

155 and 165 Elm Ridge Drive – Zoning By-Law Amendment – Final Report

Date: June 14, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 8 - Eglinton-Lawrence

Planning Application Numbers: 21 226962 NNY 08 OZ

Related Application: 21 226967 NNY 08 SA

SUMMARY

This application proposes to demolish the existing one- and two-storey dwellings and redevelop the lands with a 19-storey (64.5 metre plus a 6.5 metre mechanical penthouse) residential building inclusive of a three-storey base. The building would contain 106 assisted living affordable dwelling units with indoor and outdoor amenity space, and have a total gross floor area (GFA) of 10,991 square metres, which represents a density of 9.1 times the area of the lot. A three-level underground parking garage is proposed for 33 vehicular parking spaces and 50 bicycle parking spaces for the property.

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

This report reviews and recommends approval of the application to amend the City of Toronto Zoning By-law No. 569-2013.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law No. 569-2013, for the lands at 155 and 165 Elm Ridge Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to the report dated June 14, 2022 from the Director, Community Planning, North York District.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. The applicant is required to enter into a Site Plan Agreement under Section 41(16) of the Planning Act and Section 114 of the City of Toronto Act which shall include the following.

a. Prior to final Site Plan approval, the owner must enter into a mutual access agreement for the shared driveway access between the subject site and the adjacent property at 145 Elm Ridge Drive.

b. Prior to final Site Plan approval, the owner shall prepare a reference plan showing, as separate parts, all parcels for which easements are required under the agreement in Recommendation 3(a) above, and deposit on title to the lands, for the purpose of providing reciprocal easements with the adjacent lands to the east known as 145 Elm Ridge Drive.

4. The following matters are also recommended to be secured in the Site Plan Agreement as a legal convenience to support development:

a. Prior to Site Plan Approval, the applicant is required to make satisfactory arrangements with Engineering and Construction Services for two existing catch basins works within the City's right-of-way and provide financial security, submit engineering and inspection fees and provide insurance as required and proposed infrastructure improvement will have to be designed, constructed and operational to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

b. the owner shall 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.

5. City Council direct the Chief Planner and Executive Director, City Planning to forward a copy of the Council approval connected with the lands at 155 and 165 Elm Ridge Drive to the Board of Directors at Toronto Community Housing Corporation for its information.

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

The Zoning By-law Amendment was submitted on October 18, 2021. The Zoning By-law Amendment application was deemed complete on November 10, 2021 following a further submission of supporting plans and reports. A Preliminary Report on the application was adopted by the North York Community Council on February 23, 2022, authorizing City Planning staff to conduct a community consultation meeting. Community consultation is summarized in the Comments section of this report.

At the meeting of February 23, 2022, the Area Councillor also submitted a motion to North York Community Council directing City Planning staff to bring forward a final report as soon as possible but no later than the June 28, 2022 North York Community Council meeting in order to implement the proposed development.

The Preliminary Report and a copy of the Councillor's motion is available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY30.12>

PROPOSAL

The applicant proposes to amend City of Toronto Zoning By-law No. 569-2013 for the lands at 155 and 165 Elm Ridge Drive to permit redevelopment of the site with a 19-storey (64.5 metres plus a 6.5 metre mechanical penthouse) assisted living affordable rental residential building with a total of 106 dwelling units. The proposed development includes 10,991 square metres of residential gross floor area (GFA), which represents a density of 9.1 times the area of the lot.

Additional information can be found on Attachment 1, Application Data Sheet; Attachment 2, Location Map; Attachment 6, Site Plan; and Attachment 7 a,b,c,d, East, North, South, and West Elevations.

The application proposes a total of 513.8 square metres of indoor amenity space on the first, second and fourth floors and 212 square metres of outdoor amenity space at-grade and on the fourth floor terrace.

An existing two-way driveway located on the neighbouring property to the east at 145 Elm Ridge Drive (Toronto Community Housing (TCHC) building) is proposed to be utilized and shared with the subject site to provide access to a 3-level underground parking garage with 33 vehicular parking spaces (including 6 visitor spots) and 38 bicycle parking spaces (an additional 12 bicycle parking spaces are to be located at grade). The Toronto Community Housing Board of Directors has endorsed a shared use proposal between the two sites. The proposal would include the following matters that would be secured in a reciprocal agreement and easements between TCHC and the applicant to:

- create a new shared driveway with wheel trans drop-off;
- convert TCHC's existing exterior vehicle ramp into a shared access to an open P1 level between the two buildings. This includes a new opening in the existing TCHC foundation wall;
- create a new, shared waste and loading area located on the Reena property with an access through an overhead door at the property line; and
- construct a new canopy over the existing garage ramp.

For more information, please visit: [BIFAC Committee Meeting Item \(torontohousing.ca\)](https://www.torontohousing.ca/BIFAC-Committee-Meeting-Item)

The City would require a mutual access agreement, related easements and any related implementation matters to be secured and addressed prior to the finalization of a Site Plan application.

The table below provides a quick reference, including applicable building setbacks:

Site Area in Square Metres (m2)	1,207 square metres
Base Building Setbacks to third storey from Property Line	North - 5.0 metres South - 5.0 metres West - 3.5 metres East - 2.5 metres
Proposed Tower Setbacks from the Property Line	West - 5.5 metres East - 4.5 metres metres
Total Residential Gross Floor Area (GFA)	10,991 square metres (above grade)
Floor Space Index (FSI)	9.1 times the lot area
Lot Coverage	65.4%
Height	64.5 metres to the top of the 19 storey; 71 metres (including MPH)
Proposed Residential Units	
Studio	23 (21.70%)
1 Bedroom	45 (42.45%)
2 Bedroom	22 (20.75%)
3 Bedroom	12 (11.32%)
4 Bedroom	4 (3.78%)
Total	106
Amenity Area	
Indoor	513.8 square metres
Outdoor	212 square metres
Total	725.8 square meters
Proposed Vehicular parking	33 spaces (6 visitor)
Proposed Bicycle parking	50 spaces (12 at grade)
Loading Spaces	1 Type "G" shared with adjacent neighbour to the east

Site and Surrounding Area

The site is located on the south side of Elm Ridge Drive, between Marlee Avenue to the west and the Allen Road to the east. The site is designated as *Apartment Neighbourhoods* on Map 17 of the City of Toronto Official Plan.

The surrounding land uses are as follows:

North: On the north side of Elm Ridge Drive is a nine-storey apartment building and four, 18-storey apartment buildings. A proposed development for a 35-storey building at 131 Lyon Court has been submitted to the City and is presently being reviewed (Application # 21 235591 NNY 08 OZ). Further north on Ridelle Avenue are located 22, 23 and 27-storey buildings.

West: To the west along Elm Ridge Drive are located three seven-storey buildings and 24 and 17-storey buildings at the intersection with Marlee Avenue.

East: Immediately to the east is located a nine-storey building operated by the Toronto Community Housing Corporation, following which is Allen Road. Further east are single detached dwellings in a low rise residential neighbourhood.

South: Abutting the site is the Belt Line Trail and linear park after which are located single detached dwellings in a low rise residential neighbourhood. Also to the south and within 500 metres is located the Eglinton West Subway Station and the future Cedarvale Cross-Town transit station.

Little Jamaica and the Eglinton West Neighbourhood

The subject lands are located within the Little Jamaica Cultural Designation Master Plan study area, which is an area recognized for the clusters of Black-owned businesses of cultural relevance including barber shops, restaurants specializing in Caribbean cuisine, Black aesthetics and hair shops, recording studios, and music stores.

The City of Toronto's Little Jamaica and Eglinton West Neighbourhood study website can be found here:

<https://www.toronto.ca/city-government/planning-development/planning-studies/initiatives/eglinton-west-corridor-little-jamaica-study/>.

Reasons for Application

A Zoning By-law Amendment is required as the application proposes to exceed the maximum building height and density permitted by the existing Zoning By-law, as amended, and to establish new development standards related to, amongst other criteria: parking, amenity space, landscaping and building setbacks.

APPLICATION BACKGROUND

Site Plan Control

The application is subject to Site Plan Control Approval. A Site Plan Control application (File # 21 226967 NNY 08 SA) was submitted on October 18, 2021 and is being reviewed concurrently.

Application Submission Requirements

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

- Rental Housing Declaration of Use and Screening Form;
- Planning Application Checklist;
- Project Data Sheet;
- Architectural Plans;

- Sun/Shadow Study;
- Toronto Green Standard Checklist and Statistics;
- Computer Generated Massing Model;
- Site Survey;
- Construction Management Plan;
- Landscape Drawings;
- Tree Inventory and Preservation Plan;
- Arborist Report and Tree Preservation Plan;
- Functional Servicing Report;
- External Combined Sewer Study;
- Stormwater Management Report;
- Civil Drawings;
- Phase One Environmental Site Assessment;
- Phase Two Environmental Site Assessment;
- Geotechnical Investigation and Engineering Design Report;
- Hydrogeological Review Summary and report
- Landscape Cost Estimate;
- Pedestrian Level Wind Study;
- Transportation Impact Assessment;
- Planning and Urban Design Rationale;
- Community Engagement letter;
- Noise and Vibration Impact Study;
- Energy Efficiency Report;
- Energy Model Architectural Drawing Markups, and
- Draft Zoning By-law Amendment.

All the materials submitted by the applicant including reports and studies are available on the City's Application Information Centre (AIC) at the following link:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards and conditions of Site Plan Control approval.

Statutory Public 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 statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

Planning Act

In accordance with Section 2 of the Planning Act, the application shall have regard to various matters of Provincial interest, including but not limited to:

- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and,
- (p) the appropriate location of growth and development.

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 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 to 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.

The Provincial Policy Statement (2020)

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

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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

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

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

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. 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 Greater Golden Horseshoe region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan to achieve the prescribed densities. On March 25, 2022, Planning and Housing Committee approved 57 PMTSAs and 40 MTSAs for the basis of consultation. [The subject lands are part of the Eglinton West MTSA.](#) For more information, please visit: [Official Plan Review – City of Toronto](#)

Toronto Official Plan

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

Toronto Official Plan policies may be found here:

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

The subject lands are designated *Apartment Neighbourhoods* on Map 17 of the Official Plan. This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 3 - Building a Successful City

The Built Form policies of the Official Plan require new development to be located and organized to fit with its existing and/or planned context. Buildings should generally be located parallel to the street and locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk. Vehicular parking, access and service areas should be located and screened to minimize their impact and provide parking underground when possible. In order to fit harmoniously into the existing and/or planned context, buildings should create transitions in scale to neighbouring existing and/or planned buildings and to provide adequate light and privacy.

Section 3.1.2: Built Form

Section 3.1.2 of the Official Plan speaks to build form. The policies stress that infill and redevelopment sites will need to "fit in", to respect and improve the character of the surrounding area. Developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its facades fit within the existing and/or planned context of the neighbourhood and the City.

Section 3.1.2 policies provide guidance pertaining to the massing of new buildings to frame adjacent streets in a way that respects the existing and/or planned street proportion, incorporating exterior design elements, form, scale, proportion, pattern and materials, and sustainable design. This is done in order to influence the character, scale and appearance of the development, creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of the Official Plan.

In addition, Section 3.1.2 requires 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, amongst other things, 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. The intention is to enable new developments to "fit" within its existing context, while also improving the character of the surrounding area.

Section 3.1.3: Built Form - Building Types

Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure tall buildings fit within their existing and/or planned context and limit local impacts, there are additional built form principles that apply to the location and design of tall buildings. These built form policy principles are found in Section 3.1.3.7 and include:

a) tall buildings should be designed to consist of three parts, carefully integrated into a single whole:

- a. base building - provide definition and support at an appropriate scale for adjacent streets, minimize the impact of parking and servicing uses;
- b. middle - design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building and adjacent buildings;
- c. top - design should contribute to the skyline character and integrate roof top mechanical systems into the design.

Policy 3.1.3.2 of the Official Plan details key urban design considerations including:

- b) demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;
- c) demonstrating how the proposed building and site design relate to the existing and/or planned context;
- d) taking into account the relationship of the site to topography and other tall buildings; and
- e) providing high quality, comfortable and usable publicly accessible open space areas.

Chapter 4 - Land Use Designations

The subject lands are designated Apartment Neighbourhoods on Map 17 of the Official Plan (see Attachment 3).

Section 4.2: Apartment Neighbourhoods

Apartment Neighbourhoods policies in Chapter 4 (Policy 4.2.2) state that development in Apartment Neighbourhoods should contribute to the City's quality of life by:

- 1) Locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing setbacks from and/or a stepping down of heights towards lower scale Neighbourhoods;
- 2) Locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale Neighbourhoods;
- 3) Locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- 4) Including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- 5) Locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- 6) Providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- 7) Providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and,
- 8) Providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

Zoning

The site is subject to both former City of Toronto Zoning By-law No. 438-86 and City-wide Zoning By-law No. 569-2013. Under Zoning By-law No. 438-86, as amended, the site is zoned Residential Districts R2 Z 2.0. Under Zoning By-law No. 569-2013, as amended, the site is zoned Residential R (d2.0) (x545). Both the R2 and R zones permit residential uses, a maximum density of 2.0 times the lot area, and a maximum height of 37 metres.

The Zoning By-law Amendment proposes new zoning permissions which will bring the subject lands fully into City of Toronto Zoning By-law No. 569-2013.

The City's Zoning By-law No. 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoningby-law-569-2013-2/>

City-Wide Tall Building Design Guidelines

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

Tall buildings should respect the scale of the local context and display an appropriate transition in height and intensity especially when adjacent to areas of differing land use and lower scale built form. In general, appropriate fit and transition is achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings, reinforce the broader city structure, provide horizontal separation and transition down to lower-scale buildings and open space, and maintain access to sunlight and sky view for surrounding streets, parks, public or private open space, and neighbouring properties. Appropriate fit of a tall building is determined by the regulatory framework, including the planned intensity of use and scale of development for the site.

The link to the guidelines is here:

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

Other applicable guidelines which were used in the evaluation of the application include:

- Bird-Friendly Guidelines;
- Toronto Green Standards;
- Complete Streets; and,
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

Community Consultation

On February 28, 2022, City Planning Staff, together with the local Ward Councillor held a community consultation meeting on the proposal to redevelop the lands with a 19-storey residential building with 106 assisted living affordable dwelling units.

The applicant and approximately 60 members of the public attended to discuss the proposal. Comments raised included:

- support for the assisted living and affordable rental nature of the REENA Charitable Foundation and need for additional affordable accommodation;
- concern for additional traffic and parking that might be generated by the building;
- height and shadow impacts on adjacent residential neighbourhoods;
- width of the sidewalk for pedestrian access;
- access to the Belt Line Linear park, and,
- opportunity for additional greenspace and landscaping.

The applicant held a number of informal meetings with local residents to discuss the proposal. On May 24, 2022 City staff also met with local residents on site to discuss concerns related to the height and shadow impacts of the proposal.

COMMENTS

Planning Act

The review of this application and this report's recommendations have had regard for the relevant matters of provincial interest set out under Section 2 of 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). Policies of the PPS (2020) promote the formulation of appropriate development standards, while providing for safe, active streets and public spaces and an equitable distribution of publicly-accessible settings for recreation, including facilities, parklands, public spaces, open space areas and well-designed built form. Policy 4.6 of the PPS states that the Official Plan is the most important vehicle for implementation of the PPS.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

The proposed 19-storey building with 106 assisted living affordable dwelling units provides for a necessary residential use with appropriate massing and an appealing visual design. The proposed built form in the context of the aforementioned Official Plan policies, and as assessed in this report, supports that the proposed building provides for development standards that are appropriate for the redevelopment of the subject lands.

Policy 1.2.1 of the Growth Plan prioritizes intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability. The Growth Plan also supports a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households. The proposal meets these objectives as it proposes to redevelop a site located within an Apartment Neighbourhood, and close to existing local services, facilities and services and accessibility to higher order transit within walking distance, as anticipated and directed by the Growth Plan. The application is an appropriate scale and development for the existing and planned context and proposes a mix of unit sizes of an affordable rental context, supports transit viability by being located approximately

500 metres from higher order transit, and enhances the public realm by implementing the public realm policies envisioned for the area by local policies. The application therefore meets the objectives of this Policy.

Planning Staff have reviewed the current proposal against the policies of the PPS, as described in the Policy Considerations Section in this report and find the proposal is consistent with the policies of the PPS. The City of Toronto Official Plan has established areas for intensification and includes policies to encourage intensification, provided that this can occur in the context of other applicable policies. Importantly, the City of Toronto Official Plan and supporting documents such as the Tall Building Design Guidelines recognizes that context is important. The height and scale of the proposed development is appropriate for the area context.

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 site is designated *Apartment Neighbourhoods* in the City of Toronto Official Plan which is not intended for significant growth but where compatible infill development may take place. Development criteria are guided by policies in Section 4.2.2 of the official Plan, amongst others, new buildings are to achieve an appropriate separation distance from existing or future buildings on adjacent sites; the building is fronting onto a street; and that parking and servicing activities are integrated into the new building. The proposal meets these criteria.

The proposed land use for an assisted living affordable dwelling apartment building conforms with the Official Plan designation of *Apartment Neighbourhoods* for the site and conforms with the Official Plan. Planning staff are supportive of the proposed form of development in this location.

Built Form

Planning staff have reviewed the proposed built form, including height and massing, against the policies of the Official Plan, and relevant design guidelines, including the Tall Building Design Guidelines.

The form of the tower is designed to improve the separation distances between the proposed tower and adjacent properties to the east and west. The corners of the buildings have been sculpted to increase the separation distances at those locations. At the Site Plan Application stage, Staff will continue to review the tower design and unit layouts to minimize the number of primary windows facing towards the east and west to further reduce facing distance issues in those exposures. In addition, while the tower separation for this site is not ideal, it is expected that should the redevelopment of abutting lands (notably the TCHC property to the east) were to happen and a tall building form were proposed, it will be required to provide a 12.5 metres tower setback to the lot line on its respective properties, thereby reinforcing the tower to tower interface in an appropriate manner. Similarly, this would be an expectation of City staff

that a similar if not greater setback would occur on the west side of the property line as well.

With regards to the impact of the proposed building on the existing single detached residential neighbourhoods to the east of the site, staff notes that the subject site is generally separated by the existing nine-storey TCHC building, the Allen Greenway and Allen Road. As such, it is not anticipated that there would be any built form impact. Similarly, the Beltline Park separates the single detached residential neighbourhoods to the south and forms a natural division between the land uses.

The proposal also does not propose any balconies for the residential units due to its nature of being intended for assisted living, which will limit any intrusion on overlook or privacy concerns of adjacent residential neighbourhoods. Further, the units are designed to orient primary windows along the north and south elevations facing onto Elm Ridge and the Beltline Trail, respectively. On the east and west elevations, the proposal would generally be limited to secondary windows. These design matters will be finalized and secured through the Site Plan approval process.

Overall, the massing and scale of the proposed building meets the objectives of the Official Plan and Tall Building Design Guidelines, and is compatible with the surrounding existing context and is considered an appropriate form of development for the site.

Shadow Impacts

Staff has reviewed the sun/shadow study provided by the applicant with analysis on the March 21 and September 21, which is the standard for sun/shadow studies. An additional June 21 analysis has also been provided and reviewed by Staff. In regards to shadow impacts, the proposed 19-storey residential building is considered appropriately sited to limit any shadow impacts on the surrounding public realm. There were concerns from residents regarding the shadowing of an existing children's playground at 141 Lyon Court, however the proposed building does not have shadow impact onto the playground at the observed time frames in March, June and September.

Public Realm/Streetscape

The shared access from the adjacent TCHC property would enable a generous front yard landscape area and outdoor amenity space, with additional street tree plantings and a connection at the rear to the Belt Line Linear Trail. Further landscaping details will be secured at the site plan stage.

Housing - Unit Mix

The application proposes to provide 22 (20.75%) of the 106 new residential units as two-bedroom units, and 12 (11.32%) of the net new units as three-bedroom units, which is a satisfactory amount of larger units, and given the assisted living arrangement for the proposed development meets the unit mix objectives of Guideline 2.1 of the Growing Up guidelines.

Amenity Space

New multi-unit residential development are required to provide indoor and outdoor amenity space for residents of the development. Zoning Bylaw No. 569-2013 requires a combined amenity space of 4.0 square metres per dwelling unit. The proposal provides

for an indoor amenity space of 513.8 square metres on the first, second and fourth floors and outdoor amenity space of 212 square metres at grade and on the fourth floor terrace. The combined indoor and outdoor amenity space is therefore 725.8 square metres, which exceeds the By-law requirement of 414 square metres. The proposed development would also have access at the rear to the Belt Line Linear Trail, which would provide additional amenity recreational opportunities to the residents of the building. The location and size of the amenity spaces is considered acceptable for the proposed use. Appropriate design measures for amenity areas including family friendly indoor and outdoor spaces, meeting and hobby rooms and pet amenity space will be further determined at the site plan stage.

Traffic Impact, Access, Parking

The consultant concludes that traffic generated by the proposed development can be accommodated by the adjacent street system without the need for any improvements. Transportation Services staff have reviewed the study and have no further comments.

With regard to site access, the proposal would share an existing driveway with the adjacent neighbour to the east at 145 Elm Ridge Drive (TCHC building). This shared driveway would provide access to the below grade parking, as well as to shared loading facilities which would be used by the TCHC building and which would be located on the subject lands.

A driveway from Elm Ridge Drive provides access to a pick up and drop off area in front of the proposed building, the parking garage ramp and one Type G loading space at grade proposed at the east side of the building. Transportation Services accept the location and design of the proposed driveway

Transportation Services acknowledges that the proposed development is an adult assisted housing facility and that there will be minimum additional parking demand. The proposed 33 vehicular parking spaces and 50 bicycle parking spaces are expected to provide sufficient capacity for the residents of the proposed development.

Servicing

Engineering and Construction Services staff reviewed a Functional Servicing Report, dated April 8, 2022 and Sanitary Service Connection Brief dated April 7, 2022 prepared by WSP and submitted with this application. The reports have been reviewed by staff and is acceptable. The reports indicate that in order to accommodate flow from the development site, the applicant is required to disconnect two existing catch basins located at the south side of the intersection of Marlee Avenue and Roselawn Avenue from the existing 1050 mm combined sewer and connect the catch basins to the existing 1500mm storm sewer. Prior to Site Plan Approval, the applicant is required to make satisfactory arrangements with Engineering and Construction Services for two existing catch basins works within the City's right-of-way and provide financial security, submit engineering and inspection fees and provide insurance as required and the proposed infrastructure improvement will have to be designed, constructed and acceptable to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services.

Parkland

The City of Toronto [Parkland Strategy](#) is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 12 - 28 m² of parkland per person, which is less than the city-wide average provision of 28 m² of parkland per person (2016).

81 of the 106 affordable rental housing units proposed for this site have been approved to receive exemption from Parkland Dedication under the City of Toronto's Open Door Affordable Housing Program per City Council Decision PH21.4 on March 10, 2021.

For more information please visit:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH21.4>

Unless further Council direction is provided, in accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu payment for the remaining affordable units beyond the 81 already exempt. The residential component is subject to a cap of 10% parkland dedication.

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 the first above grade building permit.

Tree Preservation

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

The applicant is to submit a tree permit application to remove/injure the existing bylaw regulated trees. The applicant is required to submit a Tree Loss Payment (including appraised value and replacement cost) for any Park trees and City street trees to be removed. The payment will be finalized and collected prior to Site Plan Approval. The current proposal requests to remove ten (10) private trees, one (1) City street tree and 19 Park trees. In addition, Forestry requires new trees to be planted as compensation planting of tree removal. The total number of new trees will be finalized at the Site Plan Applications.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance

measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

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

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020).

Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to the provision of assisted affordable rental housing. Staff recommend that Council support approval of the application.

CONTACT

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E-mail: Ben.DiRaimo@toronto.ca

SIGNATURE

David Sit, Director, MCIP, RPP
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7 a,b,c,d: East, North, South, West Elevations

Attachment 1: Application Data Sheet

Municipal Address: 155 and 165 Elm Ridge Drive Date Received: October 18, 2021

Application Number: 21 226962 NNY 08 OZ

Application Type: Zoning By-law Amendment Application

Project Description: Proposed 19-storey residential building with a 3-storey base, and 106 affordable dwelling units with indoor and outdoor amenity space. A 3-level underground parking garage would provide 33 vehicular and 50 bicycle parking spaces. The total residential GFA would be 10,991 sq. m. with a FSI of 9.1.

Applicant	Agent	Architect	Owner
Caitlin Allan, Bousfields Inc., 3 Church Street, Suite 200, Toronto On M5E 1M2		Sal Vitello, E I Richmond Architects Inc., 243 College Street, 2nd Floor, Toronto On M5T 1R5	Batay Reena, 927 Clark Avenue, Thornhill On L4J 8G6

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	N
Zoning:	R (d2.0) (x545)	Heritage Designation:	N
Height Limit (m):	37	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1,207	Frontage (m):	31	Depth (m):	36
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):	418		790	790
Residential GFA (sq. m):			10,201	10,991
Non-Residential GFA (sq. m):	813			
Total GFA (sq. m):	813		10,9919	10,991
Height - Storeys:	2		19	19
Height - Metres:	6		64.5	64.5

Lot Coverage Ratio (%)	65.4	Floor Space Index:	9.1
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Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	10,991	108
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			106	106
Freehold:				
Condominium:				
Other:	19			
Total Units:	19		106	106

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	23	45	22	16	
Total Units:	23	45	22	16	

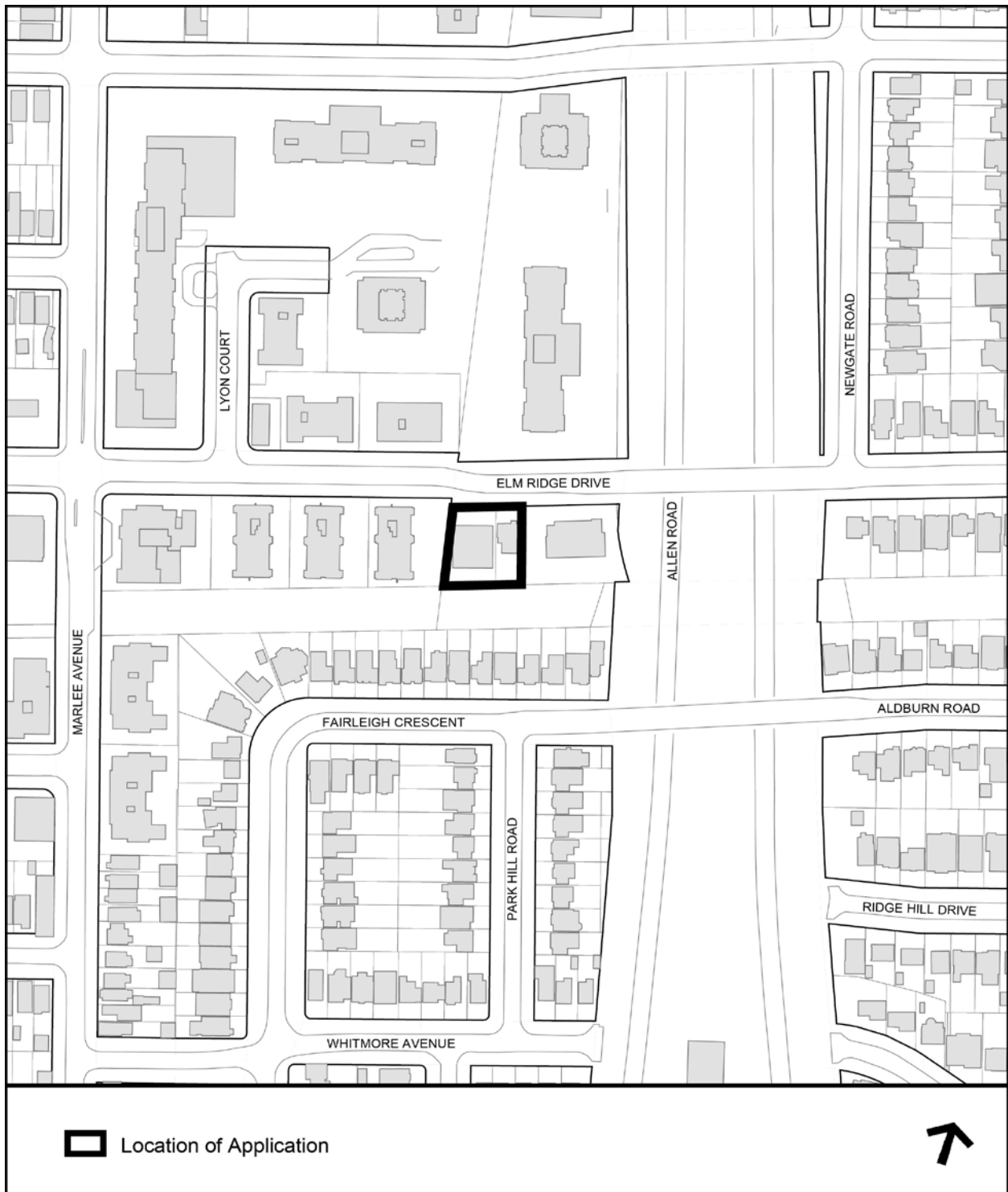
Parking and Loading

Parking Spaces:	33	Bicycle Parking Spaces:	50	Loading Docks:	1
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CONTACT:

Ben DiRaimo, Senior Planner, Community Planning
(416) 395-7119
Ben.DiRaimo@toronto.ca

Attachment 2: Location Map








Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map #17

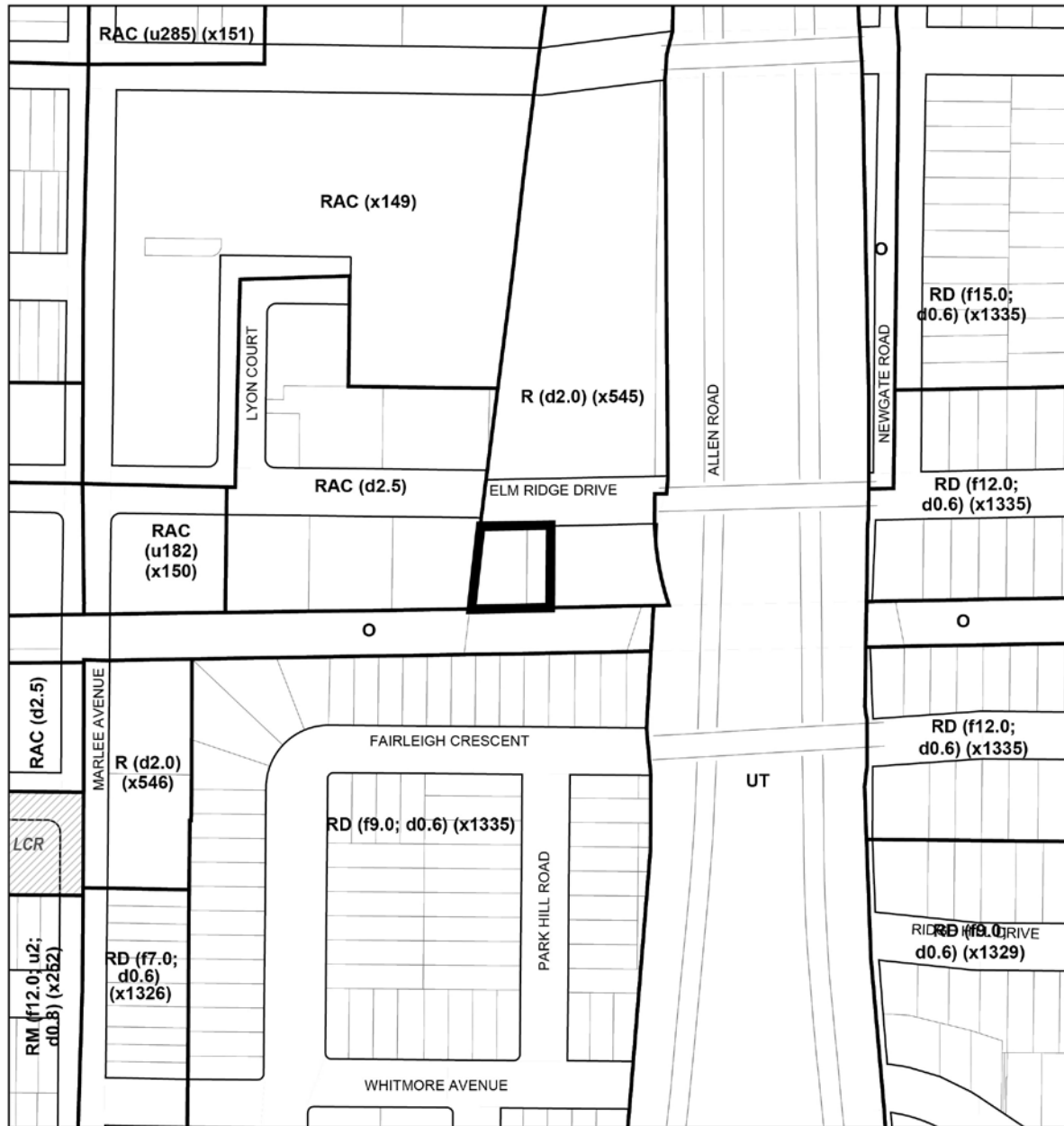
155 & 165 Elm Ridge Drive

File # 21 226962 NNY 08 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks


 Not to Scale
 Extracted: 10/25/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

155 & 165 Elm Ridge Drive

File # 21 226962 NNY 08 0Z



Location of Application



See Former City of York By-law No. 1-83
LCR Local Commercial Residential

- R Residential
- RD Residential Detached
- RM Residential Multiple
- RAC Residential Apartment Commercial
- CR Commercial Residential
- O Open Space

UT Utility and Transportation

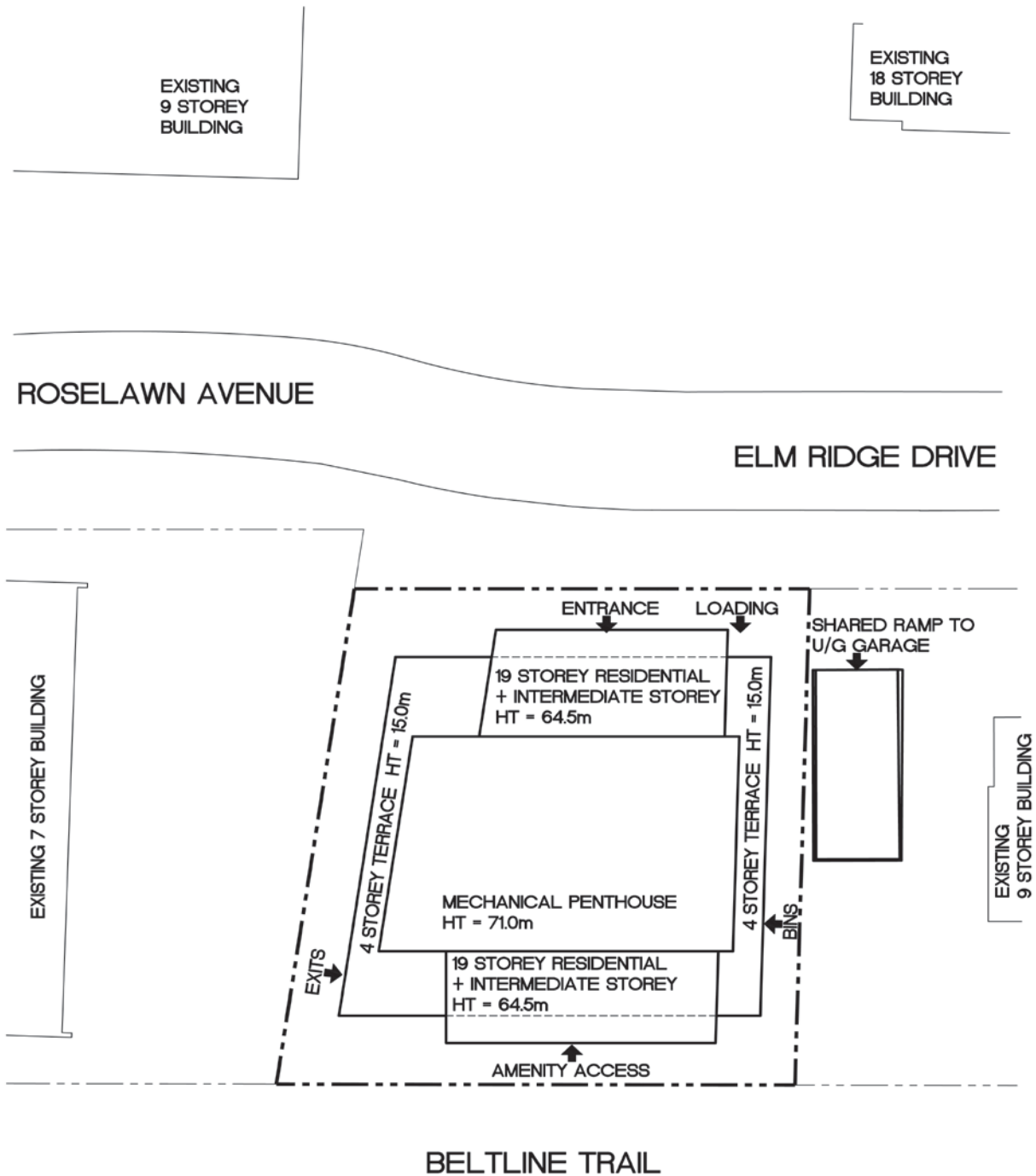


Not to Scale
Extracted: 10/25/2021

Attachment 5: Draft Zoning By-law Amendment

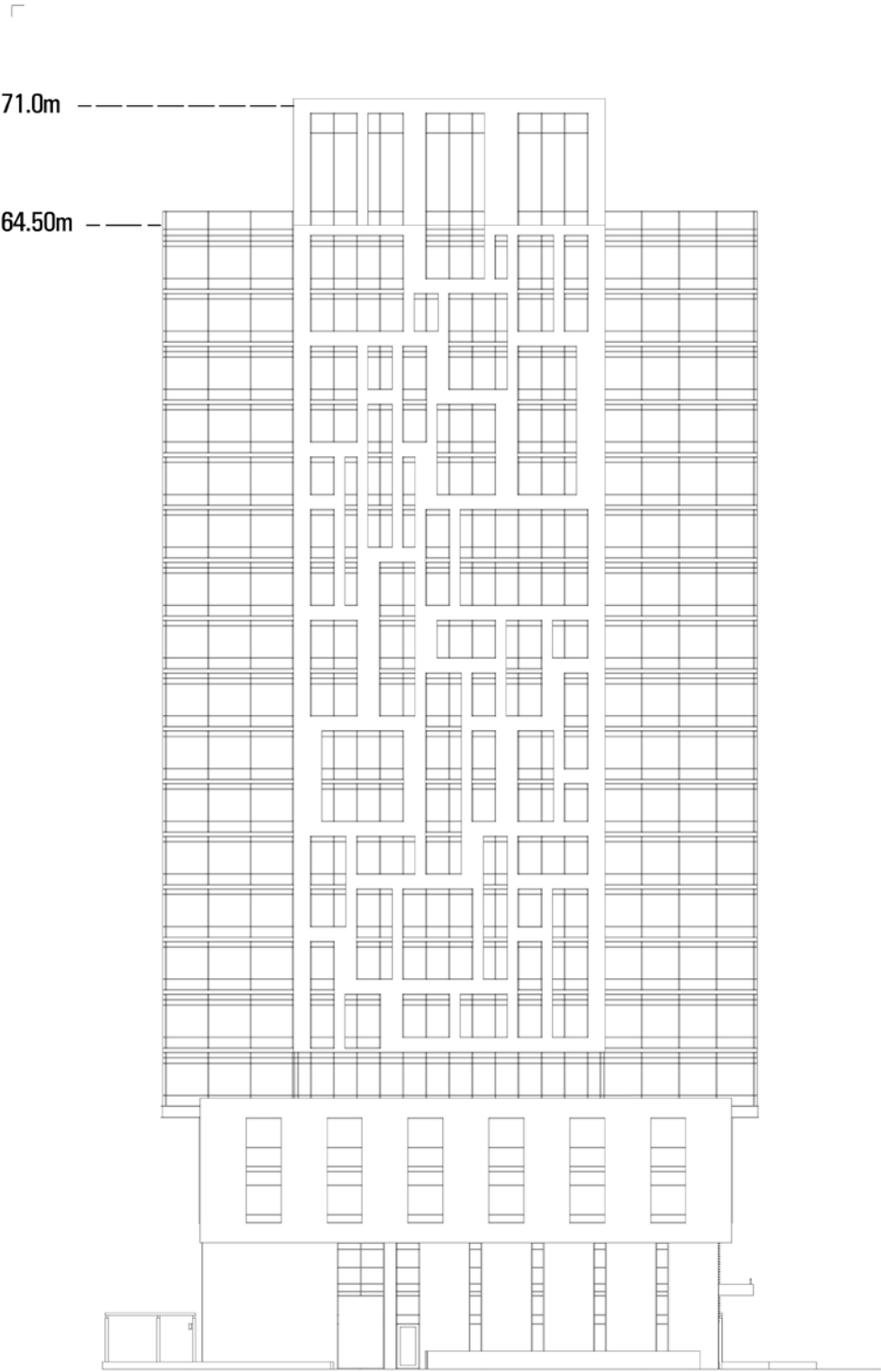
To be provided prior to Community Council

Attachment 6: Site Plan



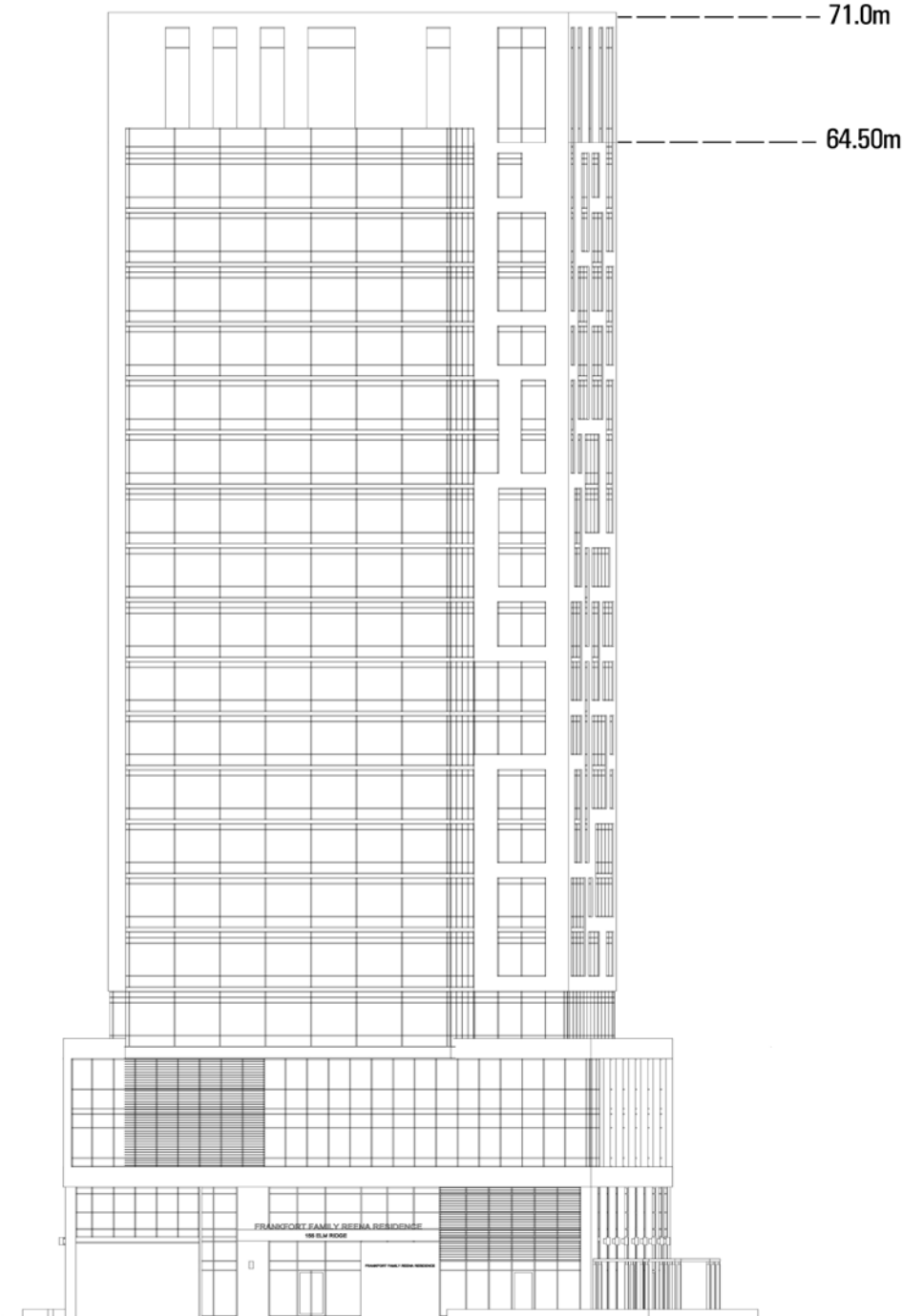
Site Plan 

Attachment 7a: East Elevation



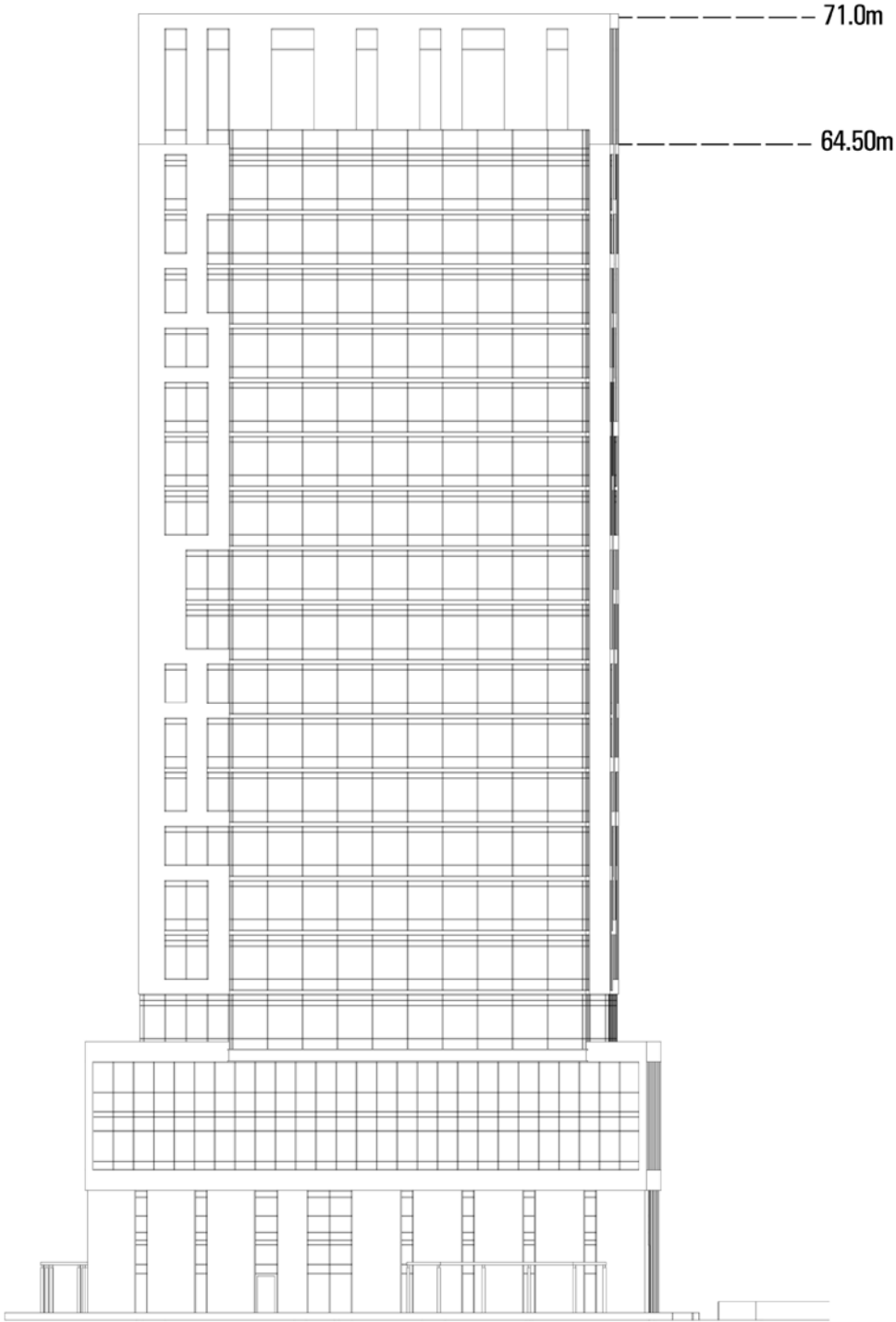
East Elevation

Attachment 7b: North Elevation



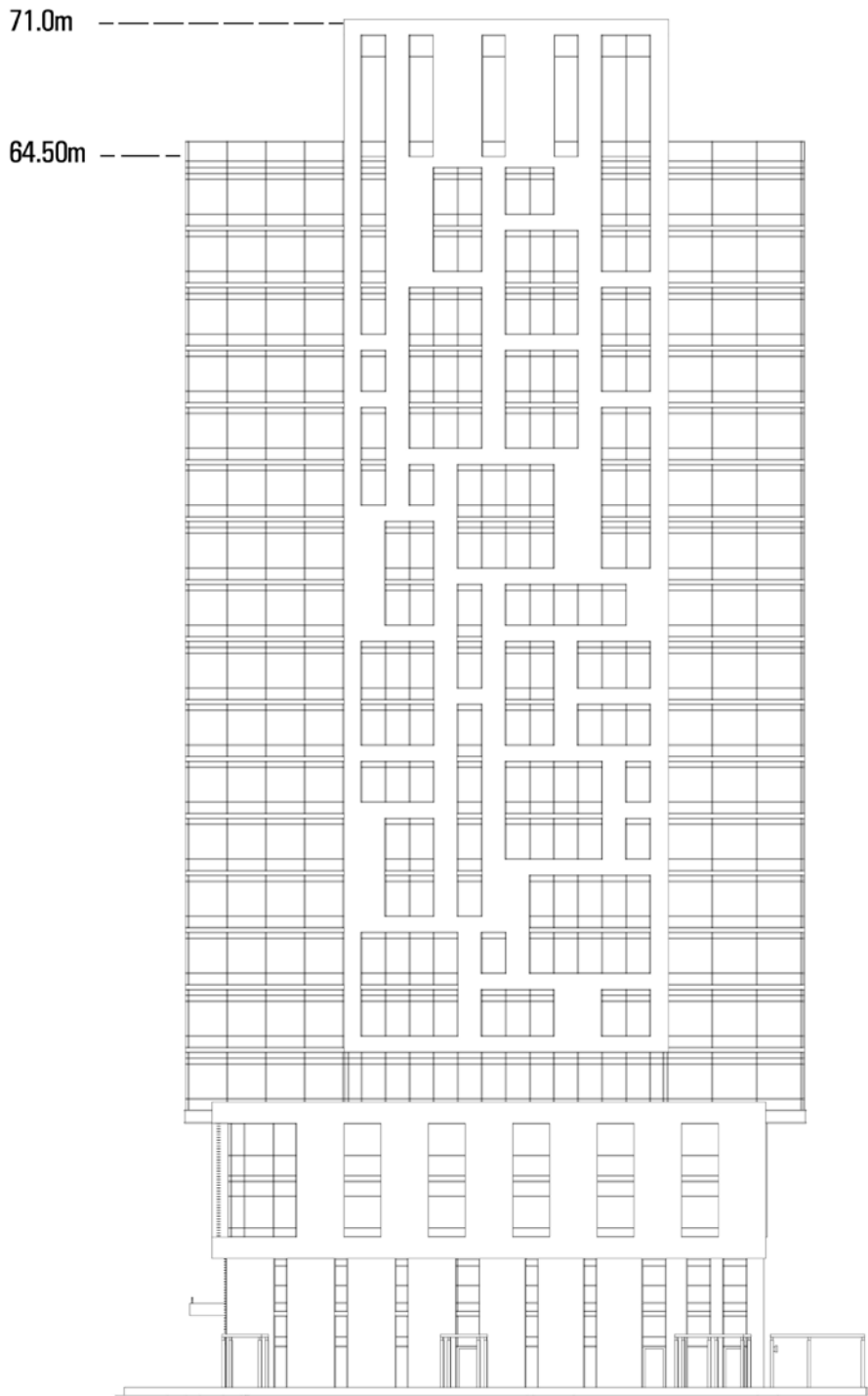
North Elevation

Attachment 7c: South Elevation



South Elevation

Attachment 7d: West Elevation



West Elevation