

5 & 43 Junction Road – Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Applications – Preliminary Report

Date: September 16, 2021

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning Division

Ward: 5 - York South-Weston

Planning Application Number: 21 182017 WET 05 OZ, 21 182023 WET 05 SB

Date of Complete Application: 21 182017 WET 05 OZ - August 16, 2021
21 182023 WET 05 SB - July 26, 2021

Current Uses on Site: A 2-storey commercial building and a 1-storey office building with associated surface parking

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application to amend the City of Toronto Official Plan, City-wide Zoning By-law 569-2013 and the former City of Toronto Zoning By-law 438-86 for the properties located at 5 and 43 Junction Road to permit three mixed-use building complexes consisting of: a two tower complex of 18 and 28-storeys connected by a 6-storey base building; a 32-storey tower on a 3 to 4-storey base building; and a three tower complex of 15, 26 and 35-storeys connected by a 6 to 8-storey base building. The existing 1-storey medical office building is proposed to be retained. A combined total gross floor area of 133,316 square metres consisting of 126,160 square metres of residential uses, of which 6,308 square metres is proposed to be affordable rental, 2,373 square metres of retail uses, and 4,782 square metres of office uses is proposed. A total of 1,065 vehicular parking spaces and 1,970 bicycle parking spaces are proposed within 3-level underground garages, at-grade, and on the mezzanine levels of each of the three mixed-use building complexes. An on-site parkland dedication of 2,690 square metres and a landscaped area of 1,327 square metres are also proposed. A Floor Space Index of 5.7 times the area of the resultant lot is proposed.

In addition to the Official Plan and Zoning By-law amendment application, a Draft Plan of Subdivision application has been submitted to create seven blocks comprised of: three mixed-use blocks, one office block, two parkland blocks, and one open space block. A public road is also proposed in order to implement the proposal.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. Staff schedule a community consultation meeting for the application located at 5 and 43 Junction Road together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.
3. Staff be directed to review the application, which includes the conversion of the subject lands from Employment Areas to Mixed Use Areas for the purpose of permitting non-employment uses, concurrently and in the context of the statutory Review of the Official Plan, which includes the Municipal Comprehensive Review that has been commenced by the City Planning Division.

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

On April 11, 2013, the Committee of Adjustment approved the minor variance application to permit a retail store on the subject site, file no. A110/13EYK.

On August 7, 2014, the Committee of Adjustment approved the minor variance application to permit an addition to the retail store, a recreational facility and associated public parking, file no. A376/14EYK.

On February 22, 2018, the Committee of Adjustment approved the minor variance application to permit a restaurant and a medical office, file no. 0396/17EYK.

ISSUE BACKGROUND

Applications Description

Official Plan and Zoning By-law Amendment

The application proposes to amend the City of Toronto Official Plan, Zoning By-law 569-2013 and the former City of Toronto Zoning By-law 438-86 to permit three building complexes with of an overall gross floor area of 133,316 square metres consisting of 126,160 square metres of residential uses of which 6,308 square metres is proposed to be affordable rental, 2,373 square metres of retail uses, and 4,782 square metres of office uses. The application also proposes an on-site parkland dedication of 2,690 square metres, and an adjoining landscaped open space of 1,327 square metres. A Floor Space Index of 5.7 times the area of the resultant lot is proposed.

Draft Plan of Subdivision

The application proposes to subdivide the lands into seven blocks and dedicate a north-south public road to provide access and servicing infrastructure to implement the proposal.

See Table 1 below for the details of the proposal broken down by the proposed Draft Plan of Subdivision blocks.

Table 1: Proposal Details

	Block 1	Block 2	Block 3	Block 4	Blocks 5&6	Block 7
Area (sq.m.)	8,193.0	3,705.9	5,178.1	1,960.6	2,690	1,327
Land Use	Mixed-use	Mixed-use	Mixed-use	Office	Parkland	Open Space
Gross Floor Area (sq.m.)						
Residential	65,440.99	23,311.14	37,408.01	0	n/a	n/a
Retail	1,504.68	407.85	461.66	0		
Office	0	4355.21	0	426.79*		
Residential Amenity (sq.m.)						
Indoor	1,487.00	548.50	933.77	n/a	n/a	n/a
Outdoor	2,026.80	686.20	1,043.85			
Residential Units						
Bachelor	1 (0.1%)	0 (0%)	5 (0.9%)			
1 Bedroom	611 (62.1%)	221 (64.4%)	346 (61.6%)	n/a	n/a	n/a
2 Bedroom	272 (27.7%)	87 (25.4%)	154 (27.4%)			
3 Bedroom	99 (10.1%)	35 (10.2%)	57 (10.1%)			
Total	983 (100%)	343 (100%)	562 (100%)			

	Block 1	Block 2	Block 3	Block 4	Blocks 5&6	Block 7
Building Heights (Storeys)	15, 26, 35	32	18, 28	1	n/a	n/a
Loading Space						
Type B	2	0	1	0	n/a	n/a
Type C	2	2	0	0		
Type G	1	1	1	0		
Vehicular Parking						
Residential	442	155	253	0		
Visitor	59	28	34	0	n/a	n/a
Non-residential	85	0	0	9		
Bicycle Parking						
Long Term	889	319	507	1	n/a	n/a
Short Term	106	83	61	4		

* Existing to be retained

Detailed project information is found on the City's Application Information Centre at: www.toronto.ca/5JunctionRd

See Attachments 1 and 2 of this report for a three dimensional representation of the project in context, and Attachment 4 for the proposed site plan drawing.

Site and Surrounding Area

The subject site has frontage on Junction Road to the north, Keele Street to the west, and Old Weston Road to the east with an area of 2.6 hectares. The site's topographic grade generally slopes downward from the east to the west. Development on the site currently consists of a 2-storey commercial building and a 1-storey medical office building with an associated surface parking lot.

Surrounding land uses include:

North: Across Junction Road is a combination of semi-detached dwellings, and commercial/industrial buildings that range between 1 to 2 storeys. The north-south oriented Mulock Avenue and Cawthra Avenue terminate at Junction Road.

South: Immediately south is the Canadian Pacific Railway corridor. Further south are two residential buildings of 17 and 23-storeys between Keele Street and Indian Grove and a 2-storey industrial building east of Indian Grove.

East: Across Old Weston Road is a 1-storey City utility building and the Canadian National Railway corridor. East of the railway corridor is a combination of detached and semi-detached dwellings, and 1-storey commercial/industrial buildings.

West: Across Keele Street is a 2-storey industrial warehouse building.

See Attachment 3 of this report for the location map.

Provincial Policy Statement and Provincial Plans

Any decision of City Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Growth Plan for the Greater Golden Horseshoe (2020)

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

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

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

- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

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

With respect to the conversion of lands within employment areas to non-employment uses, Policy 2.2.5.9 states that the conversions of lands may be permitted only through a municipal comprehensive review where it is demonstrated that:

- a) there is a need for the conversion;
- b) the lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated;
- c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the Growth Plan;
- d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in the Growth Plan, as well as the other policies of the Growth Plan; and
- e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses."

Policy 2.2.5.10 of the Growth Plan states "notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

- a) satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b) maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c) not include any part of an employment area identified as a provincially significant employment zone, unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4."

On June 29, 2020, City Council approved a work plan for the Growth Plan (2019) Conformity and Municipal Comprehensive Review of the Toronto Official Plan and established August 4, 2020 as the commencement date of the City's current MCR. The Province's deadline to submit the completed MCR is July 1, 2022. Council also authorized City Planning staff to review requests to convert Employment Area lands received by the City by applying the Conversion and Removal Policies for *Employment Areas* in the Official Plan. The applicant has submitted a conversion request as the proposal seeks to redesignate and convert the currently designated *Core Employment*

Areas lands to *Mixed Use Areas*, and will be subject to both the MCR currently underway, as referenced above, and consideration by Planning and Housing Committee in that context. The decision history can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

The Growth Plan (2020) as amended contains policies pertaining to minimum population and employment densities that should be planned for in major transit station areas ("MTSAs") along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. This work is currently underway as part of the Council approved work plan of the MCR. Protected major transit station areas ("PMTSAs") will become a subset of the MTSAs in the City. Policy 2.2.4.5 of the Growth Plan (2020) states the City may delineate MTSAs before the MCR is completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. The subject site is south of the proposed PMTSA for the planned St. Clair-Old Weston Transit/SmartTrack GO Transit station located at the northwest corner of Union Street and Townsley Street, as part of the Keele-St. Clair Local Area Study explained later in this report.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The proposal is located on lands shown as *Employment Areas* on Map 2 – Urban Structure, and is designated *Core Employment Areas* on Map 17 – Land Use of the Official Plan. The southeast portion of the lands is subject to Site and Area Specific Policy 234 of the Official Plan.

See Attachment 5 for the Official Plan land use designation of the site.

The City's Official Plan contains conversion and removal policies for *Employment Areas* which were approved by the Local Planning Appeal Tribunal (now Ontario Land Tribunal, or "OLT") in January 2020. The redesignation of land from an *Employment Areas* designation to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is otherwise not permitted in an *Employment Area* is a conversion of land within an *Employment Area* and is also a removal of land from an *Employment Area*, and may only be permitted by way of a MCR. The conversion of land within an *Employment Area* is only permitted through a City-initiated MCR that

comprehensively applies the policies and schedules of the Provincial Growth Plan. Applications to convert lands within an *Employment Area* will only be considered at the time of a municipal review of employment policies and designations under Section 26 of the *Planning Act* and a concurrent MCR under the Growth Plan. Applications to convert lands within an *Employment Area* received between such City-initiated Official Plan Reviews will be not be considered unless Council directs that a MCR be initiated.

Keele-St. Clair Local Area Study

The site is south of the Keele-St. Clair Local Area Study ("KSC LAS"), which has a study area that encompass an approximately 500-800 metres radius from the planned GO Transit/SmartTrack station located near the intersection of Union Street and Townsley Street. The KSC LAS is being conducted as part of the current MCR and Growth Plan Conformity Exercise to provide a planning framework for growth in light of planned transportation, transit and infrastructure improvements. The draft land use and policy directions, Preliminary Assessments of potential Employment Area conversions, and the draft delineation and policies for the PMTSA around the planned GO/Smart Track Station can be accessed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>

The review of this proposal will be informed by the KSC LAS.

St. Clair Avenue West Transportation Master Plan

The approved St. Clair Avenue West Transportation Master Plan ("TMP") identifies four area-wide infrastructure improvements that address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road:

- The widening of St. Clair Avenue West between Keele Street and Old Weston Road;
- The extension of Gunns Road easterly from Weston Road under the rail corridor to Union Street;
- The extension of Keele Street south to the Gunns Road extension; and
- The extension of Davenport Road northwest over St. Clair Avenue West to connect to Union Street, with improvements to Union Street north to Turnberry Avenue/Gunns Road.

These transportation infrastructure improvements represent a significant change to the urban structure of the Keele-St. Clair Area, creating new public street frontages and connections to and throughout the community, providing new opportunities for the development of a complete community centred on the planned GO Transit/SmartTrack station. The TMP recommendations are expected to be implemented over a period of six to nine years.

Zoning By-laws

The site is zoned I3 "Industrial" with a maximum building height limit of 30 metres in Zoning By-law 438-86, as amended. This zoning category permits various non-residential uses of an industrial and commercial nature.

The site is zoned E 1.0 (x236) "Employment Industrial" in the City-wide Zoning By-law 569-2013, as amended. The standards of Zoning By-law 438-86 are carried forwarded into By-law 569-2013.

See Attachment 6 for the zoning category of the site.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

The following design guidelines will be used in the evaluation of the applications:

- City-wide Tall Building Guidelines;
- Retail Design Manual;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities;
- Toronto Green Standard; and
- Bird Friendly Development Guidelines.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

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

COMMENTS

Reasons for the Application

The Official Plan and Zoning By-law amendment application proposes a mixed-use development at a location identified for employment purposes. An Official Plan amendment is required to remove the site from being identified as part of the *Employment Areas* in Map 2 – Urban Structure, and to redesignate the site from *Core Employment Areas* to *Mixed Use Areas*.

The proposal requires amendments to City-wide Zoning By-law 569-2013 and the former City of Toronto Zoning By-law 438-86 to vary land use and performance standards to allow for: commercial and residential uses, park use, increased density; increased building heights, various building setback and stepback requirements; and vehicular parking rates, among other performance measures.

The proposal requires the submission of a Draft Plan of Subdivision in order to establish the necessary development blocks and streets in order to allow for street frontages and access to infrastructure services.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. Staff will proceed to schedule a community consultation meeting for the application together with the Ward Councillor and in consultation with City Planning SIPA staff managing the current MCR process. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

The application will be evaluated against the *Planning Act* and applicable Provincial Plans to establish the application's consistency with the PPS and conformity to the Growth Plan (2020).

Official Plan Conformity

The Official Plan states that *Core Employment Areas* are places for business and economic activities, and are generally located away from residential and certain commercial uses so not to disrupt industrial operations that exist and are planned.

Should the proposed non-employment uses be determined appropriate for the site, staff will assess more completely the introduction of high density residential uses and commercial uses as part of the larger *Employment Areas*. Additionally, staff will be reviewing the application based on the City's Official Plan policies including, but not limited to: the *Employment Areas* policies in Chapter 2; the Public Realm, Built Form, Housing, and Parks and Open Spaces policies in Chapter 3; and the development criteria for *Core Employment Areas* and *Mixed Use Areas* in Chapter 4.

Built Form, Planned and Built Context

Should the proposed non-employment uses be determined to be appropriate for this site, the suitability of the proposed built form will be assessed based on Section 2 (j), (p), and (r) of the *Planning Act*; the PPS and the Growth Plan (2020). In addition, the proposed built form will also be assessed based on the City's Official Plan policies and Urban Design Guidelines. An evaluation will be made to confirm whether the proposal is contextually appropriate and fits within its planned and built context. In particular, staff will be evaluating:

- The siting, massing, and heights of the proposed buildings;
- The separation distances between the tall building components;
- The proposed public and private street network;
- Incremental shadow impacts to the existing and proposed public realm;
- The location and design of the proposed open spaces; and
- The placement and areas of the proposed mixture of land uses.

Residential Unit Size and Mix

Should the proposed residential uses be determined appropriate for the site, staff will assess the proposal's residential unit sizes and mix. In particular, the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines direct development to provide a minimum 25 percent of its total residential unit count towards large units, including a minimum 10 percent as three-bedroom units. The Guidelines also direct two-bedroom units to be in the range of 87-90 square metres and three-bedrooms be in the range of 100 to 106 square metres. Staff will continue to review the proposal against applicable policies and guidelines in supporting a broad range of households, pending determination on the appropriateness of allowing residential uses on the site.

Land Use Compatibility

Should the proposed non-employment uses be determined appropriate for the site, an assessment of the sensitive land uses' compatibility to the surrounding industrial operations will be required. The subject site is within proximity to various industrial operations as part of the larger *Employment Area*. The applicant submitted a Land Use Compatibility Assessment prepared by RWDI. The purpose of this report is to: identify land use compatibility issues (traffic, noise, vibration, and air emission) between facilities within *Employment Areas* and the proposed sensitive land uses; and evaluate and recommend measures to eliminate or mitigate the adverse effects.

The Land Use Compatibility Assessment will require a peer review be conducted on behalf of the City by a third party consultant at the applicant's expense.

Rail Safety and Risk Mitigation

The Canadian Pacific Railway and the Canadian National Railway corridors are south and east of the site respectively. The Federation of Canadian Municipalities - Rail Proximity Guidelines ("FCM-RAC"), last updated in 2013, was established to provide best practises and mitigation measures for development in proximity to railway corridors. Informed by the FCM-RAC, City Planning initiated the Guidelines for Development Close to Rail Corridors & Yards Study in 2017 ("Rail Study"), and established terms of reference for the submission of a Rail Safety and Risk Mitigation Study as part of a development application in proximity to rail infrastructure.

On December 8, 2020, the Planning and Housing Committee considered the draft Official Plan amendment to formally identify the Rail Safety and Risk Mitigation Study as part of a complete application, along with associated Zoning By-law amendments that introduce holding provisions to limit land uses within 30 metres of rail infrastructure pending the completion and review of the Rail Safety and Risk Mitigation Study. The Committee directed the final Official Plan and Zoning By-law amendments be brought forward for City Council's consideration after public and stakeholders' consultation. The Decision document can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH19.2>

The proposal currently contemplates a combination of a crash wall, an earth berm and building setbacks within 30 metres of rail infrastructure to the south and the east. The applicant submitted a Rail Safety Report prepared by JSW+ Associates. The report will require a peer review to be conducted on behalf of the City by a third party consultant at the applicant's expense.

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).

The applicant submitted an Arborist Report and a Landscape Plan prepared by MBTW Group. The Arborist Report indicates there are 36 city-owned trees and 99 private trees on and within proximity of the site. The report proposed the removal of all the trees. The Landscape Plan shows the planting of 75 new trees. The Arborist Report and Landscape Plan were reviewed by City staff and revisions are required.

Community Services and Facilities

Community Services and Facilities ("CS&F") are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Should the proposed non-employment uses be determined to be appropriate for this site, the application will be informed by the CSF work currently undertaken as part of the KSC LAS. In addition, the city-initiated study will inform staff on determining whether any capital improvements or expansion of existing facilities are required to accommodate this proposal.

Infrastructure/Servicing Capacity

The application will be reviewed to determine if there is sufficient infrastructure capacity to accommodate the proposed development. The applicant submitted a Functional Servicing and Stormwater Management Report prepared by Counterpoint, a Geotechnical Study and a Hydrogeological Study, both prepared by Stantec. The purpose of these reports is to evaluate existing subsurface conditions and the effects of the development on the City's municipal servicing infrastructure and watercourses, and to identify and provide the rationale for any new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development. The studies will be reviewed by City staff.

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 intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant has submitted the TGS Checklist indicating they are pursuing Tier 1 performance measures. Staff are reviewing the TGA Checklist submitted by the applicant for compliance with the Tier1 performance measures. Planning staff will encourage the applicant to pursue Tier 2 or higher performance measures through the review process.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

The proposal at its current height and density will be subject to Section 37 contributions under the *Planning Act*. Section 37 benefits have not yet been discussed. City staff may apply Section 37 provisions of the *Planning Act* should the proposal be approved in some form. In the event the applicant provides in-kind benefits pursuant to Section 37 of the *Planning Act*, the City's Fair Wage Policy and Labour Trades Contractual Obligations will apply to such work.

Other Matters

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

Henry Tang, Senior Planner, Community Planning
Tel. No. (416) 392-7572
E-mail: Henry.Tang@toronto.ca

SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

City of Toronto Drawings

Attachment 1: 3D Model of Proposal in Context Looking Northwest

Attachment 2: 3D Model of Proposal in Context Looking Southeast

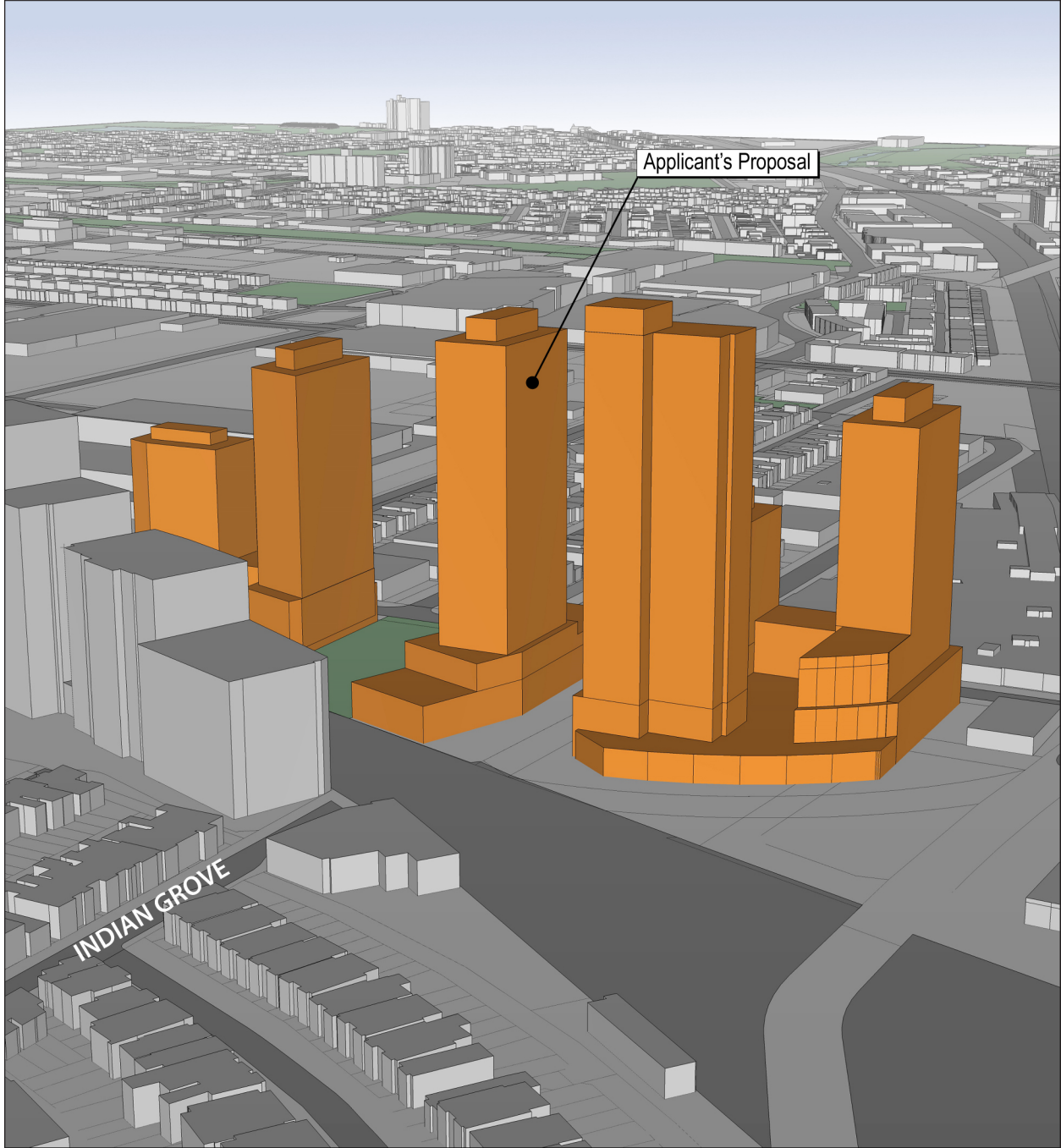
Attachment 3: Location Map

Attachment 4: Site Plan

Attachment 5: Official Plan Land Use Map

Attachment 6: Zoning Map

Attachment 1: 3D Model of Proposal in Context Looking Northwest

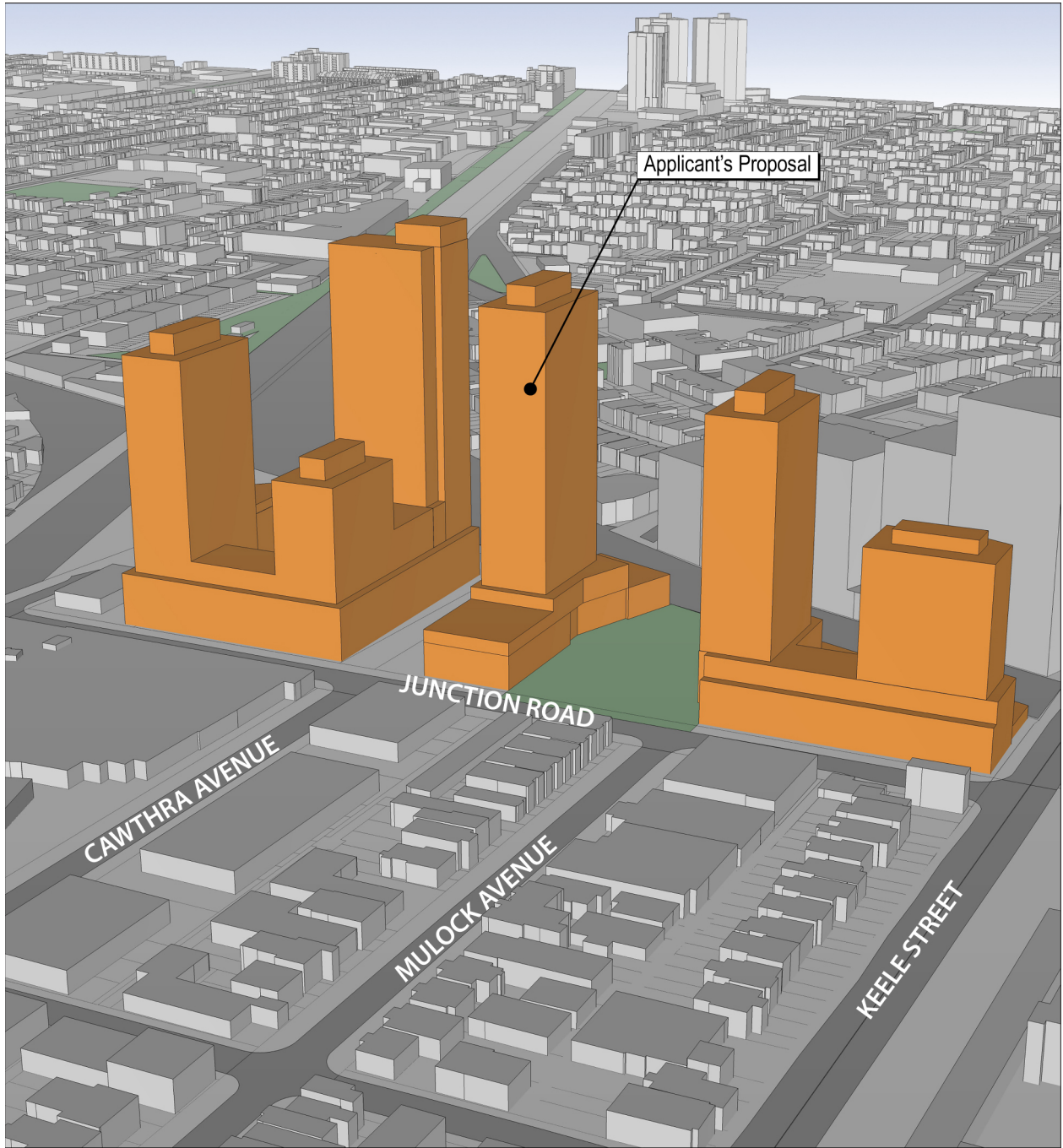


View of Applicant's Proposal Looking Northwest



09/10/2021

Attachment 2: 3D Model of Proposal in Context Looking Southeast

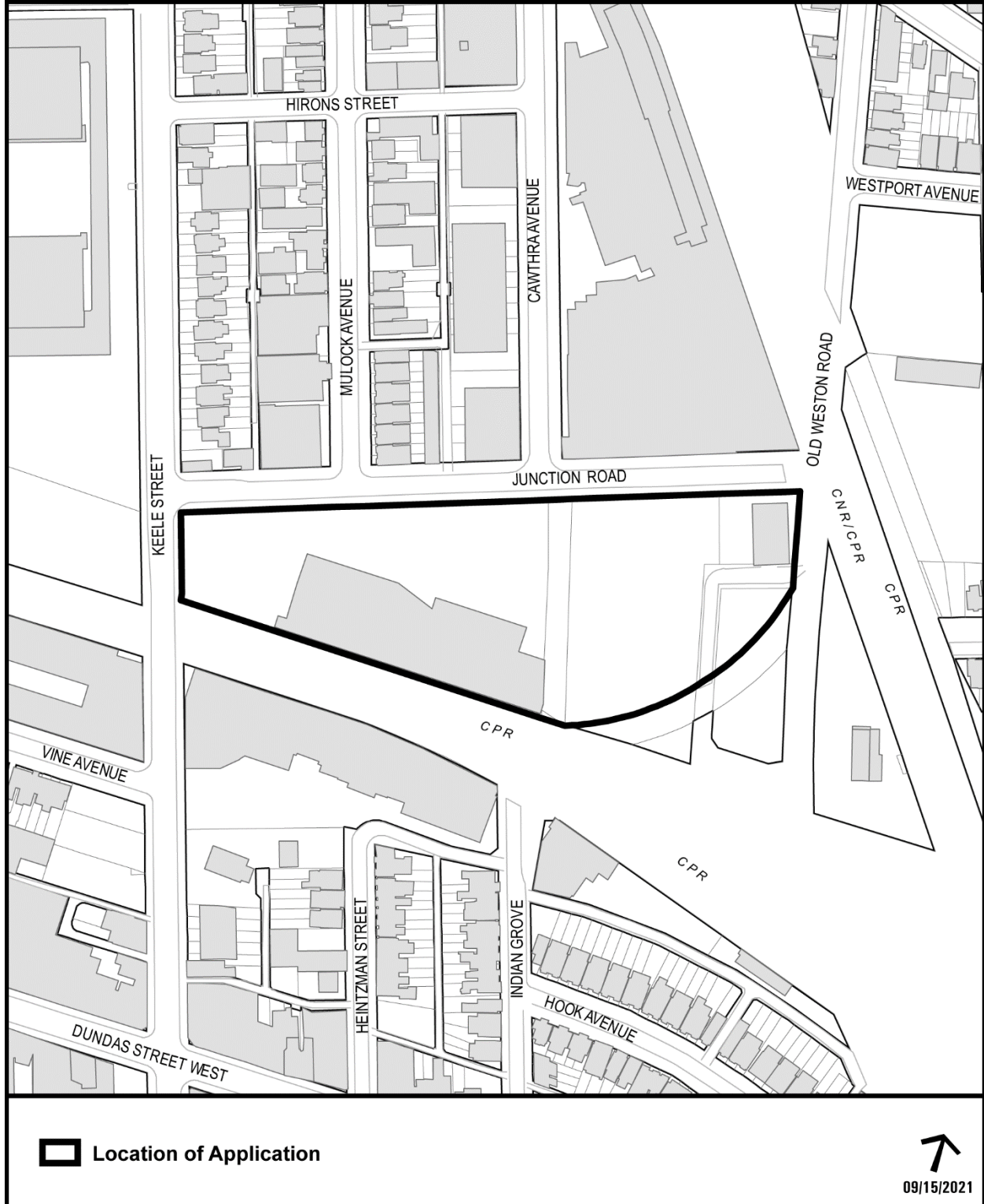


View of Applicant's Proposal Looking Southwest

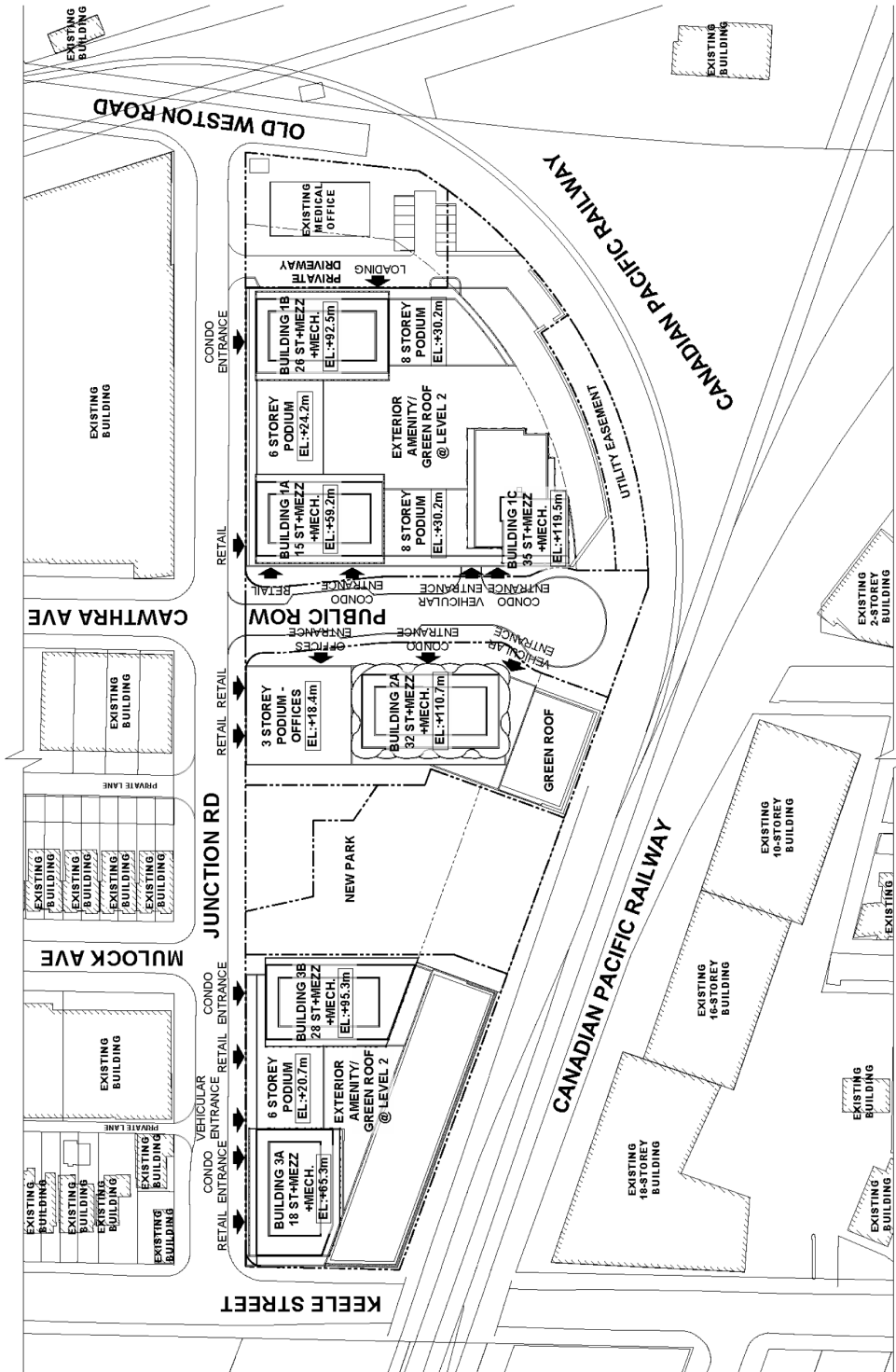


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Attachment 3: Location Map



Attachment 4: Site Plan



Site Plan

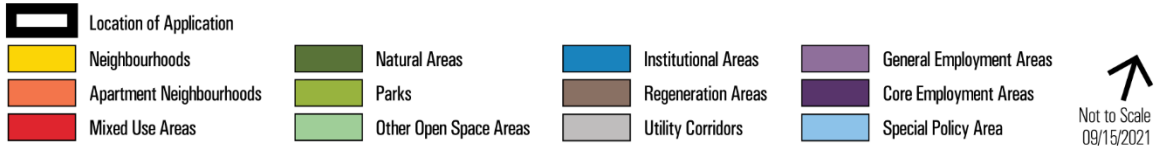
Attachment 5: Official Plan



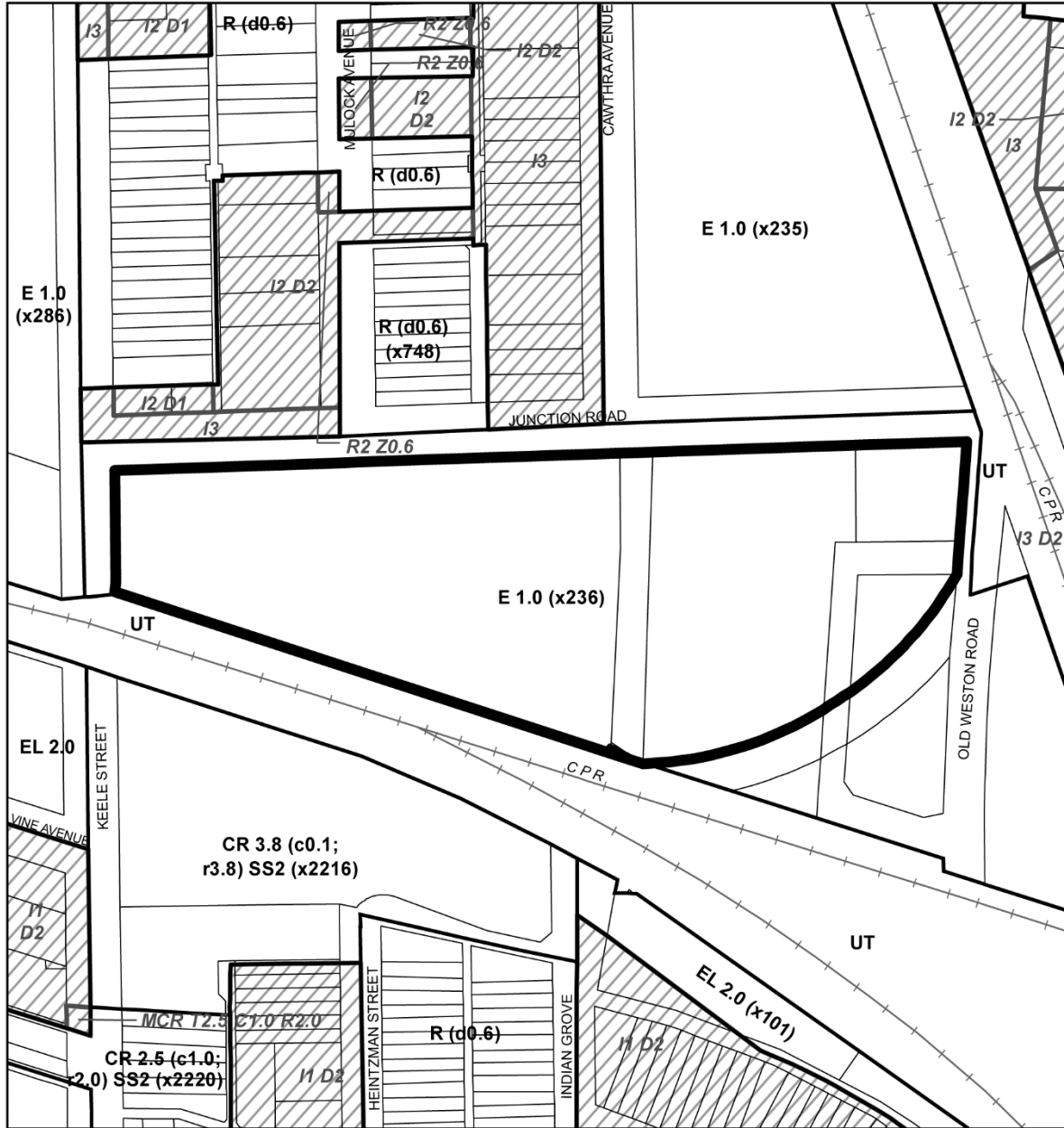
5 & 43 Junction Road

Official Plan Land Use Map #17

File # 21 182017 WET 05 0Z



Attachment 6: Zoning By-law



Zoning By-law 569-2013

5 & 43 Junction Road

File # 21 182017 WET 05 0Z

Location of Application

R Residential
CR Commercial Residential

EL Employment Light Industrial
E Employment Industrial
UT Utility and Transportation

See Former City of Toronto By-law No. 438-86

R2 Residential District
MCR Mixed-Use District
I1 Industrial District
I2 Industrial District
I3 Industrial District



Not to Scale
Extracted: 09/15/2021