

801 The Queensway – Zoning By-law Amendment Application – Final Report

Date: June 9, 2022

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: 3 - Etobicoke-Lakeshore

Planning Application Number: 19 260968 WET 03 OZ

SUMMARY

This application proposes to amend the former City of Etobicoke Zoning Code (Site Specific Zoning By-law No. 514-2003) to permit a 10-storey (31.5 metres in height plus an additional 5.5 metres for the mechanical penthouse) mixed-use building at 801 The Queensway. The proposed building would contain 203 dwelling units, a Gross Floor Area of 14,972 square metres (of which 645 square metres would be commercial space) for a total density of 5.26 times the area of the lot. A total of 133 parking spaces (including three car-share spaces) are proposed and spaces would be provided within a two-level underground parking garage and two drop-off spaces are proposed at ground level.

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 in its current form with respect to the proposed building typology, building height, massing, and density to amend the Zoning By-law.

Although the building height and density exceeds the development standards established in the Avenue Study, City Planning staff are of the opinion that the necessary revisions have been made to ensure that the development is in keeping with the intent of the mid-rise vision for The Queensway. The revised proposal is reflective of a mid-rise built form typology generally consistent with the vision of The Queensway Avenue Study as well as the Mid-Rise Building Design Guidelines. Further, the building has been massed with various setbacks and stepbacks that minimize shadow and visual impacts on the public realm and to achieve a well-proportioned pedestrian-scale streetwall along The Queensway.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 514-2003, for the lands at 801 The Queensway, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.

2. City Council authorize the City Solicitor to submit the necessary bill(s) to implement the foregoing recommendation(s) provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will be issued until such time as the Section 37 Agreement is executed and registered.

3. City Council require the owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:

a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:

1. Prior to the issuance of the first above-grade building permit for the proposed development, the owner shall provide a cash contribution to the City in the amount of \$700,000 to be allocated to: streetscape improvements, including new trees along The Queensway and The Queensway Business Improvement Area; traffic control and street (all street designations) improvement measures, including bike lanes; improvements to local parks and trails located in Ward 3, including Queensway Park and Mimico Park Trail; and/or public art, including heritage plaques, at the discretion of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor.

2. The above noted cash contribution is to be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the day the payment is made.

3. In the event the cash contribution referred to above has not been used for the intended purposes within three 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 property.

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

1. The owner shall construct and maintain the development on the lands in accordance with Tier 1, Toronto Green Standard and the owner is

encouraged to achieve Tier 2, Toronto Green Standard, as adopted by City Council and applicable at the time a site plan control application is submitted to the City;

2. The owner, through the site plan control approval process, shall implement any required noise mitigation measures or other recommendations, as detailed in the Environmental Noise and Vibration Assessment dated December 13, 2019, prepared by Novus Environmental, as may be amended through a peer review process undertaken at the expense of the owner to the satisfaction of the Chief Planner and Executive Director, City Planning;

3. The owner, through the site plan control approval process, shall implement wind control measures identified in the Pedestrian Level Wind Study, dated October 2, 2020, prepared by SLR Consulting (Canada) Ltd., the addendum to this study dated December 22, 2021, and any future addendum, to the satisfaction of the Chief Planner and Executive Director, City Planning; and

4. The owner shall agree to satisfy applicable signage requirements of the Toronto District School Board and the Toronto Catholic District School Board and shall insert warning clauses in purchase and sale/tenancy agreements as required in connection with student accommodation.

4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

5. City Council require the owner to complete the following matters before introducing the necessary Bills to City Council for enactment on July 19 and 20, 2022, or, if one or more of the matters listed below have not been completed prior to the meeting of City Council, then City Council require the final form of the Zoning By-law Amendment for this matter contain a Holding ("H") provision conditional on the completion of the following matters:

a. The owner shall address all outstanding issues raised by Engineering and Construction Services as they relate to the Zoning By-law Amendment application as set out in their memo dated June 8, 2022, or as may be updated in response to further submission(s) filed by the owner, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services;

b. The owner shall make satisfactory arrangements to secure all improvements that may be required as a result of revised traffic analyses to be included in a transportation impact study addendum report that has been prepared to the satisfaction of the General Manager, Transportation Services; and

c. The owner shall submit revised addendum letter to the Land Use Compatibility, Environmental Air Quality Assessment to the third party consultant retained by the City of Toronto and at the owner's expense, for final comment to the satisfaction of the Chief Planner and Executive Director, City Planning and, if

necessary, the proposed draft Zoning By-law Amendment be revised to address any mitigation measures arising from the accepted study.

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 Preliminary Report on the application(s) was adopted by Etobicoke York Community Council on June 17, 2020 authorizing staff to conduct a community consultation meeting with an expanded notification area, for a total of approximately 5,500 notices. See: [801 The Queensway – Zoning By-law Amendment Application – Preliminary Report](#)

PROPOSAL

This application proposes to amend the former City of Etobicoke Zoning Code (Site Specific Zoning By-law No. 514-2003) to permit a 10-storey mixed-use building at 801 The Queensway.

The development would have a total Gross Floor Area of 14,972 square metres (of which 645 square metres would be commercial space) for a total density of 5.26 times the area of the lot.

The proposed building would contain 203 residential units, including 21 studio units (10%), 117 one-bedroom units (58%), 45 two-bedroom units (22%) and 20 three-bedroom units (10%). A total of six units are proposed to be live/work units, with the 'work' level proposed on the ground floor along The Queensway level and the 'live' portion of the units provided on the 2nd floor.

The proposed building would be a total of 31.5 metres in height plus an additional 5.5 metres for the mechanical penthouse (MPH). The building would be 'U'-shaped above the 3rd floor with a green roof located above the 3rd storey adjacent to The Queensway.

The building would have a front (north) yard setback of 0.5 metre, an east side yard setback of zero up to the 6th storey and 5.5 metres above the 6th storey, a rear (south) yard setback of 7.5 metres below four storeys and 10 metres above the 4th storey, and a west front yard setback of 1.5 metres up to the 8th storey and 3.2 metres above the 8th storey.

Above the 4th floor, the building would step back 2.5 metres from the south. Above the 6th floor, the building would step back 1.8 metres from the north and 5.5 metres from the east. Above the 8th floor, the building would step back 0.9 metre from the north and step back 1.7 metres from the west. Above the 9th floor, the building would step back

3.5 metres from the north and 3.5 metres from the west. Above the 10th floor, the building would step back 7.8 metres from the north, 5.8 metres from the east, 3.9 metres from the south, and 5.7 metres from the west.

Site Access and Parking

Vehicular access would be provided via Taymall Avenue with the driveway to run perpendicular to Taymall Avenue adjacent to the south property line. The driveway would provide access to the loading/servicing area (containing one Shared Type 'G/B' loading space) enclosed in the rear of the building, at-grade drop off parking spaces and the ramp to the below-grade parking garage.

A total of 133 parking spaces (including three car-share spaces) are proposed and spaces would be provided within a two-level underground parking garage. The applicant proposes 101 resident parking spaces, 31 visitor parking spaces and one parking space for retail uses. There would be 156 bicycle parking spaces provided at-grade, with 140 of those spaces being for residents and 16 of those spaces being for visitors.

Amenity Space

The proposed building would contain 433 square metres (approximately two square metres per unit) of indoor amenity space on the second floor and on the roof of the 10th floor by the mechanical penthouse. There would be 448 square metres (approximately two square metres per unit) of outdoor amenity space located on the roof of the 10th floor with access to the indoor amenity space.

See Attachment No. 6 for the proposed Site Plan, Attachment No. 7 for the Elevations, and Attachment No. 8 for 3D massing model views of the proposal.

Detailed project information can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>.

Submissions

The applicant submitted the original proposal on December 13, 2019. Revised proposals were submitted in October 2020 and in March 2022.

The main revisions include:

	Original Submission (December 2019)	Current Submission (March 2022)
Height	11 storeys 35.5 metres 5.0 metres MPH	10 storeys 31.5 metres 5.5 metres MPH
Total Height	40.5 metres	37.0 metres
Floor Space Index (FSI)	6.11 times the area of the lot	5.26 times the area of the lot
Gross Floor Area (GFA)		

Non-Residential	1,185 square metres	645 square metres
Residential	16,205 square metres	14,327 square metres
Unit Mix		
Studio	0 units	21 units
1-Bedroom	124 units	117 units
2-Bedroom	74 units	45 units
3-Bedroom	8 units	20 units
Total Units	206 units	203 units
Parking		
Vehicle Parking	214 stalls 3 levels below grade	133 stalls 2 levels below grade
Bike Parking	156 spaces	156 spaces Ground Floor

Please refer to Attachment No. 1 for the application data sheet.

Site and Surrounding Area

The subject site is located on the southeast corner of the intersection of The Queensway and Taymall Avenue (see Attachment No. 2: Location Map). The site is rectangular in shape and is currently occupied by a vacant building formerly used as an automotive service shop. The site is approximately 2,844 square metres in size.

Surrounding land uses include:

North: On the north side of The Queensway is a one-storey retail building and one- to 1.5-storey detached dwellings fronting The Queensway and Wadsworth Crescent. Further north is a residential area consisting of one- to two-storey detached dwellings, and Queensway Park. To the northwest is a two-storey office, a three-storey apartment and two-storey mixed-use buildings fronting The Queensway. To the northeast, is an eight-storey mixed-use building located at 784 The Queensway that was approved in March 2018 via a Zoning By-law Amendment application (file no. 16 269867 WET 05 OZ).

West: On the west side of Taymall Avenue is a one-storey commercial building (restaurant) with vehicular accesses onto The Queensway and Taymall Avenue. Further west are one- to two-storey retail buildings fronting The Queensway.

East: A development consisting of two four-storey mixed-use buildings with retail at grade and senior's residences above.

South: Two one-storey commercial/office buildings. Further south is a two-storey self-storage facility. To the southeast are one-storey commercial/office buildings and to the southwest is a gas station and big-box retail store (Costco).

Reasons for Application

An application to amend the former City of Etobicoke Zoning Code is required to establish zoning standards to facilitate the development of the proposal, including increase in height, increase in density, reduction in parking, and relief from the required setbacks, among other performance standards.

APPLICATION BACKGROUND

Pre-Application Consultation

A pre-application consultation meeting was held on April 25, 2019 between City Planning staff and the applicant to discuss complete application submission requirements and to identify issues with the proposal. The applicant proposed a 12-storey mixed-use building, including a six-storey base building. Staff expressed concern regarding the proposed building's height and massing.

On December 13, 2019, the applicant submitted the subject application for an 11-storey building.

Application Submission Requirements

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

- Architectural Plans;
- Archaeological Review Memorandum;
- Arborist Report/Tree Inventory and Preservation Plan Report;
- Survey Plan;
- Draft Zoning By-law;
- Landscape Plan and Lighting Plan;
- Landscape Planting Plan;
- Soil Volume Plan;
- Tree Protection and Removals Plan;
- Land Use Compatibility, Environmental Air Quality Assessment and Addendum Letter;
- Toronto Green Standard Checklist and Statistics;
- Noise and Vibration Impact Study and Addendum letter;
- Public Consultation Strategy Report;
- Planning and Urban Design Rationale Report and Addendum Letter;
- Pedestrian Wind Assessment and Addendum Letter;
- Shadow Study;
- Mechanical and Electrical Energy Strategy Report;
- Energy Efficiency Report;
- Urban Transportation Considerations Report;
- Hydrological Review Summary;
- Geotechnical Report;
- Geohydrology Assessment;
- Phase Two Environmental Site Assessment; and

- Functional Servicing and Stormwater Management Report.

All the materials/studies listed above can be accessed via the Application Information Centre (AIC): <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.

Community Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the Etobicoke York Community Council meeting, as these submissions are 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.

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 (2020).

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

The outcome of staff analysis and review of the PPS (2020) are summarized in the Comments Section of this report.

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).

The Growth Plan (2020) contains policies pertaining to provincially significant employment zones (PSEZs). PSEZs are areas defined by the Minister of Municipal Affairs and Housing for the purpose of long-term planning for job creation and economic development. PSEZs can consist of Employment Areas as well as mixed-use areas that contain a significant number of jobs. The site is located within a Provincially Significant Employment Zone (PSEZ), as identified in the Growth Plan (2020).

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 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. The Official Plan contains policies on where to direct intensification and how and where to deploy height and density. Authority for the Official Plan derives from the *Planning Act* of Ontario.

The current application is located on an *Avenues* as identified on Map 2 - Urban Structure in the Official Plan and the lands are designated *Mixed Use Areas* on Map 15 - Land Use Plan of the Official Plan (see Attachment No. 3 Official Plan Land Use Map).

Map 3 of the Official Plan, Right-Of-Way Widths Associated with Existing Major Streets shows that the planned right-of-way width for the portion of The Queensway where the site is located is 30 metres.

Map 4 of the Official Plan, Higher Order Transit Corridors shows that there is no higher order transit on The Queensway where the site is located. However, Map 5 of the Official Plan, Surface Transit Priority Network shows that The Queensway adjacent to the site is identified as a Transit Priority Segment. Policy 2.2.3(I) indicates that on select bus routes, including those identified on Map 5, the City will give buses priority at signalized intersections and introduce measures such as reserved or dedicated lands for buses and limit or remove on-street parking during part or all of the day in order to increase transit priority through the City.

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

Avenues: Reurbanizing Arterial Corridors

Avenues are important corridors along major streets where urbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit services for community residents. Development along the *Avenues* will generally be at a much lower scale than in the Downtown and most often at a lower scale than in the Centres.

The growth and redevelopment of the *Avenues* should be supported by high quality transit services, including priority measures for buses and streetcars, combined with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.

Each Avenue is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. There is no "one size fits all" program for reurbanizing the *Avenues*. The *Avenues* will be transformed incrementally.

A framework for new development on each Avenue will be established through an Avenues Study, resulting in appropriate zoning and design guidelines created in consultation with the local community. Each Avenue Study will contain a vision and implementation plan.

The sidebar text of Section 2.2.3 notes that in the course of an Avenue Study, there will be a comprehensive assessment of local conditions, including (among other matters):

the detailed pattern of land use and urban design; built densities; transit; roads; parking; quality of streetscape and character.

Policy 1 of Section 2.2.3 establishes that reurbanizing the *Avenues* will be achieved through the preparation of Avenue Studies for strategic mixed-use segments of the corridors shown on Map 2. This includes the subject site.

Avenues Policy 2.2.3.2 b) directs that to facilitate and shape growth, each Avenue Study will engage local residents, businesses and other local stakeholders and will set out:

"Contextually appropriate as-of-right zoning and other regulations designed to achieve high quality development along the *Avenues* which establishes:

- i) Permitted uses and maximum density and height limits;
- ii) Appropriate massing, scale, siting and organization of buildings;
- iii) Appropriate scale transitions to adjacent areas; and
- iv) Restrictions on parking at-grade and driveways in front of buildings."

The site is located on an area of The Queensway designated *Avenues* and is within The Queensway Avenue Study which was completed and adopted by City Council in 2003. The Queensway Avenue Study was implemented through Zoning By-law No. 514-2003.

Compatibility/Mitigation

In order to address land use compatibility, a collaborative approach is encouraged among applicants of sensitive land uses, including residential uses, major facilities and the City. Major facilities are facilities which may require separation from sensitive land uses, including but not limited to airports, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

To address land use compatibility, Section 2.2.4 provides direction for how to locate sensitive land uses adjacent to or near *Employment Areas* or within the influence area of major facilities. Policy 2.2.4.5 establishes that sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from *Employment Areas* and/or major facilities as necessary to:

- Prevent or mitigate adverse effects from noise, vibration and emissions, including dust and odour;
- Minimize risk to public health and safety;
- Prevent or mitigate negative impacts and minimize the risk of complaints;
- Ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the sensitive land uses, including residential uses; and
- Permit *Employment Areas* to be developed for their intended purpose.

Policy 2.2.4.6 establishes that the introduction of a sensitive land use, adjacent to or near to *Employment Areas* or within the influence area of major facilities shall include a Compatibility/Mitigation Study.

Chapter 3 - Building a Successful City

Public Realm

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

Policy 3.1.1.1 identifies that the public realm is comprised of all public and private spaces to which the public has access including streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into.

Policy 3.1.1.19 outlines that new parks and open spaces will be located and designed to provide a comfortable setting for community events as well as individual use.

In September of 2020, changes to the Public Realm policies of the Official Plan came into force via Official Plan Amendment 479. The changes add greater detail and clarity, including new policies that define mid-rise buildings and their relationship to adjacent streets. Although this application was not reviewed under these OPA 479 policies as the application submission predates these policies, these revised policies indicate the future direction and planned context for the site, consistent with provincial policies.

Built Form

Policy 3.1.2.1 states that new development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by (b) locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk and (c) providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces.

Policy 3.1.2.2 states that new development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by (b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk; and (d) providing underground parking where appropriate.

Policy 3.1.2.3 further states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by (a)

massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion; (c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan; (d) providing for adequate light and privacy; (e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas.

Policies 3.1.2.4 and 3.1.2.5 require new development to be massed to define the edges of streets at good proportion and provide amenity for adjacent streets to make these areas attractive, interesting, comfortable and functional for pedestrians. This can be achieved by the provision of adequate amenity and landscaped open space, coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms and landscaped open space within the development itself, among others. The intention is to enable new developments to 'fit' within the context of the immediate neighbourhood, while also improving the character of the surrounding area.

In September of 2020, changes to the Built Form policies of the Official Plan came into force via Official Plan Amendment 480. The changes add greater detail and clarity, including new policies that define mid-rise buildings and their relationship to adjacent streets. Although this application was not reviewed under these OPA 480 policies as the application submission predates these policies, these revised policies indicate the future direction and planned context for the site, consistent with provincial policies.

Housing

Section 3.2.1 of the Official Plan, states that current and future residents must be able to access and maintain adequate, affordable and appropriate housing. The City's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it. Policy 3.2.1.1 requires that a full range of housing, in terms of form, tenure and affordability be provided. Policy 3.2.1.3 encourages investment in new rental housing, particularly affordable rental housing.

Chapter 4 - Land Use Designations

Land Use Designation

The application is located on lands designated *Mixed Use Areas* in the City of Toronto Official Plan (see Attachment No. 3: Official Plan Land Use Map). *Mixed Use Areas* achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. The intention is for *Mixed Use Areas* to support the ability to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe. *Mixed Use Areas* are intended to absorb much of the city's new housing, retail, office and employment growth.

Policy 4.5.2 of the Official Plan describes the following development criteria:
Development in these areas will:

- Create a balance of high quality commercial and residential uses that reduce automobile dependency and meet the needs of the local community;
- Provide for new jobs and homes;
- Locate buildings so that they create a transition between areas of different development intensity and scale, with appropriate setbacks, heights and shadow that respect adjacent lower scale neighbourhoods;
- Locate buildings to frame the street edge and help create comfortable pedestrian conditions;
- Take advantage of nearby transit services; and
- Provide indoor and outdoor recreation space for building residents.

Policy 2 of the *Mixed Use Areas* section of Chapter 4 identifies a number of criteria with regard to transition between developments within *Mixed Use Areas* and adjacent *Neighbourhoods*. The policies require that new development will locate and mass new buildings to provide a transition between areas of different development intensity and scale through means such as providing appropriate setbacks and a stepping down of heights. Policy 4.5.2(d) and (e) also require that shadowing from new development be limited on adjacent *Neighbourhoods* and maintain sunlight on parks.

Chapter 5 - Implementation: Making Things Happen

Section 5.1.1 of the Official Plan allows the City to seek community benefits in exchange for height and/or density increases greater than permitted by the zoning by-law pursuant to Section 37 of the Planning Act for developments which exceed 10,000 square metres and increase the permitted density by at least 1,500 square metres and/or significantly increase the permitted height. The proposal is in excess of 10,000 square metres and proposes an increase of the permitted height.

Policy 5.3.2.1 of the Implementation Plans and Strategies for City-Building section, states that design 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 realm improvements in growth areas. The Queensway Avenue Design Guidelines, the Mid-Rise Building Design Guidelines and Addendum, and the Growing Up Guidelines are discussed further in this report.

The Queensway Avenue Study

In 2000, in anticipation of Toronto's first amalgamated Official Plan, the City commissioned the Concept Plan for the Study Area at The Queensway: Mimico Creek to Kipling Avenue (The Queensway Concept Plan). The Queensway Concept Plan made recommendations which would go on to guide the subsequent study for The Queensway between Kipling Avenue and Mimico Creek (The Queensway Avenue Study) and the resulting design guidelines.

In 2002, The Queensway Avenue Study identified a vision and development implementation strategies to revitalize The Queensway as an Avenue, consistent with the objective of the Official Plan to re-urbanize corridors along major streets. The

framework for new development along The Queensway was created through extensive consultation with the local residents, businesses and other stakeholders as part of The Queensway Avenue Study. The Avenue Study established appropriate massing, scale, siting and organization of buildings and appropriate transitions to adjacent areas through setback and angular plane requirements. As a result, the direction for development in The Queensway Avenue Study area is six to eight storey mixed-use and mid-rise development with a density of three times the area of the lot.

The Queensway Avenue Study was adopted in conformity with the City of Toronto Official Plan, as adopted by Toronto City Council through By-law No. 95-2002. As part of The Queensway Avenue Study, The Queensway Design Guidelines and Streetscape Improvements were also developed and adopted by City Council for the area where this site is located.

In June 2003, City Council adopted The Queensway Avenue Zoning By-law (Zoning By-law No. 514-2003) to implement The Queensway Avenue Study vision by prescribing development standards reflective of the existing and planned context for this area.

The outcome of the staff analysis and review of the relevant Official Plan policies and designation noted above are summarized in the Comments Section of this report. The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Zoning

The site is subject to the former City of Etobicoke Zoning Code as amended by Site Specific By-law No. 514-2003, By-law No. 191-2006 and By-law No. 1288-2013.

The subject site is zoned Limited Commercial - Avenues Zone (AV) (see Attachment No. 4: Existing Zoning By-law). The AV zoning permits retail, office, apartments, and townhouses. The existing development standards for the land include a maximum height of 21 metres (six storeys) and a maximum permitted Floor Space Index of three times the lot area.

City-wide Zoning By-law No. 569-2013 does not apply to this site as site-specific zoning was established through the Avenues Study.

Design Guidelines

The Queensway Avenue Study Design Guidelines and Streetscape Improvements and Concept Plan

As part of The Queensway Avenues Study, a Tree Planting Strategy and Design Guidelines were developed for the area where the site is located. These Guidelines were created to promote a co-ordinated approach for the development of The Queensway Avenue and serve as a complement to other more general City of Toronto Guidelines and Official Plan policies. The intent of the Guidelines is to foster the creation of a high quality, safe urban environment with attractive streetscapes, pedestrian friendly public and semi-public open spaces, and a consistent, vibrant street

frontage. The following are key guidelines for development on this area of The Queensway Avenue:

- Buildings will provide a uniform street edge by complying with minimum and maximum building heights, minimum frontage lengths, and setbacks required by the site specific by-law;
- Buildings should provide a one-metre wide setback from the front property line above two storeys and a three-metre wide setback above six storeys;
- All buildings will have their main entrances opening directly onto The Queensway;
- Buildings will not create adverse shadows on adjacent public and private outdoor spaces, and will maximize sunlight penetration to sidewalks;
- Street trees will be required along The Queensway as part of all developments;
- Buildings along The Queensway will be designed to promote comfortable pedestrian level microclimates;
- Parking areas will be located underground, at the rear of buildings, or integrate into the rear or sidewall of buildings to minimize their impact on The Queensway streetscape; and
- Service areas and driveways will be accessed from rear laneways when possible and will not adversely impact The Queensway streetscape.

The Design Guidelines establish that large sites will be subject to urban design concept plans that will look for opportunities to create new secondary streets, parks and other open spaces. Many of the principles found in The Queensway Design Guidelines are also supported by the City's Official Plan policies on Built Form and the Public Realm.

The Final Report for The Queensway Avenue Study indicates that The Queensway Concept Plan provides for a building height of six storeys based on a lot depth of 35 metres.

Staff have reviewed the proposed development for consistency with The Queensway Design Guidelines and Streetscape Improvements and The Queensway Concept Plan. The outcome of staff analysis and review are summarized in the Comments section of this report.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-Rise Buildings Study and an Addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites.

The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of

development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines.

Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

The planned context for The Queensway was established through The Queensway Avenue Study and Zoning By-law No. 514-2003 and permits 6 and 8 storey buildings. The Queensway Avenue Zoning By-law provides direction on the envisioned built form along The Queensway and is the prevailing policy document. However, the Mid-Rise Building Performance Standards continue to represent good principles of urban design and can be used to augment local guidelines, particularly to address aspects of new development that were not addressed in previously developed local guidelines.

Growing Up: Planning for Children in New Vertical Communities

The City Council-adopted Growing Up Urban Design Guidelines (2020) provide guidance on the proportion and size of larger units recommended in new multi-unit residential buildings. Guideline 3.0 states that the ideal unit size for large units, based on the sum of the unit elements, is 90 square metres for two-bedroom units and 106 square metres for three bedroom units, with ranges of 87-90 square metres and 100-106 square metres representing an acceptable diversity of sizes for such bedroom types while maintaining the integrity of common spaces to ensure their functionality.

The objective of these Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. These Guidelines are intended to implement the Housing Policies of the Official Plan.

The link to the Guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>.

The accompanying staff report is available here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148361.pdf>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application was submitted in December 2021 in light of the foundation drainage policy and the questions surrounding the transition or grandfathering of zoning applications filed prior to January 1, 2022 (file no. 21 252251 WET 03 SA). However, a resubmission of the Site Plan Control application will be required to reflect revisions that have been made to the current proposal through review of the Zoning By-law Amendment application.

COMMENTS

In response to City staff and community concerns, the applicant revised the proposal. As a result, the massing, stepbacks, and setbacks of the building were revised to better fit within the streetscape of The Queensway and within the surrounding context.

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing; the appropriate location of growth and development; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The revised development has regard for the above-noted policies of the *Planning Act* as it would result in a well-designed built form. A height of 10 storeys (31.5 metres, excluding the 5.5 metres mechanical penthouse), the provision of stepbacks along The Queensway frontage that would wrap around each end of the site to shape the built form and massing of the bulk of the building, the proposed 'U-shape' of the building that would break up the front massing along the north side of the building and the terracing on all four sides of the building would address the existing and planned built form context of the *Avenue*.

The revised proposal is in an appropriate location for development; represents an appropriate built form that provides a range and mix of housing including family sized units and provides for commercial space at-grade. The proposed development has appropriate regard for the relevant matters of provincial interest outlined in the *Planning Act*.

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 and conforms to the Growth Plan (2020) as noted below.

Provincial Policy Statement (2020)

Policy 1.1.1 states that healthy, liveable and safe communities are to be sustained by: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 of the PPS (2020) directs that land use patterns shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for, and efficiently use, infrastructure which are planned or available. This proposal would result in a variety of residential unit types (ranging from one bedroom to three bedroom units) and commercial units within a mixed-use building that uses existing services within an existing built-up area, and represents an efficient land use pattern that minimizes land consumption. Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.2.6.1 provides that major facilities (including industries) and sensitive land uses (including residences) should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities. Sensitive land uses are defined in the PPS (2020) as "Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and education and health facilities." As it relates to land use compatibility matters, the applicant has submitted an Air Quality and Compatibility Mitigation Study and a Noise Feasibility Study which state that the building would provide an appropriate living environment compatible with the surrounding employment uses and the adjacent area. Further, the proposed driveways along the western and northern edges of the site would provide a physical separation and buffer to the adjacent employment uses. The peer review process for the Noise Feasibility Study and the Air Quality and Compatibility Mitigation Study has commenced and staff recommend the completion of the review be finalized prior to the introduction of the Bills to City Council.

As it relates to housing, Policy 1.4.3 of the PPS directs planning authorities to provide a range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public services, and support the use of public transit. The proposal provides for the creation of a mixed-use development that has a variety of residential unit types (ranging from one to three bedroom units), along with grade related retail space with compact built form and access to public transit.

With respect to parks and open space, Policy 1.5.1 provides that healthy, active communities should be promoted by planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including parklands, public spaces and open space areas.

Section 1.6 of the PPS includes policies on infrastructure and public service facilities. Policy 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new

infrastructure and public service facilities. With respect to transit and transportation systems, 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. The proposal is consistent with the PPS in this regard, as the proposed land use and density results in a built form that supports an efficient use of land and existing infrastructure.

The 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 to the Growth Plan. The proposal conforms to the Growth Plan by directing growth to an appropriate settlement area, and by making efficient use of land and existing services and infrastructure, including proximity to public and active transportation.

This application has been reviewed against the policies of the Growth Plan (2020) and key policies are noted below.

Section 1.2.1 of the Growth Plan states that a guiding principle of the plan is to support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime. The Growth Plan expands upon this guiding principle under Chapter 2 "Where and How to Grow" by stating that complete communities support quality of life by providing high quality public open space and adequate parkland.

Policy 1.5.1(b) of the Growth Plan indicates that healthy, active communities should be promoted by "planning and providing for a full range of equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas..."

Growth Plan Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities through, among other matters, providing a diverse mix of land uses, providing a more compact built form and a vibrant public realm, including public open spaces.

The guidelines state that new development should contribute to a pedestrian-friendly public realm by scaling buildings to match their specific context, and ensuring mid-block connections that are direct, well-lit and fronted by or visible from adjacent uses to enhance pedestrian safety and comfort.

As it relates to compatibility, Policy 2.2.5(7) requires municipalities to plan for all *Employment Areas* within settlement areas by, among other things, providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility. Policy 2.2.5(8) provides that development of sensitive uses will, in accordance with provincial guidelines, avoid, or where this is not achievable, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.

The proposed development conforms with the above noted policies by: providing a compact built form; contributing to a range of housing options; providing compact built form in close proximity to public transit; providing co-ordinated public realm and landscaping improvements to make the streetscape more attractive and functional; and contributing to the overall achievement of a complete community with a mix of residential and non-residential uses and new public open spaces.

Based on the analysis of the Growth Plan (2020) policies, the application and amending draft Zoning By-laws conform to the Growth Plan (2020). The proposed development promotes intensification within a built-up area that is designated in the Official Plan as a *Mixed Use Area*, which is meant to accommodate growth and intensification. The proposal contributes to a compact built form by providing an appropriate mid-rise building, adequate amounts of indoor and outdoor amenity space for families and pets, and is located within convenient walking distance of transit. A range of housing options are provided through a mix of units and unit sizes meant for larger households. Overall, the proposal supports an efficient use of land within a complete, community.

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 *Mixed Use Areas* Official Plan designation permits and supports the proposed mixed-use building having commercial uses at grade and residential uses above. The proposed residential and ground floor commercial uses are permitted by the existing *Mixed Use Areas* designation applying to the site, which permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings. In this respect, the Official Plan intends that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. The proposal includes six live/work units which are to include subsidiary business uses on the ground/main floor only, with the residential portion limited to the second floor. The live/work units are proposed along The Queensway frontage of the development.

The proposed mix of uses on the site fits within the planned context of the area and compatible with the existing and planned land uses on the north and south sides of The Queensway east and west of the site. The lands to the immediate east of the site, and south of the site are designated *Core Employment Areas*.

In order to address the applicable Policy 1.2.5.1 of the PPS and Policy 2.2.4(5) of the Official Plan, a Land Use Compatibility, Environmental Air Quality Assessment (Compatibility Assessment) dated December 13, 2019, and a Drawing Review and Addendum Letter - Compatibility dated December 22, 2021 were prepared by Novus Environmental in support of the proposed development. The Assessment concludes that surrounding Class I and Class II industries are not expected to be a concern from an air quality perspective and that the proposal is compatible with the surrounding land uses from an air quality perspective. Further, an Environmental Noise and Vibration Assessment (Noise Assessment) dated December 13, 2019 and a Drawing Review and

Addendum Letter - Environmental Noise and Vibration dated December 22, 2021 were prepared by Novus Environmental in support of the proposal. The Assessment examines the potential impact of noise and vibration from surrounding properties on the proposed development, as well as potential noise and vibration impacts on surrounding properties resulting from the development. The Assessment concludes that surrounding development impacts on the development can be adequately mitigated through façade design measures which may be refined as part of the site plan control application, the inclusion of warning clauses in agreements of purchase and sale or lease of residential units. The Assessment further finds that the impacts of the proposal on surrounding properties is negligible and can be adequately mitigated through design measures which may be refined as part of the future Site Plan Control application.

The Assessments and addendum letters are undergoing the peer review process by a third party peer reviewer retained by the City of Toronto. The peer reviewer has identified that there are some additional revisions required to the Noise Assessment which can be addressed at the site plan application stage. The peer review agrees with the conclusions that no facilities in the vicinity of the proposed development are expected to have any concerns from an air quality perspective; therefore, no mitigation measures are required. Noise mitigation measures based on the assessed impact from traffic and stationary noise sources were identified as: minor building component upgrades along a portion of the northwest building façade, central air conditioning for the entire development, warning clauses for the prospective owners related to transportation sound levels and proximity to commercial facilities, and a 2.8 metre high noise barrier required along the rooftop amenity area along the south and west edge of the terrace. For the Compatibility Assessment, the peer reviewer has stated that further clarification is required on the impact on surrounding employment areas including the reasonable potential intensification, operational changes and expansion plans for existing major facilities and the potential for new employment uses to be established in the Employment Areas and the potential impacts of such changes. Staff recommend the completion of the review and the identified revisions be finalized prior to the introduction of the Bills to City Council.

Planning staff are of the opinion the proposed land use is appropriate for the subject site and can be supported. Any mitigation measures that may be recommended in order to buffer the site would be implemented at a site plan control approval stage.

Height, Massing, Density

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Consideration Section of the report.

It should be noted that City Planning staff identified concerns with the original proposed built form with respect to density, height, and massing. These concerns were addressed through the revised proposal. The subject site is located adjacent to *Employment Areas* with the nearest *Neighbourhoods* beyond the north side of The Queensway. Staff acknowledge that the site's location ensures that it is not constrained by the more restrictive standards required of proposals directly adjacent to *Neighbourhoods*.

The height of the proposed development was originally 11 storeys (35.5 metres with an additional five metres high mechanical penthouse), but staff worked with the applicant to

reduce the height of the building to be more in keeping with the current Zoning By-law that limits building height to six storeys (21 metres). The resultant proposed building height of 10 storeys (31.5 metres with an additional 5.5 metres high mechanical penthouse) generally achieves a 1:1 ratio with the 30-metre right-of-way and better aligns with the design parameters set out in the policy and guidelines for mid-rise buildings in general and the existing and planned mid-rise context established by other recent approvals, particularly along the south side of the Avenue. The building height of 10 storeys is in keeping with other recent development approvals in The Queensway Avenue Study area.

The massing of the building has been articulated to minimize negative impacts on the surrounding context, including limiting shadow impacts and improving the pedestrian experience in the public realm. In particular, City Planning staff worked with the applicant to reduce the proposed massing by: increasing the setbacks to, and reducing the area of, the 10th storey to ensure the increase in height and density on the lot would be deployed in a sensitive and appropriate manner. The proposal is contextually responsive to the existing and planned context for the area and the development has been revised to satisfy the built form policies of the Official Plan. The revised building height and massing is in keeping with the vision of The Queensway Design Guidelines and Streetscape Improvements, as the height and massing balances the desire for intensification in a mid-rise form, while minimizing adverse shadow impacts on the public realm through the use of setbacks and angular planes, and creating improved streetscape conditions.

Mixed Use Areas Policy 4.5.2(c) in the Official Plan states that new development is to be located and massed to provide transition between areas of different development intensity and scale, through means such as setbacks and stepping down of heights to lower-scale neighbourhoods. In response to City staff comments regarding transition to the adjacent *Core Employment Areas* to the south, the setbacks from the south (rear) property line have also been increased from the original submission.

The Mid-Rise Performance Standards and Addendum provide a set of supplementary building guidelines that assist in the review and shaping of development, with the intent of designing a mid-rise building along The Queensway that would reinforce the existing commercial function of the street, improve the boulevard and public realm conditions, and create a building with an appropriately scaled streetwall and a building mass that acknowledges its surrounding context. In accordance with the Mid-Rise Building Standards, the proposed building achieves a minimum 7.5-metre setback from the rear property line up to 13.5 metres in height. Floors above 13.5 metres in height step back an additional 2.5 metres. A 7.5-metre setback would ensure sufficient space for the laneway/driveway and a landscaped buffer separating the residential use from the adjacent *Employment Areas*. A step back above 13.5 metres in height assists in providing appropriate transition to the lower scale built form to the south. The proposal has been revised to incorporate a 7.5-metre rear (south) setback for floors one to four and a 10-metre setback for the floors above the fourth floor consistent with the Guideline direction. In addition, a 1.8-metre planter and landscape buffer has been introduced along the south property line.

As a corner site, the proposal has been revised to frame and support both public street frontages. Along The Queensway street frontage, there would be a consistent pedestrian scale streetwall, with a height of six storeys on each end and three storeys in the middle corresponding with the U-shaped floor plan organized around an open central landscaped rooftop on the floors above. Above the 6th storey, the north façade steps back 1.8 metres to the 8th storey, then an additional 0.9 metre to the 9th storey, and then an additional 3.5 metres to the 10th storey. Along the Taymall Avenue frontage, there would be an eight-storey streetwall which has been revised from the original proposal to remove the projection of the main wall above the 3rd storey and thereby allow for the planting of high-branching deciduous street trees. The proposed heights and stepbacks respect and reinforce the existing and planned mid-rise scale and good street proportion of the 30-metre wide right-of-way, as shown on Map 3 of the Official Plan and allow for an improved streetscape.

The revised proposal would continue to include ground floor retail/commercial uses fronting The Queensway to support mixed-use development on the Avenues. The ground floor would be organized to provide appropriately sized and positioned retail, amenity and residential lobby space that would not interfere with the functionality of each other.

In addition, the reduced density with a Floor Space Index (FSI) to 5.26 times the area of the lot fits within the existing and planned context of The Queensway Avenue Study area. The proposed density of the development has been decreased from a FSI of 6.11 times the area of the lot to 5.26 times the area of the lot. The proposed total Gross Floor Area has been reduced from 17,390 square metres to 14,972 square metres. Although the proposed density exceeds the planned context established by The Queensway Avenues Zoning By-law of three times the lot area, the proposed density is reflective of existing and recent approvals within the area that range between 1.97 and 5.95 times the area of the lot.

Planning staff are of the opinion the revised development conforms to the Official Plan and is generally consistent with the intent of The Queensway Avenue Study and The Queensway Urban Design Guidelines and Street Improvements. The revised development would respect and reinforce the emerging physical character of mid-rise buildings and streetscapes in the neighbourhood.

Sun and Shadow

Shadow impacts affect the thermal comfort and enjoyment of being outside as well as the provision of adequate light. Shadows are impacted by the size, location and shape of building floor plates, building height, building setbacks, as well as the time of year and angle of the sun.

There are a number of Official Plan policies that address appropriate sun and shadow impacts. Policy 3.1.2.3 e) refers to providing adequate light and adequately limiting shadows on streets, properties and open spaces. Development Criteria in *Mixed Use Areas* Policies 4.5.1 c) through f) establish that development will locate and mass buildings to adequately limit impacts, such as shadows, on adjacent *Neighbourhoods*, streets, parks and open spaces and to frame the edges of streets and parks, with a

focus on generating comfortable conditions through adequate sunlight provision. Development must also provide a transition between areas of different intensity and scale by having appropriate setbacks/stepbacks in heights. Additionally, new development will maintain good proportion and sunlight for pedestrians by providing an attractive, enjoyable, safe pedestrian environment on adjacent parks, streets and open spaces.

Planning staff have assessed the proposed revised development in terms of the incremental shadow impact and are satisfied that it adequately limits shadow on *Neighbourhoods*, streets, parks, and publicly-accessible open spaces.

The Shadow Study, prepared by Bousfields Inc., updated January 2022 illustrates the extent of shadowing that would result from the proposed development in March, June, and September. The submitted shadow study shows slight shadowing along the property lines of the detached dwellings on the north side of The Queensway, opposite to this proposal on March 21st and September 21st between 9:18 a.m. and 11:18 a.m.

As it relates to shadowing on streets, the height and massing of the proposed development has been positioned to minimize shadow impact on the public realm and provide a minimum of five hours of sunlight on the opposite side of the adjacent streets at the equinoxes. The proposed shadows would be minimal and would be acceptable.

Wind

The applicant submitted a revised Pedestrian Level Wind Study, updated October 2, 2020 and an addendum letter prepared by SLR Consulting (Canada) Ltd. in support of the proposal. The study determined that wind conditions are expected to remain comfortable year-round at the main residential entrance, at grade, and at the live/work unit entrances. On the rooftop amenity space wind conditions are expected to remain comfortable. To improve wind conditions on the rooftop terrace, SLR Consulting has recommend tall vertical wind control features around the perimeter of the rooftop space, with details of these features to be determined at subsequent Site Plan Control submissions.

City Planning staff are satisfied with the wind conditions resulting from the proposed development, subject to further refinement during the Site Plan Control application review process for additional mitigation strategies.

Traffic Impact, Access, Parking

An Urban Transportation Considerations Report, prepared by BA Group, updated December 22, 2021 with a subsequent memorandum dated March 10, 2022, was submitted assessing the traffic impacts of the proposal.

BA Group reported that the traffic operations at the nearby intersections are anticipated to operating below capacity during both the weekday peak hours. The transportation report estimated that the revised development proposal would generate approximately 65 and 70 two-way vehicle trips during the morning and afternoon peak hours, respectively, based on 207 dwelling units. In the subsequent memorandum dated March

10, 2022 with the updated dwelling unit counts, BA Group stated that the conclusions in the December 2021 transportation study remain valid. Based on the analyses by BA Group, the additional traffic anticipated to be generated by the proposed development can be appropriately accommodated on the existing area road network. No improvements or mitigating measures are required or recommended by the consultant.

Transportation Services is requesting that the applicant provides revised traffic analysis based on the current development scope and provide additional information to address issues raised by Transportation Services in a revised addendum traffic report, to the satisfaction of Transportation Services. Staff recommend the revisions be satisfied and secured as outlined in Recommendation No. 5 of this report prior to the Bills being enacted. Any road improvements required to any of the impacted signalised intersections within the study area, including any signal timing adjustments or the provision of any additional signal hardware or controllers, to accommodate the subject development shall be undertaken to the satisfaction of Transportation Services and at no cost to the municipality.

Additional revisions to the traffic analysis are being deferred to the Site Plan Control application stage of the development. Transportation Planning staff have indicated that more information may be requested on observed parking demand data from a proxy utilization study to support proposed residential parking rate reductions at the discretion of Transportation Services to determine vehicle parking deficiencies and appropriate rates for the proposed subject site.

The applicant provided a vehicle parking justification as part of the Urban Transportation Considerations report which Transportation Services have reviewed. Although the proposed supply of 133 parking spaces is deficient with respect to the minimum parking space requirements of the former City of Etobicoke Zoning Code, as amended by By-law No. 514-2003, it appears to meet the minimum parking requirements of city-wide Zoning By-law No. 569-2013. BA Group's report concludes that the proposed parking supply is appropriate. The proposed development would provide a total of 133 vehicular parking spaces, including 98 spaces for residents (0.75 space per unit, not including any car-share parking reductions), 32 parking spaces for non-residential uses and visitors, and three car-share spaces. Of the 133 parking spaces, 27 spaces would have EV (electric vehicle) charging infrastructure. All of the proposed parking spaces would be provided within two levels of underground parking. With the car share reduction in place, the proposed site-specific parking requirements are satisfied as reviewed by Transportation Services staff. More detailed site plan comments regarding the layout and design of the proposed parking supply will be provided at the Site Plan Control application stage.

A total of 156 bicycle parking spaces (141 long-term and 15 short-term spaces) would be provided to support the proposed development. The 141 long-term bicycle spaces would be provided within a weather-protected, controlled-access bicycle rooms at grade. The 15 short-term bicycle spaces would be provided at the ground level in a visitor bicycle parking room, along with a bicycle repair station. The proposed bicycle parking supply meets the requirements of City-wide Zoning By-law No. 569-2013 and Tier 1 of the Toronto Green Standard.

The proposed development would provide one loading space (one Shared Type 'G'/B' loading space). The loading space would be located at the south of the building, with access provided via the proposed site driveway on Taymall Avenue. The loading spaces would service the waste and recycling collection and delivery activities for the both the residential and non-residential needs of the proposed building. It is planned for the non-residential component to make use of the Type 'G' loading space and to only schedule its use on different days from the collection days of the residential component to ensure that the Type 'G' loading space will be vacant for City Waste Collection. The proposed loading supply is deemed acceptable by Transportation Services.

The required parking and loading provisions are included in the draft Zoning By-law Amendments.

Streetscape

The Official Plan requires that new development enhance the existing streetscape by massing new development to define the 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 function for pedestrians through landscaping and setbacks and create attractive transitions from the public to private realms.

The proposal provides for adequate space for appropriate pedestrian sidewalks, pavement treatment, street tree planting and landscaping along The Queensway and Taymall Avenue frontages, which contributes to an enhanced pedestrian environment. All service areas and access to underground parking would be located at the rear (south) of the building and would be generally screened from public view.

The proposed streetscape improvements and landscaping elements within and adjacent to the subject site are appropriate and would create a high-quality public realm and a positive pedestrian experience along the adjacent public streets. Streetscape details will be finalized and secured through the Site Plan Control application review process.

Servicing

The applicant submitted a Geohydrology Assessment report (dated December 2021), a Hydrological Review Summary, and a Geotechnical Study, all prepared by McClymont & Rak Engineers Inc. The applicant also submitted a Functional Servicing Report, dated March 9, 2022, prepared Counterpoint Engineering to provide a site servicing strategy for the proposal. 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 Functional Servicing Report concludes that the existing municipal infrastructure for water distribution, sanitary sewers and storm sewers can adequately accommodate the proposal with no adverse impacts to the system. Engineering and Construction Services staff have reviewed the revised Functional Servicing Report and have deemed the report satisfactory.

Housing Issues

The Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2020) acknowledge the importance of providing a full range of housing as a matter of Provincial interest. The provision of affordable, secure and diverse housing stock to meet housing needs for a wide range of people throughout their life cycle is essential to the creation of complete communities.

Further to this policy direction, Official Plan Policy 3.2.1.1 states that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents. The Growing-Up Guidelines provide similar direction on the recommended mix of residential unit types and provide appropriate units sizes for multi-unit developments.

A total of 21 (10%) of the proposed units would be studio units; 117 (58%) would be one-bedroom units; 45 (22%) would be two-bedroom units; and 20 (10%) would be three-bedroom units. The unit mix supports the objectives of the Growing Up Guidelines. The draft Zoning By-law would secure the number of two and three-bedroom units.

Open Space/Parkland

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

In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike. The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City.

The lands which are the subject of this application are in an area with 0.43 to 0.79 hectare of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per [Chapter 415, Article III, of the Toronto Municipal Code](#).

At the alternative rate of 0.4 hectare per 300 dwelling units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement would be 2,706 square metres or 95% of the site area. However, a cap of 15% of the development site is applied to the residential use, while the non-residential use is subject to a 2% parkland dedication.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites.

Whether a property has archaeological resource potential can be confirmed at the searchable database TO maps. An archaeological assessment may also be required if a property is identified on the City of Toronto's Inventory of Heritage Properties as part of the Heritage Impact Assessment process.

The site is identified as having archaeological resource potential. The applicant has submitted an Archaeological Review Letter prepared by ASI Archaeological & Cultural Heritage Services and dated May 10, 2019. The letter concludes that the subject property comprises a disturbed landscape which does not possess archeological potential and states that no archeological assessment is warranted. Heritage Planning staff have reviewed the letter and have indicated that there is no further archaeological concern with the subject property.

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, City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) of the Official Plan 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: d) 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 applicant submitted an Arborist Report, dated December 13, 2019 and a Tree Protection and Removal Plan, updated December 22, 2021, both prepared by Ferris + Associates Inc. The Arborist Report indicates that the development proposes to remove eight protected private trees and two trees on the City road allowance. Urban Forestry requires planting of 24 new trees on private property to compensate for the loss of eight protected private trees to be removed. The applicant is proposing planting of seven large growing shade trees 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 cash in lieu payment in an amount equal to 120 percent of the cost of replanting and maintaining the trees for a period of two years.

The applicant submitted a Landscape Plan that proposes 10 new trees on the City road allowance and seven large growing shade trees on private property. Urban Forestry staff have indicated that any tree(s) that do not have access to the required soil volume and that are not large-growing, long-lived species will not be counted towards the Toronto Green Standard (TGS). As proposed, the application does not appear to be in compliance with TGS Version 3.0, Tier 1. The soil volume plan requires revisions that are not yet resolved but staff is of the opinion that these revisions can be addressed at

the site plan stage. Staff recommend that appropriate below-grade setbacks be secured in the proposed zoning by-law in order to protect for adequate soil volumes. Staff will work with the applicant to address the provision of trees and the requirement to add to the city's tree canopy.

The final number and location of new trees will be secured through the Site Plan Control application review process.

Toronto Green Standard

City 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 and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. 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.

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. Staff recommend that the TGS obligation be secured in the Section 37 Agreement for implementation during the Site Plan Control approval process.

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 for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

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.

In consultation with staff in City Planning's Strategic Initiatives, Policy and Analysis (SIPA) section, it was determined that the applicant is not required to submit a Community Services and Facilities Study (CS&F Study) in support of the subject rezoning application, given that the City Planning Division currently has up to date demographic and community services and facilities inventory information pertaining to the surrounding neighbourhood.

Other

Staff have identified the additional following issues that have been addressed:

- The tenure proposed in the application was previously unclear. The applicant has clarified that there are six proposed Live/Work units on the ground level and there are no affordable or purpose-built rentals proposed.
- Given the current increase in dog-owning populations, the applicant was strongly encouraged to provide dog amenities on-site with proper disposal facilities such as dog relief stations to alleviate pressure on neighbourhood parks. The applicant has provided pet play area on the rooftop, connected to the outdoor amenity space which will contain pet waste disposal facilities.

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. The proposal meets the Official Plan minimum size threshold of 10,000 square metres for consideration of Section 37 benefits.

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

1. Streetscape improvements including new trees along The Queensway and The Queensway Business Improvement Area;
2. Traffic control and street (all street designations) improvement measures including bike lanes;
3. Improvements to local parks and trails located in Ward 3, including Queensway Park and Mimico Park Trail; and/or
4. Public art (including heritage plaques).

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

1. The owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the owner will 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 for each building on the site.

Community Consultation

Planning staff, in consultation with the Ward Councillor, hosted a virtual community consultation meeting on December 10, 2020 in order to present and discuss the development application. Members of the public attended along with staff from the Councillor's office, the applicant, their consulting team and City staff. Planning staff

presented the planning policy framework and an overview of the application. The applicant provided further details on the proposal and its planning rationale.

The main issues raised at this meeting include:

- Concerns with the proposed height and massing of the building in relation to the streetscape;
- Potential traffic impacts on The Queensway and the surrounding residential streets;
- Insufficient proposed residential, commercial, and visitor parking spaces; and
- Concerns about local school capacity.

City Planning staff worked with the applicant to address issues that could be resolved through the design of the building and other aspects of the application such as:

- City Planning staff have worked with the applicant to reduce the building height and minimize shadow impacts on the adjacent properties.
- Elimination of building penetration into the 45-degree angular plane, which will be secured through the Zoning By-law Amendment, will also aid in addressing concerns with the proposed height and massing of the building.
- Traffic impact studies are required as a part of development applications and they analyze impacts and examine safety in the context of existing and planned transportation and transit improvements. The submitted Urban Transportation Considerations Report has been circulated to appropriate City Divisions and transit agencies.
- Transportation Services staff have reviewed the proposed residential, commercial, and visitor parking spaces and have indicated that, with the car share parking reduction in place, the proposed site-specific parking requirements are satisfied. The consultant has submitted revised correspondence which recommends a lower resident parking ratio and references nearby developments, such as 1197 The Queensway, in which 76 parking spaces were sold to all 142 dwelling units in the building which equates to an approximate parking ratio of 0.54 parking spaces per dwelling unit, representing the actual demand for parking spaces based upon sales data. Transportation Services have reviewed revised submissions and agree that the proposed site-specific parking ratios are sufficient. The required parking and loading provisions are included in the draft Zoning By-law Amendments.
- The application has been circulated to school boards to address concerns about local school capacity. The Toronto Catholic District School Board (TCDSB) has determined that both the local elementary and secondary schools are currently presenting accommodation challenges. The School Board will continue to monitor the residential development within the local area to understand the cumulative impact on local schools and to determine where prospective students will attend.
- In the interim, the TCDSB has requested that appropriate signage be erected on site and appropriate warning clauses be included in all lease, rental, sale and tenancy agreements. Should the application be approved to the satisfaction of the City, the status of local school accommodation should be communicated to new and existing residents to inform them that students from new development will not displace existing students at local schools.

Conclusion

The revised proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Toronto Official Plan, and applicable guidelines discussed above in the report. The revised proposal represents an improvement over the original proposal most notably through reductions in height and storeys, reduction in density, improvements to massing through increased setbacks and setbacks, and elimination of angular plane intrusions. With these revisions, the proposal would provide much needed family-sized dwelling units in a mid-rise building compatible with the surrounding context. The revised proposal provides for a built form that addresses The Queensway's existing and planned context, and provides for an appropriate level of intensification on a *Mixed Use Areas* site that is located on an *Avenue*.

The proposal conforms to the Official Plan policies, including policies related to public realm, built form, *Avenues*, and *Mixed Use Areas*. The revised proposal is consistent with the PPS (2020), conforms to the Growth Plan (2020), and conforms to the City's Official Plan. Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, The Queensway Avenue Study, and its related design guidelines and supports other City Council approved design guidelines. Staff recommend that Council support approval of the application subject to the conditions listed herein.

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SIGNATURE

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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 [include for ZBA applications]
- Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan

Attachment 7a: South Elevation

Attachment 7b: East Elevation

Attachment 7c: North Elevation

Attachment 7d: West Elevation

Attachment 8a: 3D Massing View Looking Southeast

Attachment 8b: 3D Massing View Looking Northwest

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 801 THE QUEENSWAY **Date Received:** December 13, 2019

Application Number: 19 260968 WET 03 OZ

Application Type: Rezoning

Project Description: Proposal for a 10-storey mixed-use building containing 203 dwelling units and a total gross floor area of 14,972 square metres of which 645 square metres would be retail space. The development would have two levels of underground parking with a total of 133 parking spaces and vehicular site access via Taymall Avenue.

Applicant	Agent	Architect	Owner
QUEENMALL DEVELOPMENTS LIMITED	QUEENMALL DEVELOPMENTS LIMITED	GRAZIANI + CORAZZA ARCHITECTS	QUEENMALL DEVELOPMENTS LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas Limited	Site Specific Provision:	N
Zoning:	Commercial – Avenues Zone (AV)	Heritage Designation:	N
Height Limit (m):	21	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m): 2,844 **Frontage (m):** 65 **Depth (m):** 39

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):			1,573	1,573
Residential GFA (sq. m):			14,327	14,327
Non-Residential GFA (sq. m):	678		645	645
Total GFA (sq. m):	678		14,972	14,972
Height - Storeys:	1		10	10
Height - Metres:	6		31.5	31.5

Lot Coverage Ratio (%): 55.30 Floor Space Index: 5.26

Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	14,327	
Retail GFA:	645	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			203	203
Other:				
Total Units:			203	203

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		21	117	45	20
Total Units:		21	117	45	20

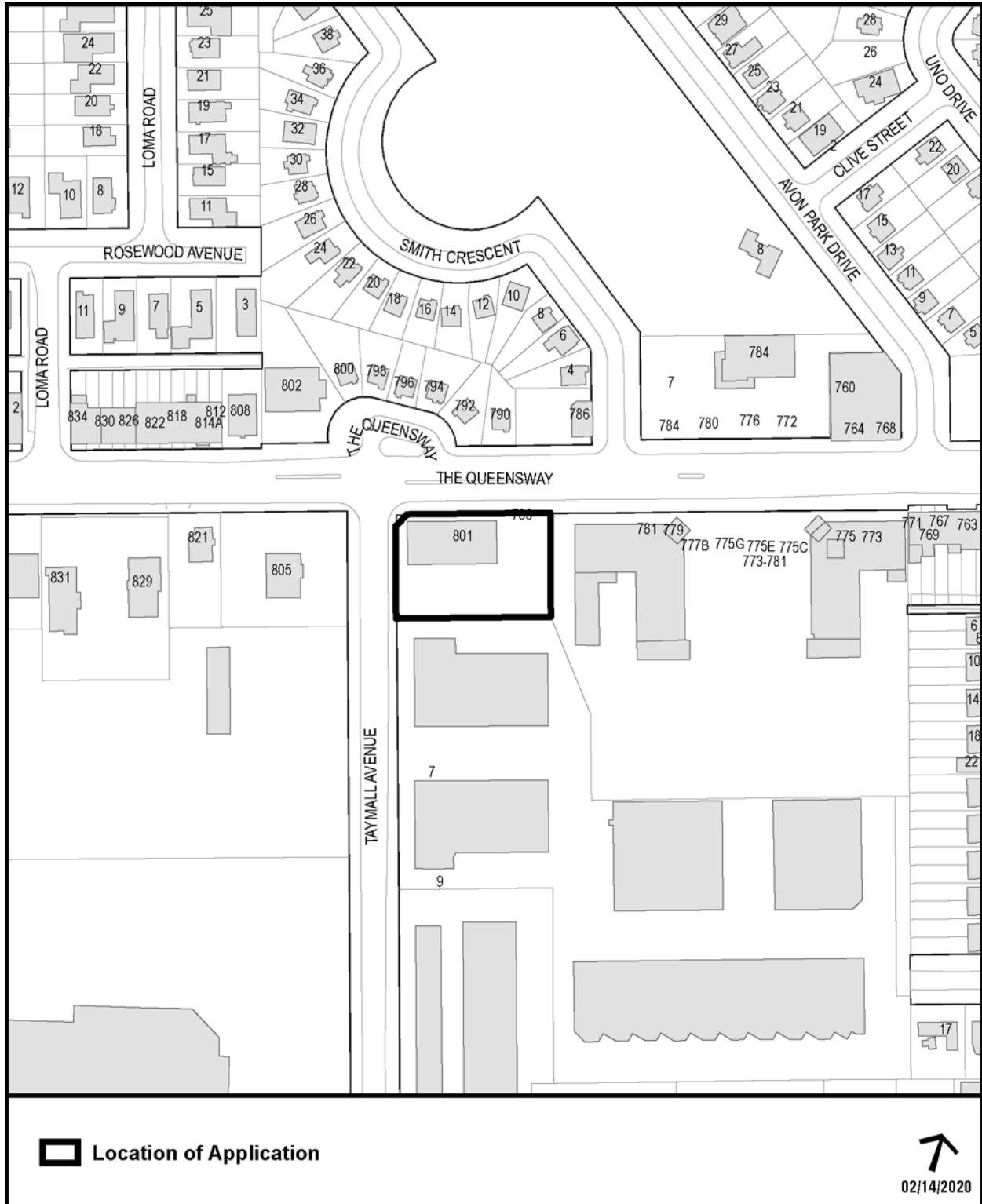
Parking and Loading

Parking Spaces: 133 Bicycle Parking Spaces: 156 Loading Docks: 1

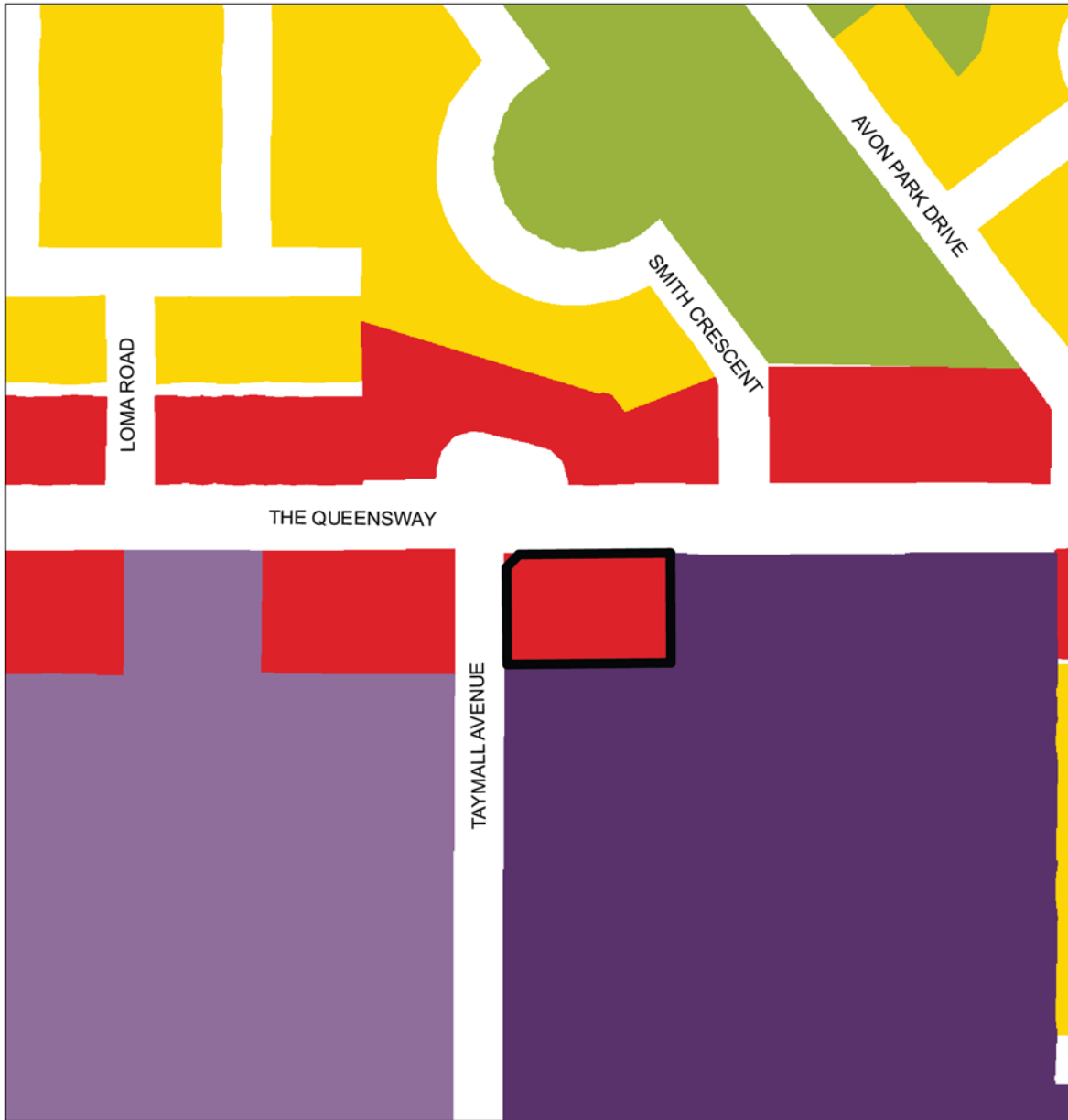
CONTACT:

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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



801 The Queensway

Official Plan Land Use Map #15

File # 19 260968 WET 03 0Z

- | | | |
|-------------------------|--------------------------|--------------------------|
| Location of Application | Parks & Open Space Areas | General Employment Areas |
| Neighbourhoods | Parks | Core Employment Areas |
| Mixed Use Areas | | |

↑
Not to Scale
02/14/2020

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

801 The Queensway

File # 19 260968 WET 03 OZ

Location of Application

RD Residential Detached E Employment Industrial
OR Open Space Recreation

See Former City of Etobicoke By-law No. 11,737

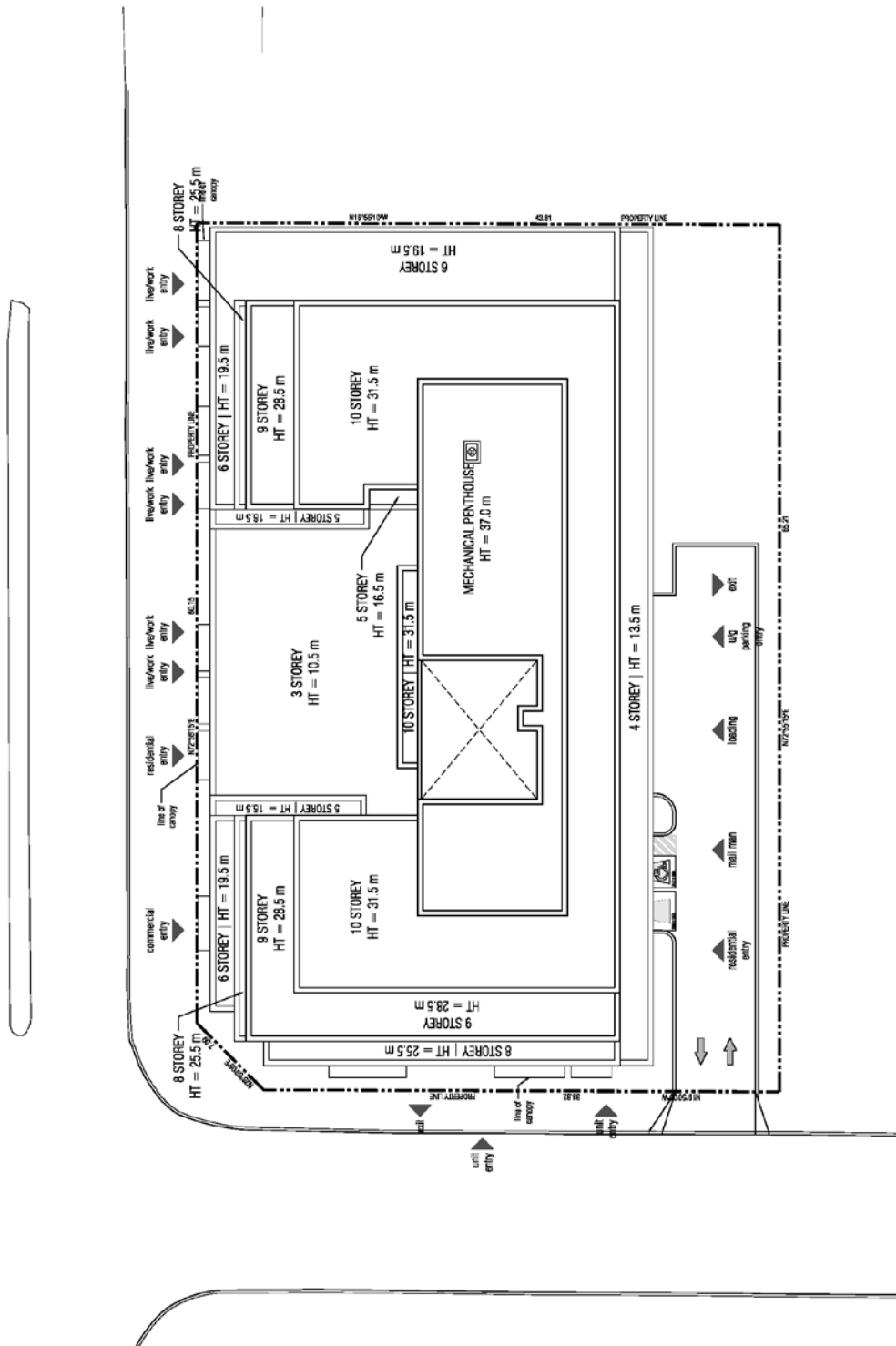
L.C1 Class 1 Industrial Zone
AV Limited Commercial-Avenues Zone
CL Limited Commercial Zone



Not to Scale
Extracted: 02/14/2020

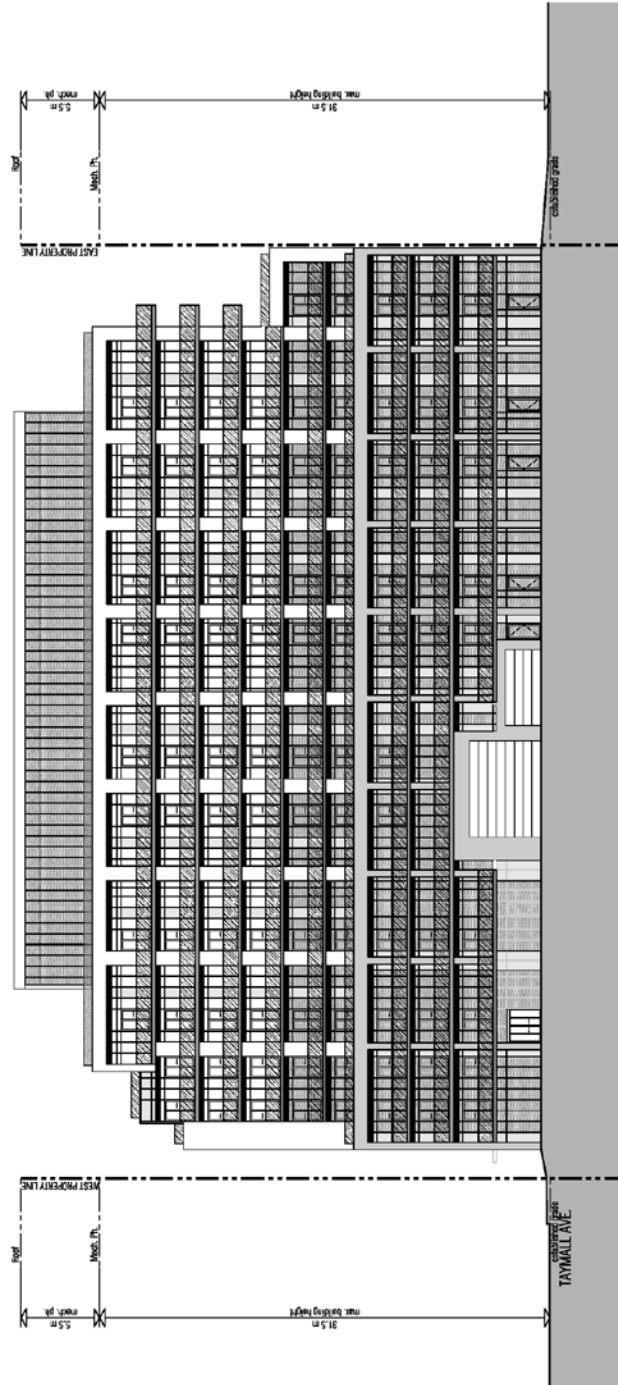
Attachment 5: Draft Zoning By-law Amendment

To be attached separately.



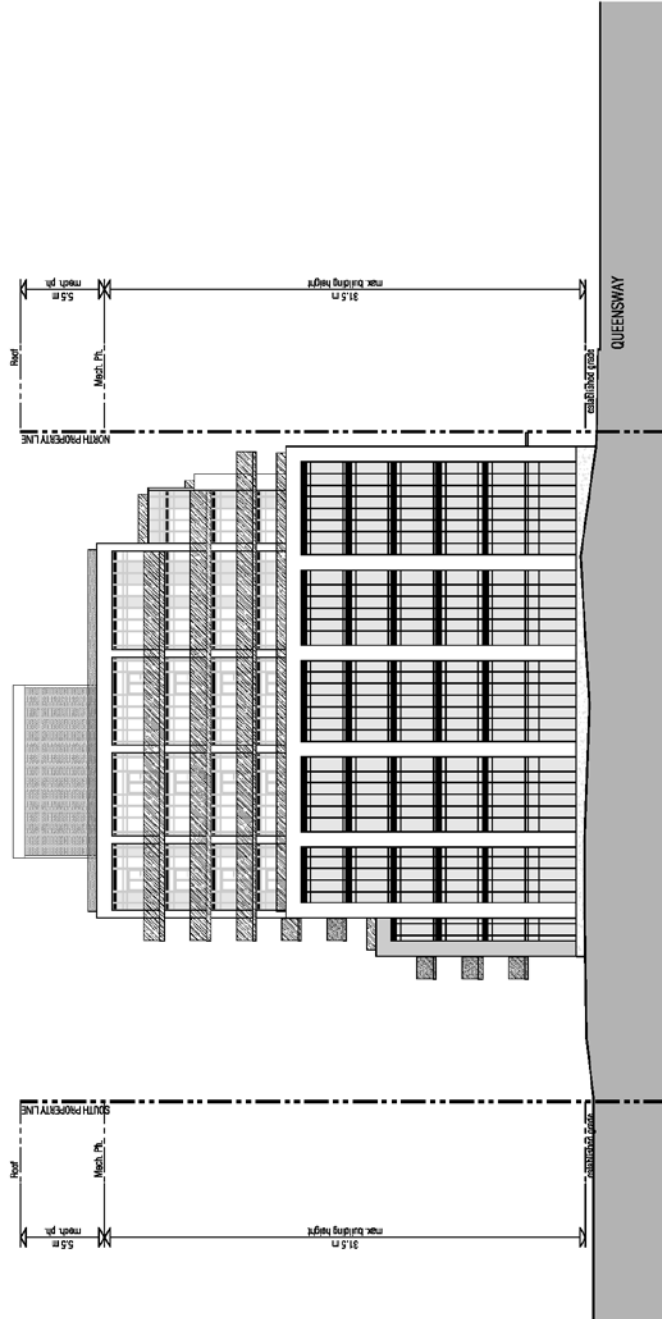
Site Plan

Attachment 7a: South Elevation



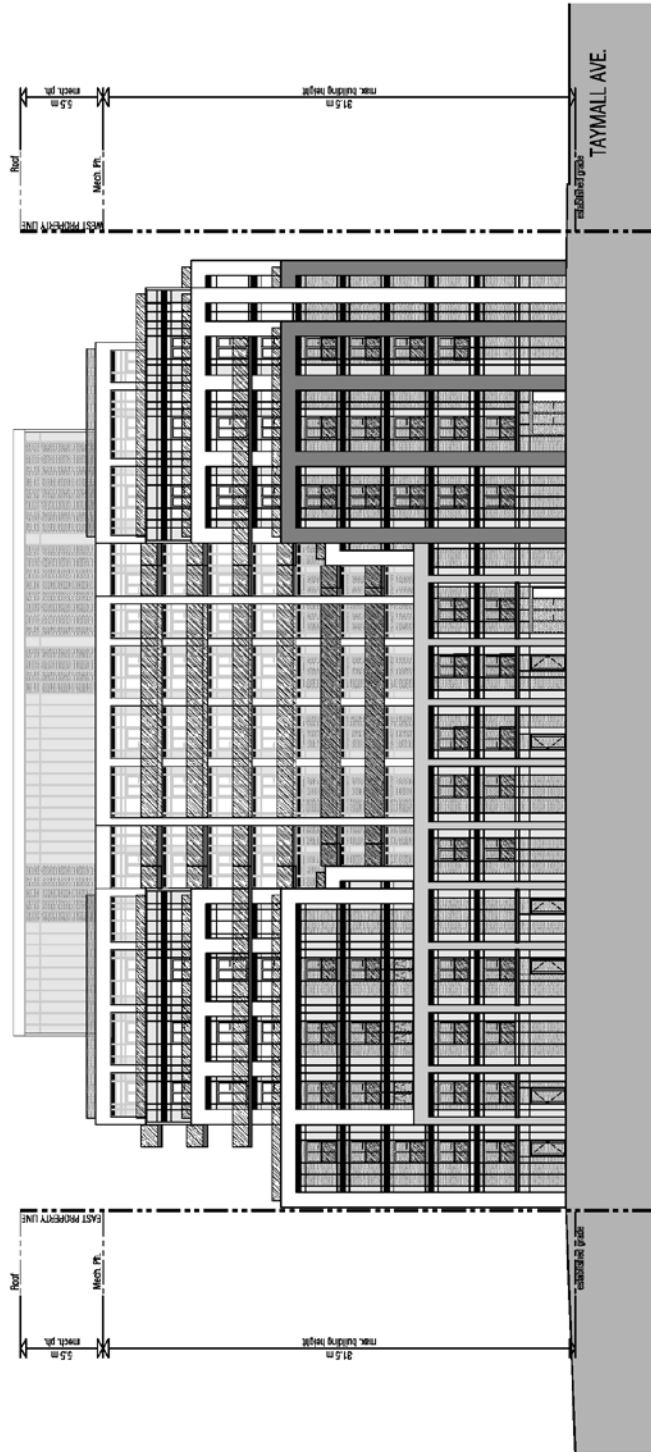
South Elevation

Attachment 7b: East Elevation



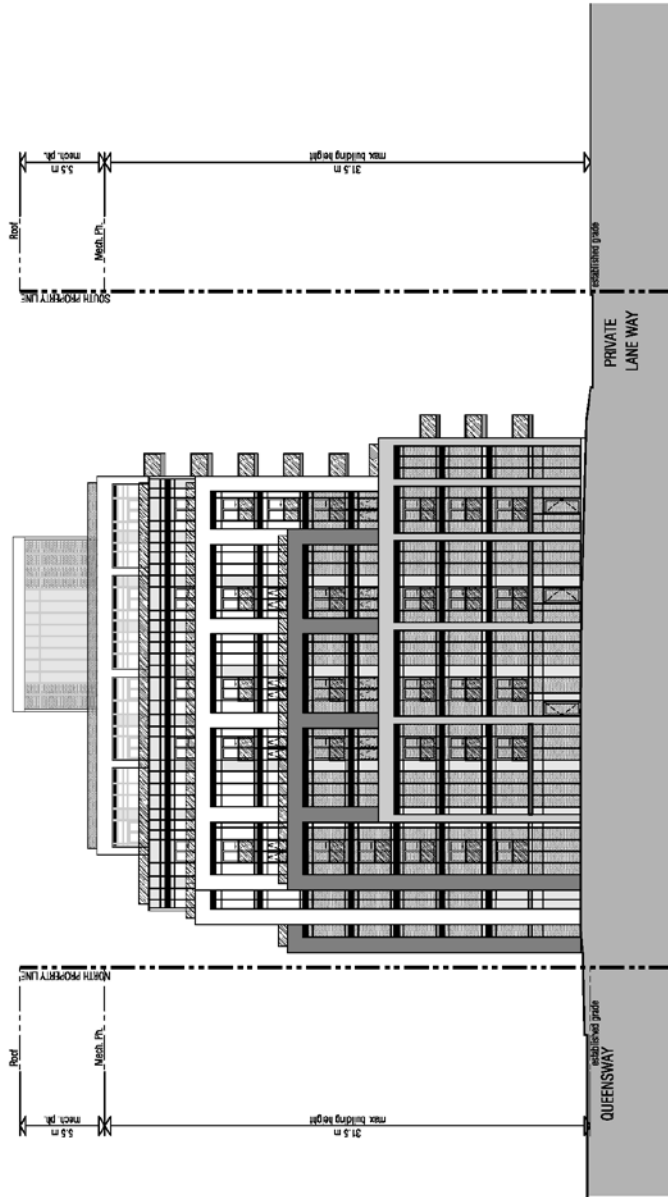
East Elevation

Attachment 7c: North Elevation



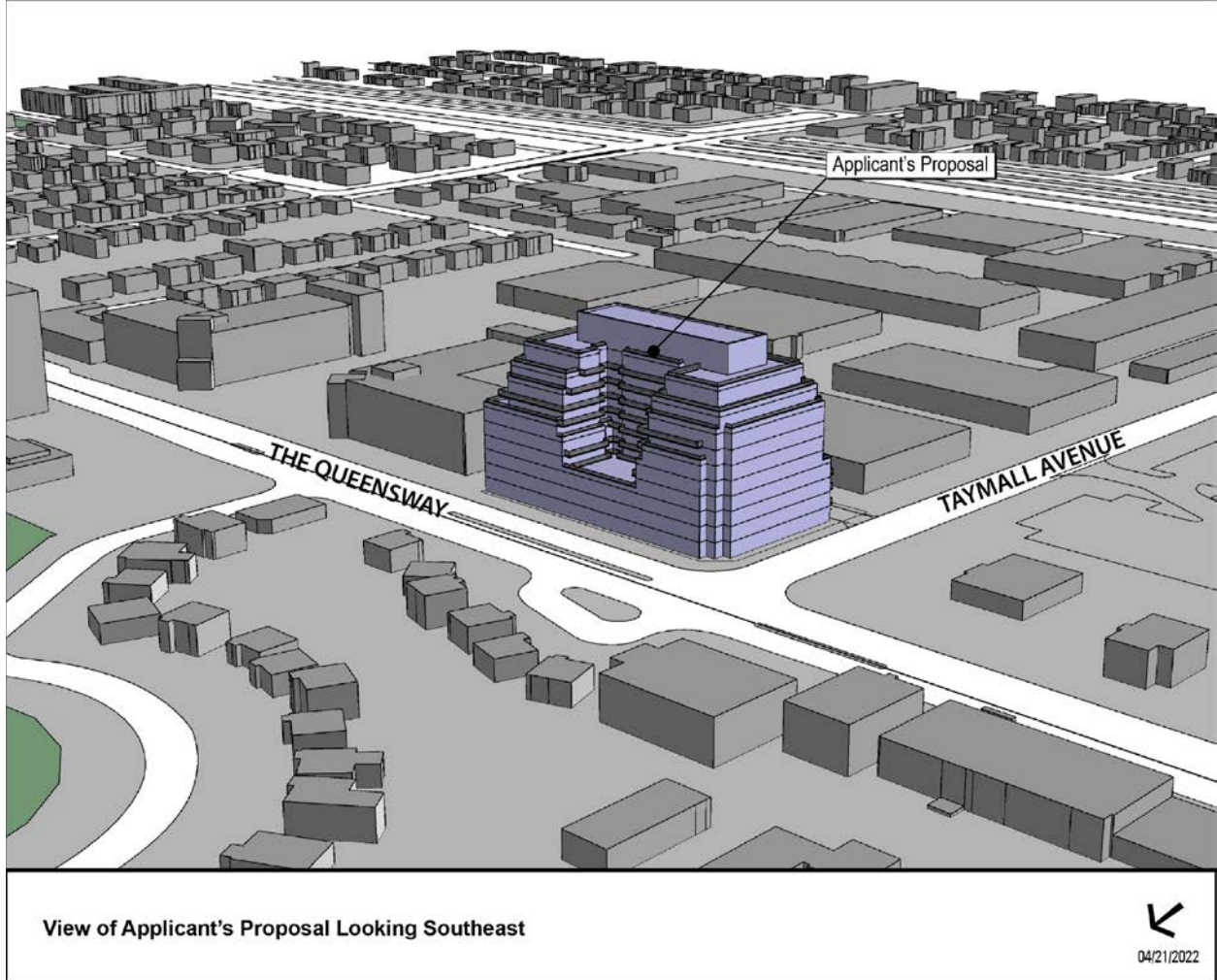
North Elevation

Attachment 7d: West Elevation



West Elevation

Attachment 8a: 3D Massing View Looking Southeast



Attachment 8b: 3D Massing View Looking Northwest

