to be conveyed to the City. The applicant must convey the required land for a nominal sum to the City as a condition to Site Plan Approval. This is included in the recommendations of this report to be secured in the Section 37 Agreement under other matters to be secured.

Streetscape

The Official Plan requires that new development enhance the existing streetscape by massing new development to define edges of streets with good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from public and private realms.

Currently, Weston Road has a concrete sidewalk adjacent to the travelled portion of the road with minimal setbacks to the existing structures in this location. There is presently no room for street trees or other streetscape elements. Victoria Avenue East has a sidewalk on the north side only, along the frontage of the site. The proposed development is required to provide a road widening of 3.7 metres along the Weston Road frontage. The proposed building would be setback 2.3 metres from the new property line. The proposed setback in conjunction with the widening of Weston Road would allow the proposed development to provide street trees and other streetscape elements along this portion of Weston Road. The applicant would be required to reconstruct the sidewalks on each frontage to achieve a minimum width of 2.1 metres in order to comply with current City standards and the requirements related to the Accessibility of Ontarians with Disabilities Act (AODA). The required 2.1 m wide municipal sidewalks and final streetscape design would be secured through the Site Plan application review process. Planning staff are of the opinion that the proposed development would provide improved, landscaped and connected pedestrian-oriented streetscapes along both Weston Road and Victoria Avenue East.

Servicing

Engineering and Construction Services staff reviewed a Functional Servicing Report (FSR), Stormwater Management Report, Servicing Report Groundwater Summary, Hydrogeological Assessment Report and Review Summary all submitted with the application. These reports have been reviewed by staff and have generally been found acceptable, however, there is additional information that is required prior to the enactment of the Bills to confirm some outstanding information. This report includes a recommendation that prior to the Bills being put forward to City Council, the applicant is to provide a revised Functional Servicing Report (FSR) to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.

Rail Safety Assessment

The applicant submitted a Rail Safety Assessment prepared by Stantec Consulting Limited, dated February 21, 2019 and revised June 6, 2019 and July 16, 2020, to assess site specific hazards and mitigation measures relating to noise pollution, vibrations, trespass and crash potential. The Rail Safety Assessment recommends several mitigation measures including the installation of a 3.66 metres crash safety wall on the eastern property limit, extending approximately 67.7 metres southeasterly, and a northern crash safety wall which should extend 22.2 metres westerly and be 2.14 metres above the top of rail with the exception of the first 2 metres distance of the wall being 3.66 metres above the top of rail.

Hatch was retained to peer review the Rail Safety Assessment and supporting materials on behalf of the City. Based on a review of the information and drawings provided, Hatch generally considers the proposal acceptable provided that the final detailed design of the crash wall and detailed design crash (deflection) wall calculations are completed, reviewed and implemented in compliance with the AECOM Guidelines through the Site Plan application review process.

Noise Impact

The applicant retained J.E. Coulter Associates Limited to prepare a Noise Impact Feasibility Study dated December 18, 2017, and revised July 16, 2020 and December 18, 2020. As a result of the impacts of sounds generated by the adjacent transportation sources, the Noise Impact Feasibility Study provided several mitigation recommendations for the proposal including:

- The installation of central air conditioning for all units;
- A 2.6 metre noise barrier for the north and east portions of the seventh floor outdoor amenity area (terrace);
- The building's façades, with the exception of the west façade facing away from the rail corridor, be constructed of a brick veneer or masonry equivalent;
- Upgraded double glazing for specific areas as a result of the rail-generated noise in order to meet STC specifications; and
- Future tenants are to be warned of potentially high sound levels through appropriate warning clauses in all agreements of purchase and sale, and lease agreements.

SS Wilson Associates (SSWA) was retained to peer review the Noise Impact Feasibility Study and supporting materials on behalf of the City and provide an opinion on the sufficiency and accuracy of the submitted materials, and concurrence with the opinions of the Study and associated documentation. SSWA reviewed the revised study findings and concurred with the analysis, methodology and conclusions of the report, and recommended that minor text revisions be required to improve the clarity and consistency of the updated report.

Housing Issues

Family Size Units

The City's Growing Up Guidelines includes performance standards which represent tangible measures to accommodate the growing demand for family-oriented housing in vertical communities. The Guidelines recommend that a building provide a minimum of 25% large units: 10% of the units should be 3-bedroom units and 15% of the units should be 2-bedroom units. Furthermore, the Guidelines outline an ideal range of unit sizes to represent a diversity of bedroom sizes while maintaining sufficient common space to ensure their functionality. Two-bedroom units should have a floor area of 87 to 90 square metres and 3-bedroom units should have a floor area of 100 to 106 square metres.

The proposal meets and exceeds the requirements for minimum number of family-sized dwelling units: of the 254 proposed dwelling units, 87 are two-bedroom (34%) and 26 are three-bedroom units (10%). City Planning staff are satisfied with the unit mix within the development. The proposed unit sizes also meet or exceed the unit size range outlined in the Growing Up Guidelines. The proposed unit mix would generally be secured through the proposed Zoning By-law amendments and Section 37 agreement with the City.

Rental Housing Demolition

The existing 2-storey rental apartment building at 1693 Weston Road and mixed-use building at 1705-1707 Weston Road contain a total of 15 rental dwelling units, comprised of one (1) bachelor unit, eleven (11) one-bedroom units, two (2) two-bedroom units, and one (1) three-bedroom unit. The applicant has proposed to provide and maintain fifteen (15) replacement rental dwelling units on the second and third floors of the proposed mixed-use building.

The fifteen (15) replacement rental dwelling units would have the same unit mix as currently exists and would be maintained with affordable rents for a period of at least 10 years.

Staff are satisfied with the proposed replacement plans. The average unit size and total gross floor area of the replacement rental dwelling units would be slightly larger than the existing rental dwelling units. The replacement rental dwelling units are well configured with functional layouts. Ensuite laundry and central air conditioning would also be provided in each replacement rental dwelling unit at no additional cost to tenants.

Tenants of the replacement rental units would have access to all indoor and outdoor amenities and long-term bicycle parking spaces on the same terms and conditions as residents of the remainder of the building, with dedicated access to six (6) parking spaces, five (5) storage lockers and long term bicycle storage spaces.

One or more agreements pursuant to the *Planning Act* and *City of Toronto Act* will secure all details regarding the replacement rental housing, including the number of replacement units, minimum unit sizes, and future tenants' access to all facilities and amenities.

Tenure and Rents for the Replacement Rental Dwelling Units

The applicant has agreed to provide and maintain the fifteen (15) replacement rental dwelling units within the proposed building for at least 20 years, beginning from the date that each replacement rental dwelling unit is first occupied and until the owner obtains approvals for a Zoning By-law Amendment removing the requirement for the replacement rental dwelling units to be maintained as rental units.

The applicant has also agreed to secure the rents for all fifteen (15) replacement rental dwelling units for at least 10 years, beginning from the date that each replacement rental dwelling unit is first occupied.

Tenant Relocation and Assistance Plan

The owner has agreed to provide tenant relocation and assistance which would be to the satisfaction of the Chief Planner and secured through the Section 37 and Section 111 Agreements with the City. The tenant relocation and assistance plan would assist tenants in finding and securing alternative accommodations while the replacement rental dwelling units are being constructed. As part of this plan, eligible tenants would receive the following:

- At least 6 months' notice of the date that they must vacate their rental dwelling unit;
- The right to return to one of the replacement rental dwelling units in the new building;
- Compensation equal to 3 month's rent pursuant to the Residential Tenancies Act;
- A move-out moving allowance and a move-back moving allowance if they exercise their right to return to a replacement rental dwelling unit;
- A rental leasing agent available upon request;
- Additional compensation based on length of tenure;
- Any special needs compensation as determined by the Chief Planner; and
- As part of this plan, Canadian Mental Health Association, which has a head lease agreement for eleven (11) of the fifteen (15) existing rental dwelling units would receive the first right of refusal to enter into a head lease for up to fifteen (15) of the replacement rental dwelling units in the new building and a move-back moving allowance for each replacement rental dwelling unit included in the head lease.

City Planning staff are satisfied with the applicant's proposed tenant relocation and assistance plan as it is in line with the intent of the City's standard practices.

Privately-Owned Publicly Accessible Open Space (POPS)

Privately-owned publicly accessible open space (POPS) of approximately 850 square metres is being proposed adjacent to the rail corridor. Staff consider the proposed POPS to be a positive element of the proposal, as it would enhance the public realm. Staff recommend that the POPS be secured in the Section 37 Agreement and its final design be secured through the Site Plan application review process.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. The subject site has archaeological potential and as such, a Stage 1 and 2 Archaeological Assessment of 1695-1707 Weston Road and 10 Victoria Avenue East, dated November 29, 2017, prepared by ASI Heritage was submitted. However, this assessment does not address the property of 1693 Weston Road which was acquired part way through the review of the application. Heritage Planning staff have advised that the lands located at 1693 Weston Road are considered to retain archaeological potential and must be subject to an archaeological assessment. As such, prior to the enactment of the Bills to City Council, the owner is required to retain an archaeologist consultant to complete a Stage 1 or Stage 1-2 archaeological resource assessment of the full subject site or remaining unassessed lands, and carry out the recommendations of the assessment to mitigate through preservation, or resource removal and documentation, adverse impacts to any significant archaeological resources found.

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".

The submitted Arborist Plan, prepared by Kuntz Forestry Consulting Inc. and dated December 8, 2017 as revised June 15, 2020, indicates the applicant is proposing to remove a total of 8 protected private trees and injure 2 protected private trees. Urban Forestry is currently reviewing the submitted Application to Injure or Destroy Trees required for the removal of these trees and a permit has not yet been issued. The Landscape Plans, prepared by Land Art Design Landscape Architects Inc., revised December 16, 2020, show 4 new trees are to be planted within the City's road allowance and 13 new trees to be planted on private property. Based on the City standard replacement ratio, which is 3:1, 24 new trees would be required on private property. Where tree planting to replace trees to be removed is not physically possible on site, the General Manager of Parks, Forestry and Recreation may accept a cash in lieu payment. Urban Forestry staff are of the opinion that the plans are generally

acceptable at this time with conditions to be addressed through the Site Plan application review process.

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.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Performance measures for the Tier 1 development features would be secured through the Site Plan application review process.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

Affordable Housing

The applicant has agreed to provide six (6) new affordable rental dwelling units, in addition to the fifteen (15) replacement rental dwelling units, to be secured by the City through a Section 37 agreement as a community benefit. The new affordable rental units would be comprised of the following:

- One (1) bachelor unit, with an average unit size of approximately 37 square metres;
- Three (3) two-bedroom units, with an average unit size of approximately 82 square metres; and,
- Two (2) three-bedroom units, with an average unit size of approximately 104 square metres.

All six (6) units would have affordable rents secured for a period of at least 99 years, beginning from the date that each of the new secured rental dwelling units is first occupied and until the owner obtains approvals for a Zoning By-law Amendment removing the requirement for the new affordable rental dwelling units to be maintained as rental units. Affordable rent is defined as rents where the total monthly shelter costs (monthly rent inclusive utilities, but excluding optional services such as vehicle parking or) is at or below the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation in its annual Rental Market Report for the City of Toronto. The owner would work with the City to

ensure the units are made available to households in need of affordable housing upon initial rent-up and turn-over of the units during the 99 year affordability period.

The following community benefits are recommended to be secured in the Section 37 Agreement:

- The owner to provide a cash contribution to the City in the amount of \$100,000.00 to be used for streetscape and public realm improvements in the vicinity of the site.
- The owner to design and construct six (6) affordable rental dwelling units comprising 493.4 square metres of residential gross floor area within the proposed development at 1693-1707 Weston Rd and 10 Victoria Avenue East.
- The owner to provide and maintain the six (6) affordable rental dwelling units as one (1) bachelor unit, three (3) two-bedroom units, and two (2) three-bedroom units in the new 24-storey mixed-use building on the subject site for a minimum of 99 years, beginning with the date each such unit is first occupied.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support the development:

- An acceptable tenant relocation and assistance plan be developed and implemented to mitigate hardship for existing tenants of the existing fifteen (15) rental dwelling units proposed to be demolished.
- The owner to provide a minimum of 10-percent of all new units in the proposed 24-storey building as three-bedroom units.
- The owner to provide a minimum of 25-percent of all new units in the proposed 24-storey building as two-bedroom units.
- The owner to construct and maintain, at its own expense, a POPS area of no less than 850 square metres north of Victoria Avenue East abutting the rail corridor. An access easement in favour of the City for public use of the POPS would also be provided.
- Tier 1 performance measures of the Toronto Green Standard, and the owner will be encouraged to achieve Toronto Green Standard, Tier 2 or higher, where appropriate.
- The owner to convey a road widening of 3.7 metres along the frontage of the property on Weston Road prior to the issuance of the first above-grade permit.
- The owner to satisfy the requirements of Metrolinx, Canadian Pacific Railway and Canadian National Railway, particularly regarding noise and vibration attenuation requirements and operational easement requirements, and insert any warning

clauses in purchase and sale/tenancy agreements as required in connection with noise and vibration.

Community Consultation

Planning staff, in consultation with the Ward Councillor, hosted a community consultation meeting on April 30, 2018 at York West Living Centre to discuss the development application. In total approximately 70 members of the public attended along with City staff, the applicant and their consulting team. Planning staff presented the existing planning framework and an overview of the application. The applicant provided further details on the proposal and its planning rationale. The main issues raised at the meeting include the following: the tenure of the proposed units; height and density of the proposed development relative to the surrounding area; traffic congestion; potential noise and vibration impacts; and shadow impacts on the surrounding area. On January 27, 2021, the Ward Councillor hosted a virtual community consultation meeting with the Weston Residents' Association to discuss the revised proposal.

Tenant Consultation

On January 19, 2021, City Planning staff hosted a tenant consultation meeting. The purpose of the meeting was to review the impact of the proposal on tenants, present the City's rental housing policies, and provide information on the proposed redevelopment of the site. City Planning presented a typical tenant relocation and assistance plan and explained how these plans are designed to address the impact on tenants incurred due to having to move and find alternative accommodation during the construction of replacement units.

This meeting was attended by City Planning staff, the local Councillor's office, the applicant and five (5) staff from Canadian Mental Health Association. Canadian Mental Health Association holds the lease for eleven (11) of the fifteen (15) rental dwelling units, and their staff attended to speak on the behalf of their tenants. During the meeting, participants asked questions about the proposed replacement rental units, specifically the right to return to a head lease, the impact on vulnerable tenants, timing of the notice to vacate tenant homes, eligibility for tenant compensation, how financial compensation is determined, whether or not the applicant would assist with finding alternative accommodations during construction, and expected length of construction. Feedback from the meeting was used to inform the proposed tenant relocation and assistance plan between the City and the applicant.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to *Apartment Neighbourhoods*, provides an appropriate transition to areas of different development intensity and scale, enhances the streetscape, provides small-scale retail uses, and improves the mix and tenure of housing in the area. Staff worked with the applicant to address the built form, height and

massing issues of the proposed development and its relationship to the public realm and surrounding area. Staff recommend that City Council approve the Zoning By-law Amendment application, subject to holding the necessary Bills.

Staff also recommend that City Council approve the demolition of the 15 rental dwelling units at 1693 and 1705-1707 Weston Road on the condition that the applicant provide for the replacement rental housing and tenant assistance as outlined in this report and enter into a Section 111 Agreement to the satisfaction of the Chief Planner and Executive Director, City Planning to secure these conditions.

CONTACT

Olivia Antonel, Senior Planner (Acting)
Tel. No. (416) 394-6008
E-mail: Olivia.Antonel@toronto.ca

Adam Kebede, Planner
Tel. No. (416) 392-6501
E-mail: Adam.Kebede@toronto.ca

SIGNATURE

Luisa Galli, MCIP, RPP
Acting Director, 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: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment to Former City of York Zoning By-law No. 1-83
- Attachment 6: Draft Zoning By-law Amendment to City-wide Zoning By-law No. 569-2013

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Elevations

APPLICATION DATA SHEET

Municipal Address: 1693-1707 WESTON RD & 10 VICTORIA AVE E **Date Received:** December 22, 2017

Application Number: 17 278899 WET 11 OZ

Application Type: Rezoning

Project Description: Application to amend the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013 to permit a 24-storey mixed-use building containing 254 residential units and 466 square metres of retail space at grade.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			1705 WESTON ROAD HOLDINGS LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods	Site Specific Provision:	SASP 51
Zoning:	MCR (York 1-83)	Heritage Designation:	
Height Limit (m):		Site Plan Control Area:	

PROJECT INFORMATION

Site Area (sq m): 3,829 Frontage (m): 56 Depth (m): 75

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,151	1,151
Residential GFA (sq m):	1,880		19,437	19,437
Non-Residential GFA (sq m):	1,360		466	466
Total GFA (sq m):	3,240		19,903	19,903
Height - Storeys:	2		24	24
Height - Metres:	9		85	85

Lot Coverage Ratio (%): 30.07 Floor Space Index: 5.2

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	19,437	
Retail GFA:	466	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	15		15	15
Freehold:				
Condominium:			239	239
Other:				
Total Units:	15		254	254

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		10	131	87	26
Total Units:		10	131	87	26

Parking and Loading

Parking Spaces: 153 Bicycle Parking Spaces: 261 Loading Docks: 1

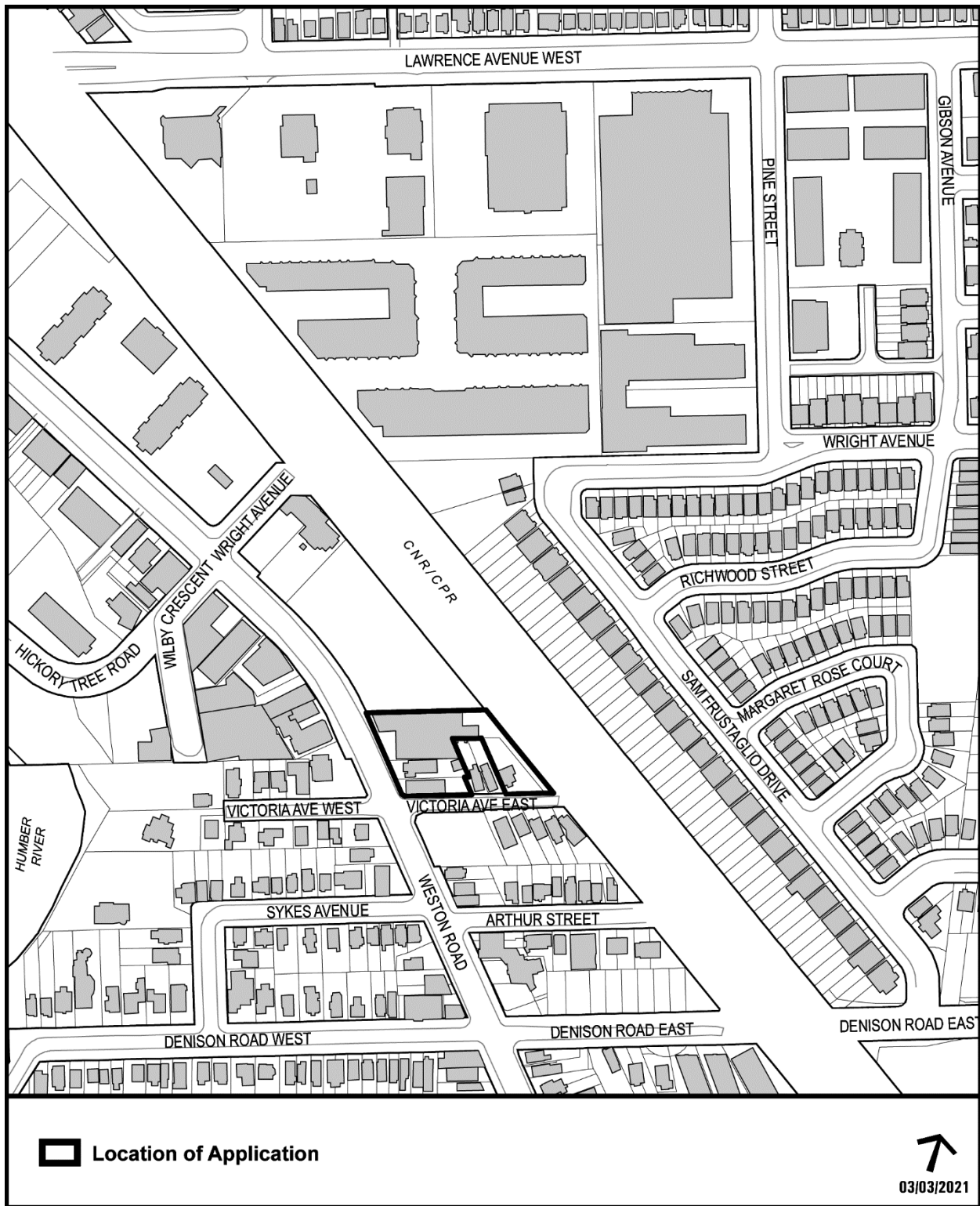
CONTACT:

Olivia Antonel

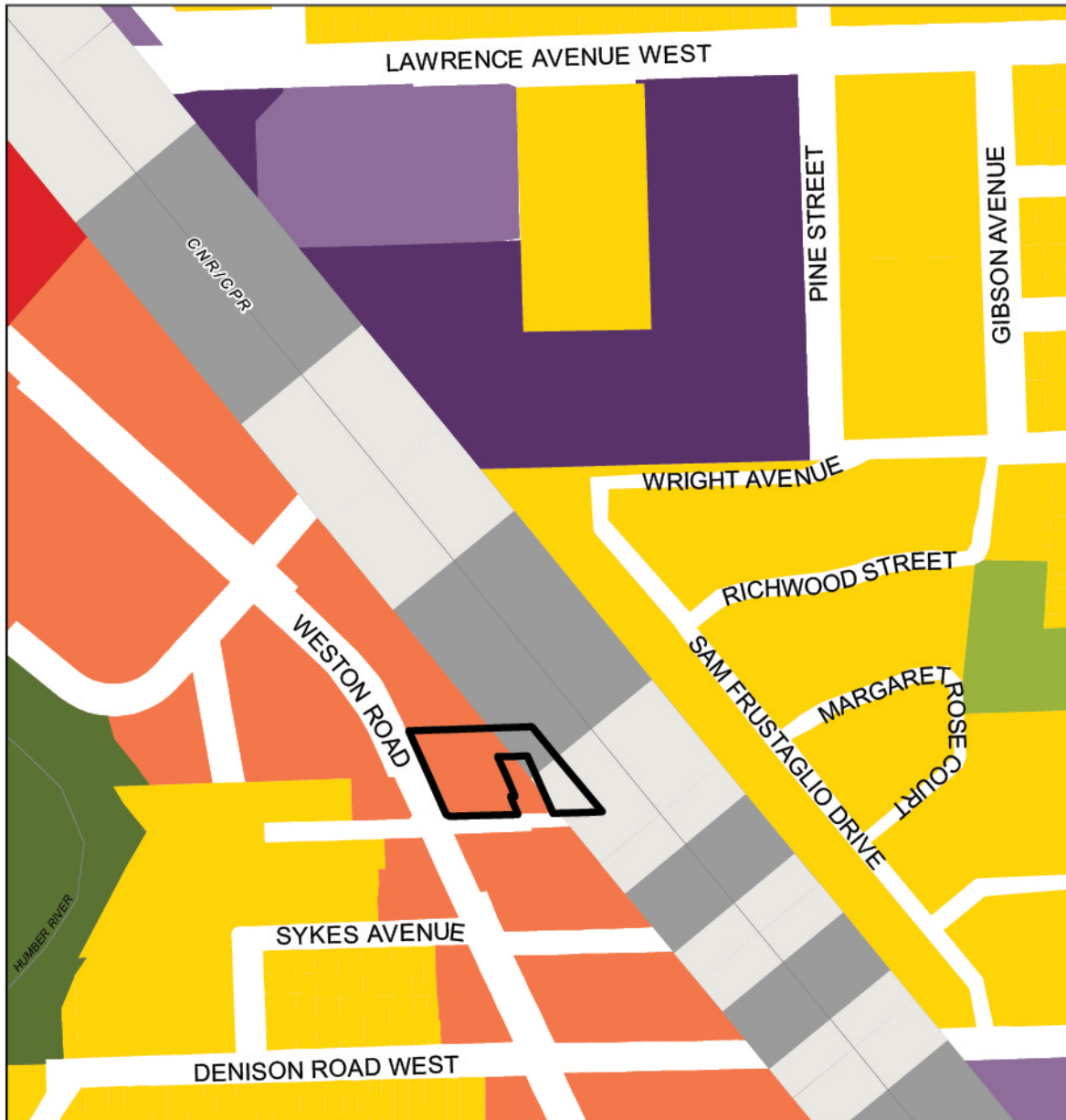
(416) 394-6008

Olivia.Antonel@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



1693-1707 Weston Road & 10 Victoria Ave E

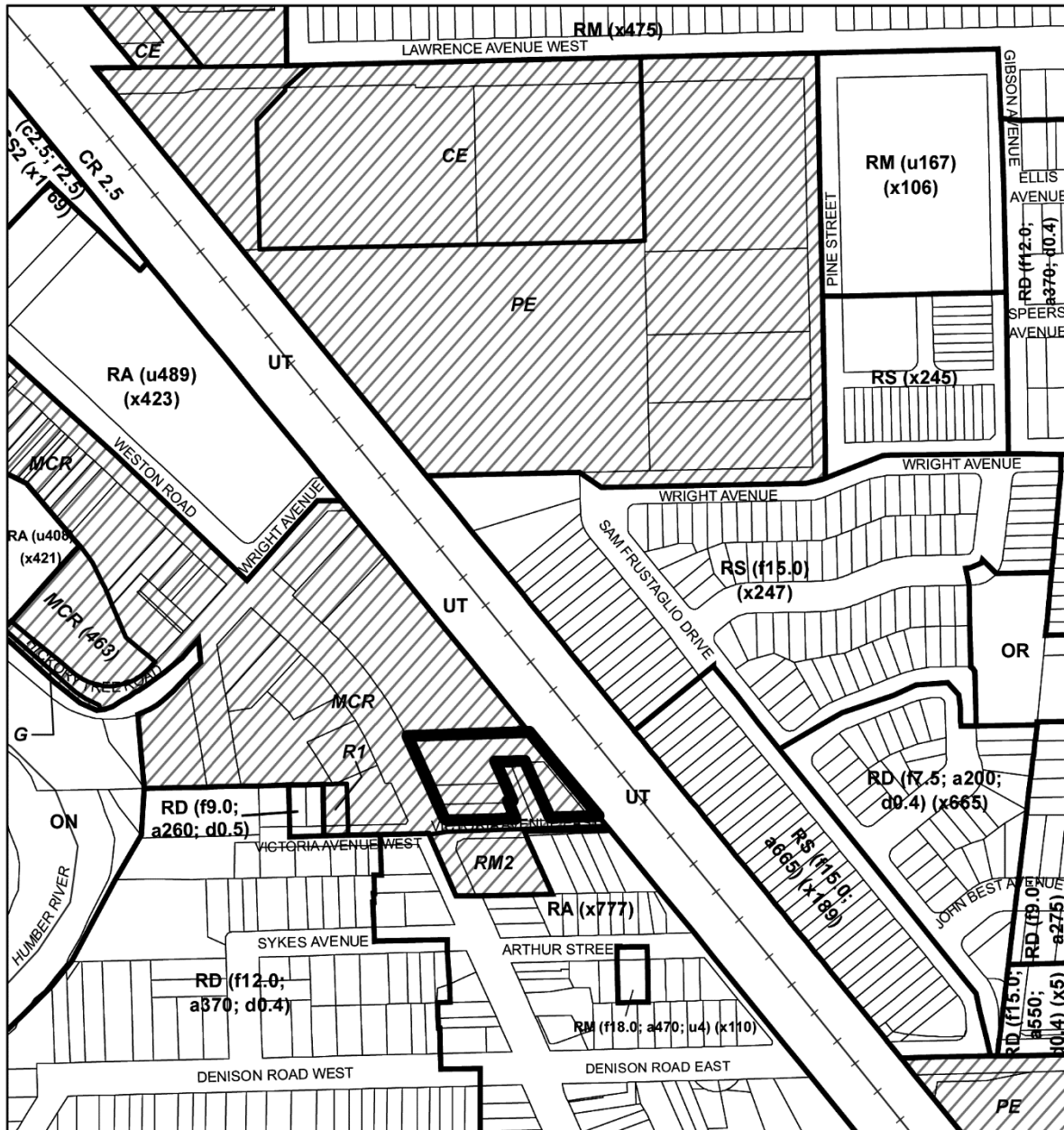
Official Plan Land Use Map #14

File # 17 278899 WET 11 0Z

- | | | |
|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
|  Location of Application |  Natural Areas |  General Employment Areas |
|  Neighbourhoods |  Parks |  Core Employment Areas |
|  Apartment Neighbourhoods | |  Utility Corridors |
|  Mixed Use Areas | | |

↑
Not to Scale
03/03/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1693-1707 Weston Road & 10 Victoria Ave E

File # 17 278899 WET 11 OZ

Location of Application

- | | |
|-------------------------------------|--------------------------------------|
| RD Residential Detached | CR Commercial Residential |
| RS Residential Semi-Detached | ON Open Space Natural |
| RM Residential Multiple | OR Open Space Recreation |
| RA Residential Apartment | UT Utility and Transportation |

See Former City of York By-law No. 1-83

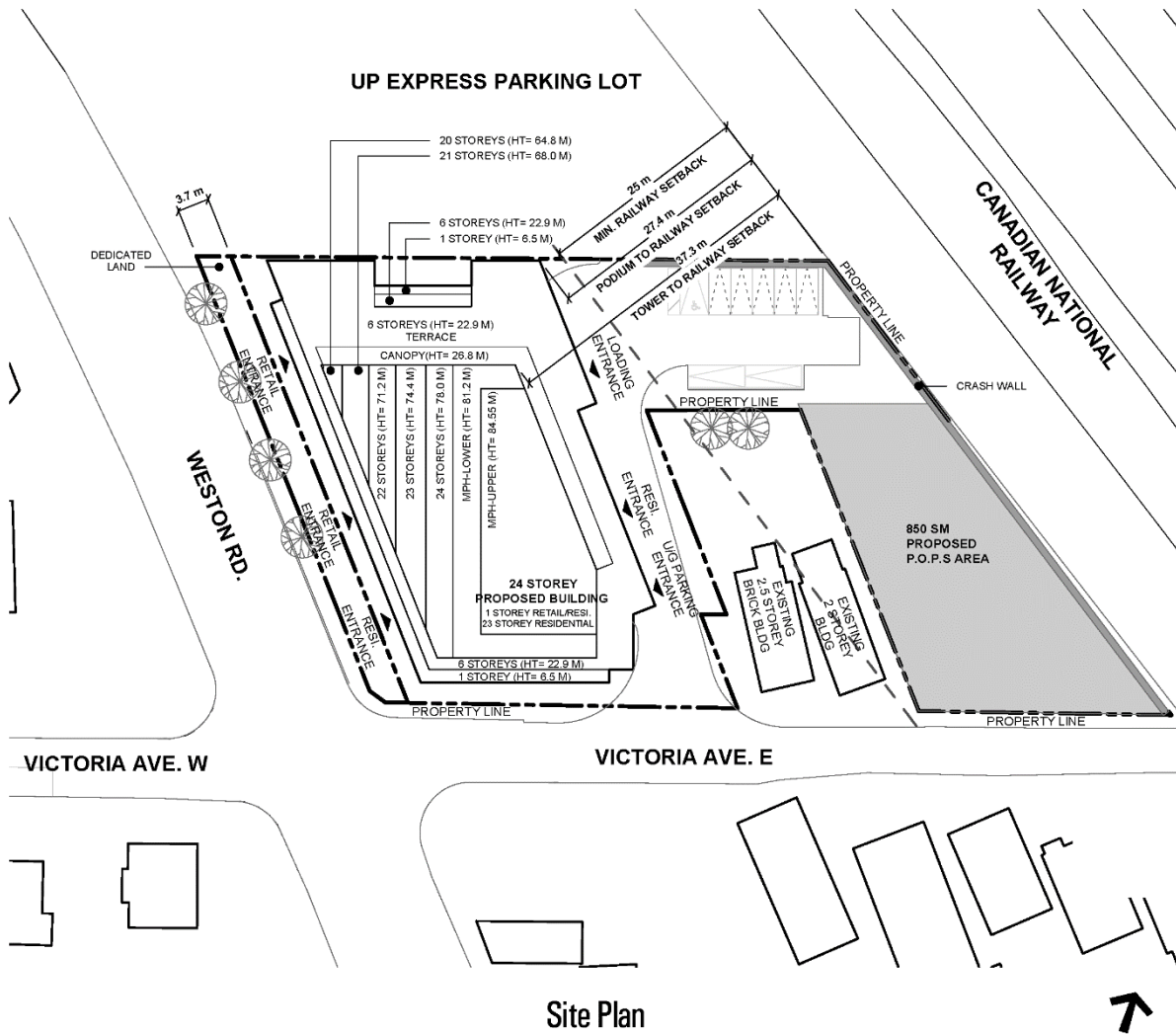
- | |
|----------------------------------------------|
| R1 Residential Zone |
| RM2 Residential Multiple Zone |
| MCR Mixed Commercial Residential Zone |
| PE Prestige Employment Zone |
| CE Commercial Employment Zone |
| G Green Open Space Zone |

Not to Scale
Extracted: 03/09/2021

Attachment 5: Draft Zoning By-law Amendment to Former City of York Zoning By-law No. 1-83 (see separate attachment)

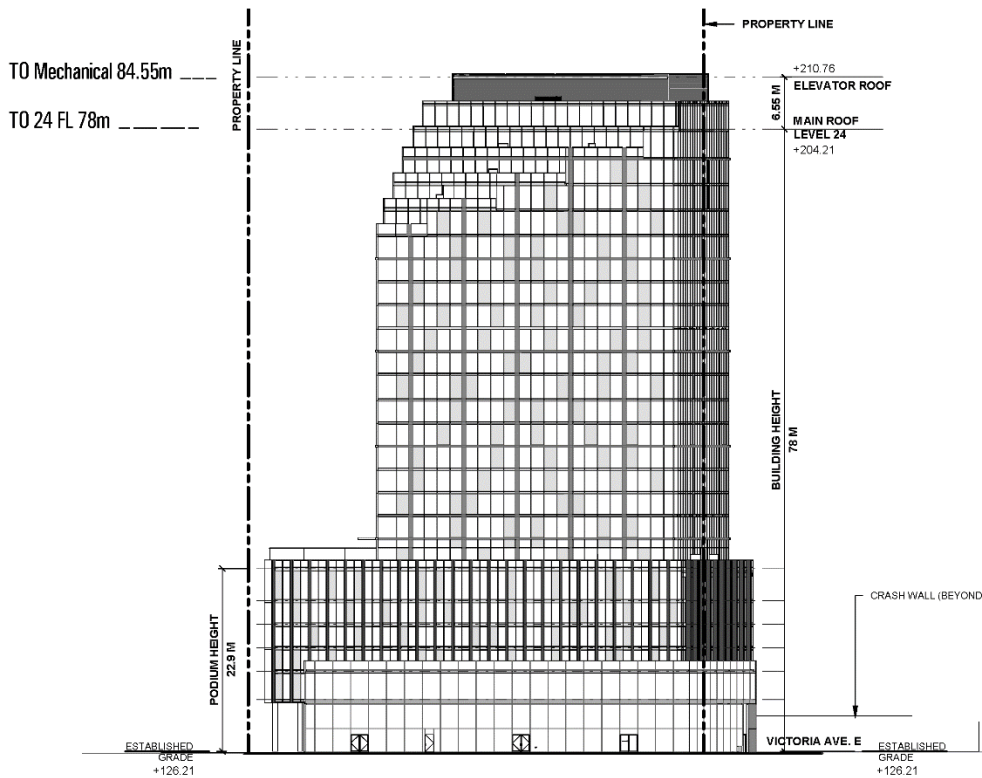
Attachment 6: Draft Zoning By-law Amendment to City-wide Zoning By-law No. 569-2013 (see separate attachment)

Attachment 7: Site Plan

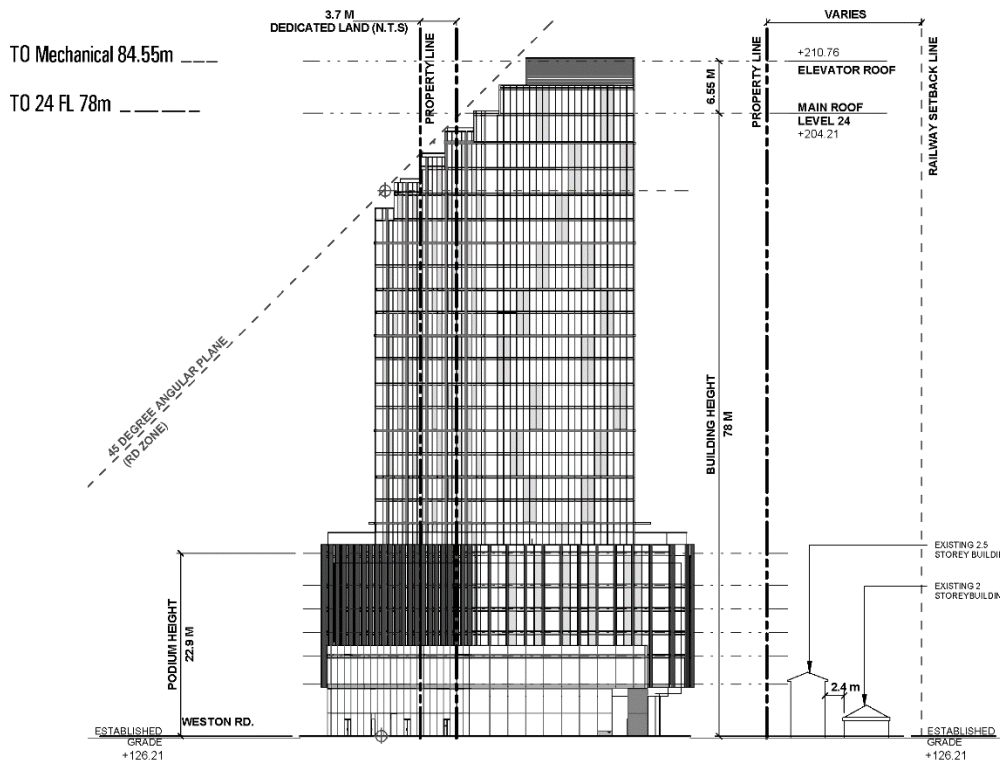


Site Plan

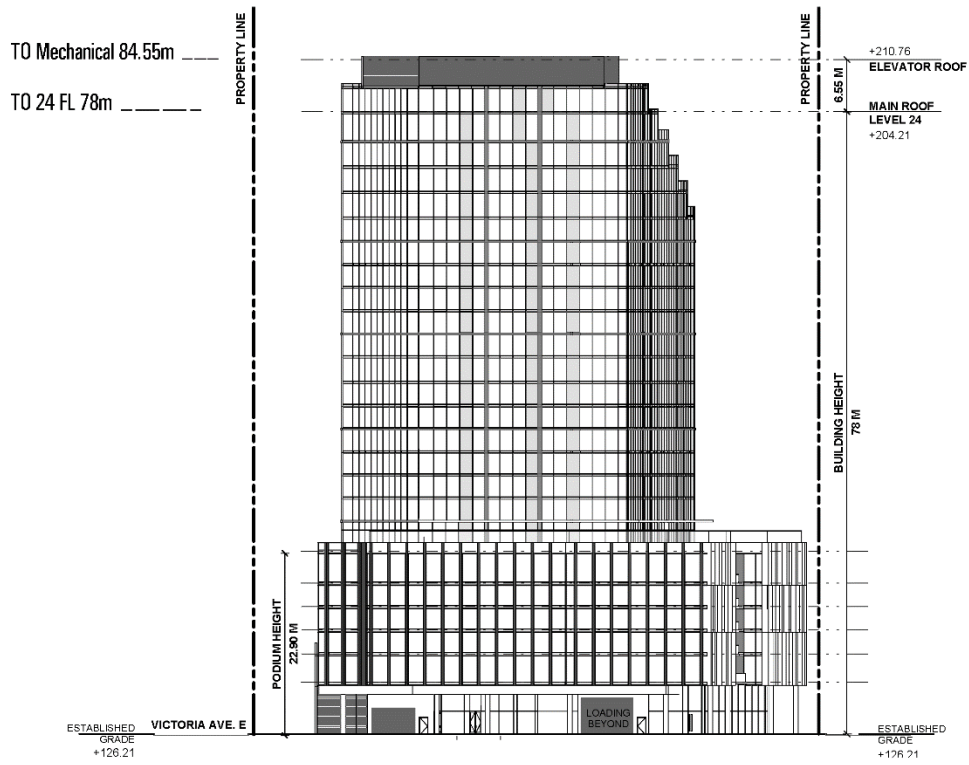
Attachment 8: Elevations



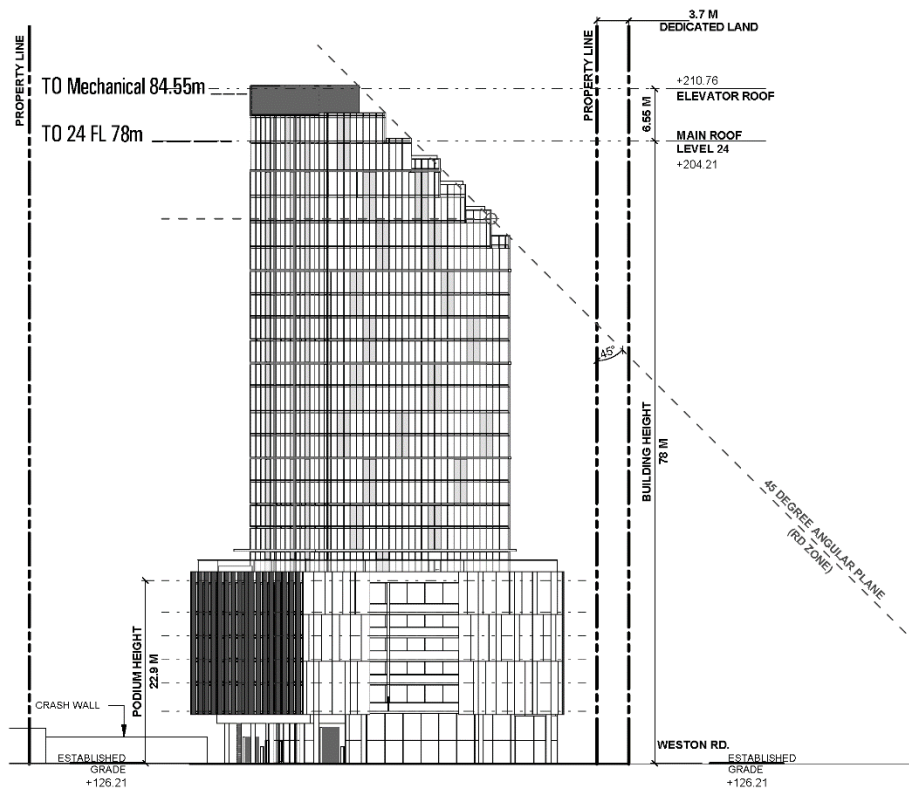
West Elevation



South Elevation



East Elevation



North Elevation