

## **72 Perth Avenue – Zoning Amendment Application – Final Report**

**Date:** January 31, 2022  
**To:** Toronto and East York Community Council  
**From:** Director, Community Planning, Toronto and East York District  
**Ward:** 9-Davenport

**Planning Application Number:** 18 170127 STE 18 OZ

### **SUMMARY**

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This application proposes to amend the Zoning By-law to permit a ten-storey (37.95 metres, inclusive of the mechanical penthouse) residential building at 72 Perth Avenue with 108 residential units and an on-site parkland dedication that would support the widening of the West Toronto Rail Path.

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), conforms to the relevant policies of the Official Plan, the Council endorsed Planning Framework for the Bloor Street Study: St. Helen's Avenue to Perth Avenue, and incorporates direction from the applicable design guidelines.

This report reviews and recommends approval of the application to amend the Zoning By-law.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend Zoning By-law 569-2013 for the lands at 72 Perth Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to the report from the Director, Community Planning, Toronto and East York District, dated January 31, 2022.
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. Before introducing the necessary Bill to City Council for enactment, require the owner to submit a revised Rail Safety and Development Viability Assessment to the satisfaction of Metrolinx's Third Party Projects Review.
4. In accordance with Section 42 of the *Planning Act*, prior to the first above grade building permit, the owner shall pay the cash-in-lieu payment and convey to the City, an

on-site parkland dedication, having a minimum size of 156.4 square metres located along the western property boundary, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor. The conveyance of the on-site parkland dedication will be further facilitated through the Site Plan Control application.

5. City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.

## **FINANCIAL IMPACT**

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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**

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The subject application was deemed complete on July 3, 2018. A Preliminary Report on the application was adopted by Toronto and East York Community Council on March 19, 2019 directing staff to continue to work with the applicant to address issues including, but not limited to, overall height, density, setbacks, and servicing. The Preliminary Report and Community Council's decision are available at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE4.41>.

On July 28, 2020, City Council adopted a motion directing staff to undertake a study of the area generally bounded by Bloor Street West, St. Helen's Avenue, Kitchener GO Rail corridor, and Sterling Road, and to prepare a comprehensive plan to ensure that growth in the area occurs in a well-planned and coordinated manner. The subject site is located within the area outlined by City Council. City Council's motion is available at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE16.77>.

On July 14, 2021, City Council endorsed the City-initiated Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework and directed City Planning staff to review all current and future development applications against the Planning Framework. City Council also directed staff to work with the Ward Councillor, Economic Development staff, the local arts community, and the residential and commercial tenants at 221, 225, and 227 Sterling Road on means of retaining arts and culture and maker spaces throughout the Study Area. City Council's decision and the Planning Framework are available at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.31>.

## **SITE AND SURROUNDING AREA**

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The subject site is located on the west side of Perth Avenue, south of Bloor Street West. The site is generally rectangular in shape and has a size of 1,818 square metres, a frontage of 55.6 metres along Perth Avenue, and a depth that ranges between 31.9 and 33.5 metres.

Land uses that surround the subject site include:

**North:** Abutting the subject site to the north is a vacant site, at 1439 Bloor Street West, which is subject to a site plan control application for a 14-storey mixed-use building (Application No. 10 104718 STE 18 SA). The properties at 1423-1437 Bloor Street West and 278 Sterling Road, on the east side of Bloor Street West and Perth Avenue, are subject to a Zoning By-law Amendment application to permit an 18-storey mixed-use building (Application No. 21 139658 STE 09 OZ).

**South:** Abutting the subject site to the south, at 12-68B Perth Avenue, are 32 three-storey townhouses that were redeveloped through a larger Official Plan and Zoning By-law Amendment application that included the conversion of employment lands.

**East:** To the north and south of the subject site, on the east side of Perth Avenue, are predominantly two-storey residential buildings on narrow lots with some commercial uses interspersed.

**West:** Abutting the subject site to the west is the West Toronto Rail Path, a multi-use path that serves as an active transportation link that runs along the Metrolinx-owned rail corridor.

## **PROPOSAL**

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The subject application, when originally submitted, proposed an 11-storey residential building with 10,632 square metres of gross floor area (GFA) and 105 residential units, which equated to a density of 4.85 times the area of the lot. The applicant's revised proposal includes a ten-storey residential building, inclusive of a mezzanine, with 9,608 square metres of GFA and 108 residential units, including three live-work units. The proposed GFA equates to a density of 5.28 times the area of the lot.

The proposed ten-storey building would incorporate front setbacks at the fourth and ninth levels and a southern side setback of 4.5 metres and a northern side setback of 3.5 metres at the third and fourth levels, respectively. The ground floor would be organized with seven units, including the three live-work units, fronting Perth Avenue. Four residential units would be located to the southeastern portion of the ground floor and setback 3.35 metres from the eastern property line to align with the front setback of the three-storey townhouses located directly south of the subject site. To the north of these units would be a 6.0 metre wide vehicular access that would lead to 1.5 levels of parking and a servicing area. North of the vehicular access would be a separate main pedestrian building entrance. The three live-work units would be located to the north of

the main pedestrian building entrance and would be setback 0 metres from the eastern property line. Due to the site's adjacency to the rail corridor to the west, parking and servicing areas, including short-term bicycle parking, two loading spaces, and a waste storage room would be located behind the residential and live-work units on the ground floor. Other rail safety mitigation measures would include a 3 metre high crash wall integrated within the western elevation of the proposed building and a setback of 23.55 metres to sensitive uses.

The application proposes 235 square metres of outdoor amenity space and 245 square metres of indoor amenity space. The amenity space would be located on the second level, above the mezzanine, towards the western portion of the building.

A parkland dedication of 182 square metres is required and the application proposes an on-site parkland dedication of 156.4 square metres along the western property line that would support the widening of the West Toronto Rail Path. The shortfall of the parkland dedication would be fulfilled with a cash-in-lieu payment.

The public realm, along Perth Avenue between the curb and eastern property line, is approximately 4.1 metres wide and would include a continuous 2.1 metre wide sidewalk and street trees.

Other details of the proposal are listed in the following table and Attachment 2: Application Data Sheet.

<b>Category</b>	<b>Proposed</b>
<b>Site Area</b>	1,818.4 m <sup>2</sup>
<b>Site Frontage/Depth</b>	Frontage (Perth Ave): 55.6 m Depth: 31.9 m to 33.5 m
<b>Building Height</b>	10-storeys (37.95 m, including MPH)
<b>Gross Floor Area</b>	Residential: 9,608.5 m <sup>2</sup>
<b>Density</b>	5.28
<b>Ground Floor Setbacks</b>	North: 0 m South: 0 m East: 0 m to 3.35 m West: 0 m to parkland dedication
<b>Residential Units</b>	One-bedroom: 56 units (51.9%) Two-bedroom: 41 units (38%) Three-Bedroom: 11 units (10.1%) <b>Total: 108 units (100%)</b>

<b>Category</b>	<b>Proposed</b>
<b>Vehicular Parking</b>	Residents: 37 spaces Visitors: 10 spaces <b>Total: 47 spaces</b>
<b>Bicycle Parking</b>	Short-term: 13 spaces (ground floor) Long-term: 104 spaces (mezzanine) <b>Total: 117 spaces</b>
<b>Loading</b>	1 Type 'G' loading space 1 Type 'C' loading space
<b>Amenity Space</b>	Indoor: 245 m <sup>2</sup> Outdoor: 235 m <sup>2</sup>
<b>Parkland Dedication</b>	On-Site Dedication: 156.4 m <sup>2</sup> Cash-in-Lieu: 25.6 m <sup>2</sup> <b>Total: 182 m<sup>2</sup></b>

### **Reasons for Application**

The proposed ten-storey residential building requires amendments to Zoning By-law 569-2013 to vary performance standards, such as building height, density, and building setbacks.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

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

- Architectural and Landscape Plans;
- Toronto Green Standard Checklist;
- Sun and Shadow Study;
- Planning Rationale;
- Urban Transportation Considerations Report;
- Arborist Report;
- Heritage Impact Assessment;
- Noise and Vibration Study;
- Pedestrian Wind Study;
- Master Functional Servicing Report;
- Stormwater Management Plan;
- Phase One Environmental Site Assessment Report;
- Geotechnical and Hydrogeological Review Letters;
- Survey Plans; and
- Rail Safety and Development Viability Assessment.

These reports and studies are available through the Application Information Centre (AIC) at the following link: <http://app.toronto.ca/AIC/index.do>.

### **Agency Circulation Outcomes**

The subject 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 subject application and to formulate appropriate Zoning By-law standards.

## **POLICY CONSIDERATIONS**

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

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

### **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) 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."

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

The Growth Plan for the Greater Golden Horseshoe (2019) was prepared and approved under the Places to Grow Act, 2005 to come into effect on May 16, 2019. Amendment 1 (2020) to the 2019 Growth Plan came into effect on August 28, 2020 (the "Growth Plan"). The updated Growth Plan 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 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, 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 (GGH) region. The policies of the Growth Plan 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. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

### **Planning for Major Transit Station Areas**

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

minute walk. The Growth Plan requires that, at the time of the next MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's are planned for the prescribed densities. This work is currently underway as part of the Council approved work plan of the MCR. Protected MTSA's (PMTSA) will become a subset of the MTSA's in the City. Policy 2.2.4.5 of the Growth Plan states the City may delineate MTSA's before the MCR is completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. The subject site is located within the draft PMTSA delineation for the Dundas West subway station.

## **Official Plan**

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, provides direction for managing the size, location and built form compatibility of different land uses, and the provision of municipal services and facilities. Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. The City's Official Plan designates the subject site as *Mixed Use Areas*, as shown on Map 18- Land Use Plan.

The City's *Mixed Use Areas* are made up of a broad range of uses and "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 Official Plan does not foresee all *Mixed Use Areas* experiencing the same scale or intensity of development and identifies the development criteria for development in *Mixed Use Areas*, which includes:

- Creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- Locating and massing new buildings to provide transition between areas of different development intensity and scale;
- Locating and massing new buildings to limit shadow impacts on adjacent *Neighbourhoods*;
- Providing an attractive, comfortable, and safe pedestrian environment; and
- Providing good site access and circulation and an adequate supply of parking for residents and visitors.

The subject application was assessed against the Healthy Neighbourhoods, Built Form, Public Realm, and *Mixed Use Areas* policies of the Official Plan.

The Official Plan is available at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

## **Bloor Street Study: St. Helen's Avenue to Perth Avenue Planning Framework**

The subject site is located within the City-initiated Bloor Street Study. On July 14, 2021, City Council endorsed the Study's Planning Framework and directed staff to review all current and future development applications against the Planning Framework.

The Planning Framework includes a vision for a diverse, complete, and connected community that: integrates properties identified as having potential cultural heritage value into plans for its future; provides a coordinated public realm network for new and enhanced parks, open spaces and connections; outlines the urban structure and built form of the identified character areas; and identifies emerging needs related to community services and facilities (CS and F). The Planning Framework complements the policies of the Official Plan, will guide the creation of a future site and area specific policy, and is intended to provide clarity related to the appropriate locations for built form and public realm improvements. The Planning Framework also begins to identify the infrastructure and CS and F needs required to support growth as the area continues to intensify.

## **Zoning**

The property is currently zoned Commercial Residential by the former City of Toronto By-law 438-86, which permits a maximum height limit of 12 metres. The property is also zoned Commercial Residential by the City-Wide Zoning By-law 569-2013 which permits a maximum height limit of 14 metres. The Commercial Residential zone permits a broad range of commercial and residential uses.

The City-wide Zoning By-law 569-2013 is available at the following link:

<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>.

## **Design Guidelines**

Official Plan Policy 5.3.2.1 states that guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban design guidelines are intended to provide a more detailed framework for built form and public improvements. The following design guidelines have been reviewed in the evaluation of this application:

- Mid-Rise Building Performance Standards;
- Growing Up: Planning for Children in New Vertical Communities Guidelines;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings;
- Best Practices for Bird-Friendly Glass;
- Best Practices for Effective Lighting; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines are available at the following link:

<https://www.toronto.ca/citygovernment/planningdevelopment/officialplanguidelines/design-guidelines/>.

## **Mid-Rise Building Performance Standards**

Though not a traditional mid-rise building, the design and massing of the proposed ten-storey residential building was informed by the direction of the Mid-Rise Building 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 Guidelines are available at the following link: <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. City Council's decision is available at the following links: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bqrd/backgroundfile-92537.pdf>.

### **Growing Up: Planning for Children in New Vertical Communities Guidelines**

On July 28, 2020, City Council adopted the updated Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines (the "Growing Up Guidelines"). The update was based on the continued review and assessment from the draft guidelines adopted by Council in July 2017. The objective of the Growing Up Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building, and unit scale.

### **Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings**

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

### **Site Plan Control**

The subject site and proposed development are subject to Site Plan Control and a site plan application has been submitted.

## **COMMUNITY CONSULTATION**

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A community consultation meeting was held on July 26, 2018. At the meeting, City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the original 11-storey proposal. Following the presentations, City staff led a town hall format question and answer period.

The attendees asked questions and provided comments on the proposed development, which included concerns related to:

- The number of proposed parking spaces;
- The proposed building height and its impacts on the adjacent properties to the east and south; and
- Potential impacts and disruptions associated with construction.

Attendees also requested clarification related to the provision of affordable housing units within the proposed development.

### **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 Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **COMMENTS**

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### **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 with the Growth Plan.

### **Provincial Policy Statement (2020)**

The PPS "provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports the improved land use planning and management, which contributes to a more effective and efficient land use planning system."

The policy objectives of the PPS include:

- Establishing land use patterns that are based on densities and a mix of land uses, which efficiently use land and resources, are appropriate for, and efficiently use, infrastructure and public service facilities, support active transportation, and are transit-supportive;
- Identifying appropriate locations and promote opportunities for transit-supportive development, accommodating a range of housing options;
- Identifying development standards, which facilitate intensification, redevelopment and compact built form, while avoiding or mitigating risk to public health and safety; and
- New development having a compact form and mix of uses and densities that allow for the efficient use of land.

In recognizing the Official Plan is the most important vehicle for implementing the PPS, it is imperative that new development conform with the policy objectives of the Official Plan. The proposed development would advance the applicable policy objectives of the Official Plan and would represent an appropriate level of intensification for the subject

site that would efficiently use land and resources. The proposed development would support transit use and active transportation through the provision of a reduced vehicular supply, improved pedestrian amenities including the widening of the West Toronto Rail Path, on-site bicycle infrastructure, and the subject site's proximity to Dundas West and Lansdowne subway stations. The proposed compact form of the development, the proposed residential densities, and the mix of unit types also advances the policy objectives of the PPS. In the opinion of Planning staff, the proposed development and implementing by-law, are consistent with the Provincial Policy Statement.

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

The policies of the Growth Plan, regarding how land is developed, resources are managed and protected, are based on principles, which include:

- Supporting the achievement of complete communities that are designed to support healthy and active living;
- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- Supporting a range and mix of housing options.

The Growth Plan states that policies to support the achievement of complete communities includes:

- A diverse mix of land uses, including residential and employment uses;
- A diverse range and mix of housing options to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes;
- Expanding convenient access to a range of transportation options, public service facilities, and safe and accessible publicly-accessible open spaces;
- A more compact built form and a vibrant public realm, including public open spaces; and
- Integrate green infrastructure and appropriate low impact development.

The proposed development would contribute to a healthy and liveable community that also expands the parks and open space system. The proposed widening of the West Toronto Rail Path as well as the subject site's proximity to Dundas West and Lansdowne subway stations would promote active transportation and the efficient use of existing infrastructure and transportation systems.

The proposed development provides a compact built form with an expansion to existing public open spaces, supporting the achievement of complete communities. In the opinion of Planning staff, the proposed development and implementing by-law, conform with the Growth Plan.

### **Bloor Street Study: St. Helen's Avenue to Perth Avenue Planning Framework**

The subject site is located towards the southwestern limit of the Bloor Street Study area where Council endorsed a Planning Framework to guide future development and ensure that growth occurs in a well-planned and coordinated manner.

The public realm network plan which forms part of the Planning Framework, identifies public realm improvements within and around the study area, including potential new parks, privately-owned publicly-accessible spaces (POPS), cycling connections, pedestrian connections, streets, and underpass improvements.

A character analysis also formed part of the Planning Framework, which responds to the varying conditions, character, and underlying land use designations within the study area. Five character areas were developed and associated guiding principles were created to establish the planned context, built form character, setbacks and transition patterns between areas of varying scale and intensity, and opportunities for open spaces and connections. The subject site is located within Character Area D, due in large part to the site's underlying *Mixed Use Areas* land use designation and its adjacency to the rail corridor.

The Planning Framework identifies sites within Character Area D as appropriate sites for gradual intensification, as the *Mixed Use* designation permits opportunities for taller buildings. Within Character Area D, the permitted height of buildings is limited to satisfying minimum separation distances and transition is to be provided towards lower-scale residential areas. Sites within Character Area D should also provide open space opportunities and connections that lead to the West Toronto Rail Path.

The subject application was assessed against the Council endorsed Planning Framework and staff are of the opinion that the proposed development advances the objectives of the Framework. The proposed ten-storey building is of an appropriate height and scale given the subject site's adjacency to both a rail corridor and lower-scale residential areas. The proposed building applies appropriate transition measures to limit impact on the lower-scale residential areas, including setbacks and stepbacks, which are discussed in greater detail in the following sections of this report. While the public realm network plan does not direct specific improvements as part of the development of the subject site, the subject application advances the objectives of the character area analysis and the public realm network plan through the widening of the West Toronto Rail Path and through enhancing the Perth Avenue public realm by ensuring it's design is in keeping with the evolving character of Perth Avenue and is in coordination with the adjacent properties.

### **Built Form, Height and Massing**

In assessing the appropriateness of the proposed development, the Official Plan directs consideration of the existing and planned context. The Official Plan also directs that development within *Mixed Use Areas* locate and mass new buildings to provide transition between areas of different development intensity and scale through means such as setbacks and stepbacks.

The subject site is designated *Mixed Use Areas* and is located in close proximity to lands designated *Neighbourhoods*. The subject site is also in close proximity to existing transit infrastructure and abuts a rail corridor. The Planning Framework developed through the Bloor Street Study: St. Helen's Avenue to Perth Avenue further assessed the existing and planned context through the character analysis. As a result of the

subject site's locational attributes and size, staff are of the opinion that a ten-storey residential building can be appropriately designed and massed.

In accordance with the Built Form policies of the Official Plan, the proposed building would frame and support Perth Avenue as well as the West Toronto Rail Path through improvements and expansions to the existing public realm. The primary pedestrian building entrance would be prominently located within the building's front façade and is clearly visible and accessible from the street. The provision of ground floor residential and live-work units with at-grade access would allow for views to the adjacent street. The design of the building elevations consider the existing and planned context and appropriately respond to those conditions through stepbacks and the placement of windows. Vehicular access, parking, and servicing areas would be integrated within the building massing which contributes to a more attractive and safe public realm. Minimal parking is proposed at-grade as a rail safety mitigation measure, however those uses are appropriately screened and would have no visual impact to the abutting West Toronto Rail Path or Perth Avenue.

The proposed building height of ten-storeys represents an appropriate level of intensification of the subject site while responding to the existing and planned context of the surrounding area. The deployment of the ten-storeys and mechanical penthouse has been appropriately massed through a series of stepbacks that push the building massing towards the rail corridor and away from the adjacent properties designated *Neighbourhoods*. The proposed building would incorporate transition through a front stepback of 4.05 metres and 7.4 metres above the third and fourth levels, respectively, and of 2.0 metres above the ninth level. A southern side stepback of 4.5 metres and a northern side stepback of 3.5 metres above the third and fourth levels, respectively, would also contribute to a transition from the adjacent properties.

The proposed ten-storey building (37.95 metres, inclusive of the mechanical penthouse) would fit within the existing context of the *Mixed Use Area* that is adjacent to *Neighbourhoods* and reflects an appropriate stepping of building heights travelling south from Bloor Street West, along Perth Avenue, where taller and more intense development is proposed.

### **Traffic Impact, Access, Parking**

The applicant has submitted an Urban Transportation Considerations Report and addendums, which reviews the existing and future traffic activity levels and various transportation elements, including the site access, loading, vehicular and bicycle parking, and loading facilities.

The Transportation Report estimates that the proposed development would generate 15 two-way vehicular trips during both the morning and evening peak hours. This Report included a sensitivity analysis reviewing the traffic operations of the area surrounding the subject site, assuming full compliance with turning restrictions in place, and concluded that the site generated traffic will be acceptably accommodated on the adjacent road network. Transportation Services staff accepted the methodology and conclusions of the Transportation Report and addendums.

Vehicular access is proposed off Perth Avenue, generally located within the centre of the subject site, and would lead to 1.5 levels of parking and a servicing area that would include two loading spaces and short-term bicycle parking spaces. Transportation Services staff accepted the proposed vehicular access and will provide additional comments related to site circulation and layout through the Site Plan Control process.

The subject application proposes 47 vehicular parking spaces, including 37 resident spaces and 10 visitor spaces, whereas Zoning By-law 569-2013 requires the provision of 125 vehicular parking spaces. In order to support the proposed parking supply, the Transportation Report and addendums include a parking justification. The Transportation Report justified the reduction in the parking supply, given the following:

- Recent reduced residential parking supply ratio approvals;
- A view of the area travel characteristic information provided by the Transportation Tomorrow Survey;
- The existing site context;
- The review of car-share and bike-share facilities in the area surrounding the subject site; and
- A review of parking demands observed and recorded at other residential buildings in the City's downtown area.

Transportation Services staff accepted the parking supply justification and the proposed transportation demand management (TDM) measures to further support the reduced parking supply, which include:

- One publically accessible car-share space provided on-site;
- A payment of \$50,000 for a bike-share station on-site or in the area;
- One pre-loaded Presto card (\$150 value) per unit, provided in the first year of occupancy;
- The provision of a transit screen in a visible space on the ground floor; and
- A minimum of one bike repair station provided on-site.

The TDM measures would either be secured in the implementing by-law or through the Site Plan Agreement.

## **Servicing**

The applicant has submitted a Functional Servicing and Stormwater Management Report, civil plans, and a Hydrogeological Investigation all in support of the subject application. Engineering and Construction Services (ECS) staff have concluded there are no zoning-related concerns with the subject application. ECS staff advise, as a condition of approval, that the owner pay for, and construct, any improvements to the municipal infrastructure in connection with the site servicing report, as accepted by the Chief Engineer and Executive Director, ECS, should it be determined that upgrades to such infrastructure are required to support the proposed development.

## **Public Realm**

The Built Form policies of the Official Plan require that new development will support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and where appropriate provide accessible open space. The Official Plan also states that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable, and functional for pedestrians.

The proposed development would advance the Official Plan's Public Realm and Built Form policy objectives through improvements to the Perth Avenue pedestrian realm and an on-site parkland dedication that would support the widening of the West Toronto Rail Path.

The ground floor of the southern portion of the proposed building would be setback 3.35 metres from the eastern property line, resulting in a 7.45 metre wide public realm on Perth Avenue. This setback is in line with the setback of the townhouses to the south of the subject site and would provide an opportunity to plant large growing shade trees. The four ground floor units within this portion of the building would have direct at-grade access. The ground floor of the northern portion of the proposed building, where the main pedestrian entrance and three live-work units are located, would be setback 0 metres from the eastern property line, resulting in a 4.1 metre wide public realm on Perth Avenue. The primary pedestrian entrance and live-work units would animate, activate, and bring visual interest to this portion of Perth Avenue. The proposed pedestrian realm would be keeping with the evolving character of Perth Avenue and would be an improvement from the existing condition.

The proposed building would have a three and four-storey streetwall along Perth Avenue that is 14.65 metres at its tallest, which is approximately 80 percent of the width of the Perth Avenue right-of-way. The three-storey streetwall would form part of the southern portion of the proposed building and would generally match the height of the three-storey townhouses to the south of the subject site. The four-storey streetwall would form part of the northern portion of the proposed building and would be an appropriate scale in both the existing and planned context, given that a 14-storey building is proposed to the north of the subject site.

Staff are satisfied with the interface of the proposed development on the public realm, including the widening of the West Toronto Rail Path through the on-site parkland dedication, and an improved pedestrian condition along Perth Avenue. Through the Site Plan Control process, staff will finalize the design of the public realm and will secure improvements through the Site Plan Agreement.

## **Sun and Shadow Analysis**

The Official Plan directs that new buildings be located and massed to adequately limit shadow impacts on *Neighbourhoods*, particularly during the spring and fall equinoxes. Staff identified concerns with the shadow impacts generated by the 11-storey building that was originally proposed. Staff worked closely with the applicant to reduce the building height and shift the building massing towards the rail corridor in order to mitigate some of the shadow impacts.

An analysis of the sun and shadow study conducted for the proposed 10-storey building demonstrates the deployment of the proposed massing and the height of the streetwall contributes to mitigating the shadow impacts on the adjacent properties, on the east side of Perth Avenue, during the spring and fall equinoxes. In order to support a comfortable and attractive public realm, five hours of sunlight is maintained on Perth Avenue, between 9:18 and 13:18 on March 21 and September 21. During the summer months, only the front yards of six properties on the east side of Perth Avenue experience shadow impacts, starting at 17:18.

Staff have assessed the proposed development in terms of incremental impact resulting from the proposed 10-storey building and are satisfied that it adequately limits shadow impacts.

### **Unit Mix**

The Provincial Policy Statement and the Growth Plan both acknowledge the importance of providing a full range of housing. The provision of affordable, secure, and diverse housing stock to meet housing needs of a wide range of people throughout their life cycle is essential to the creation of complete communities.

The Growing Up Guidelines provide direction on the recommended mixture of residential unit types and unit sizes for multi-unit developments. The Growing Up Guidelines includes performance standards, which represent tangible measures to accommodate the growing demand for family-oriented housing in vertical communities. The Guidelines recommend that a building provide a minimum of 25 percent large units, ten percent of the units should be three-bedroom units and 15 percent of the units should be two-bedroom units.

The subject application proposes 56 one-bedroom units (51.9%), 41 two-bedroom units (38%), and 11 three-bedroom units (10.1%). The implementing by-law would secure a similar unit mix and staff are of the opinion that the proposed unit mix supports the unit mix objectives of the Growing Up Guidelines and the applicable provincial and Official Plan policies.

### **Amenity Space**

The Built Form policies of the Official Plan state that new indoor and outdoor amenity spaces are to be provided as part of multi-unit residential developments and are to consider the needs of residents of all ages and abilities over time and throughout the year. Official Plan policy 4.5.2 k) states that in *Mixed Use Areas*, development will provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development. Zoning By-law 569-2013 requires a minimum of 4.0 square metres of amenity space for each unit, of which at least 2.0 square metres shall be indoor.

The subject application proposes an indoor amenity space on the second level that would have a size of 245 square metres and an outdoor amenity space, adjacent to the indoor amenity space, which would have a size of 235 square metres. The proposed

indoor and outdoor amenity spaces, totalling 480 square metres, exceed the By-law requirement of 432 square metres (108 units multiplied by 4.0 square metres).

The applicant's first site plan submission contemplates a cooking and seating area within the outdoor amenity space as well as a child play area and separate pet amenities which would include a pet play and relief area, waste receptacle, and pet washing station. Through the Site Plan Control process, staff will continue to work with the applicant to program the indoor amenity space and secure the design of these spaces through the Site Plan Agreement.

### **Rail Safety Mitigation**

The subject site is located east of the Metrolinx-owned rail corridor, with the West Toronto Rail Path located between the subject site and the rail corridor. Metrolinx operates passenger train service through this corridor and Canadian Pacific and Canadian National railway retained freight operating rights when they sold the Galt and Watson Subdivision rail corridor to Metrolinx.

The Federation of Canadian Municipalities - Rail Proximity Guidelines (the "FCM-RAC"), last updated in 2013, was established to provide best practises and mitigation measures for development in proximity to rail corridors. Informed by the FCM-RAC, City Planning initiated the Guidelines for Development Close to Rail Corridors and Yards Study in 2017 (the "Rail Study"), and established terms of reference for the submission of a Rail Safety and Risk Mitigation Study as part of a development application in proximity to rail infrastructure. On December 8, 2020, Planning and Housing Committee considered the draft Official Plan Amendment to formally identify the Rail Safety and Risk Mitigation Study as part of a complete application, along with associated Zoning By-law Amendments that introduce holding provisions to limit land uses within 30 metres of rail infrastructure pending the completion and review of the Rail Safety and Risk Mitigation Study. The Committee directed the final Official Plan and Zoning By-law Amendments be brought forward for City Council's consideration after public and stakeholder consultation. The decision document can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH19.2> Community Services and Facilities.

The applicant has submitted a Rail Safety and Development Viability Assessment which assesses the risk profile of the adjacent rail corridor to the subject site and summarizes the mitigation measures that are proposed as part of the subject application to ensure compatibility between the rail corridor and the proposed development. Arup Canada Inc. was retained by City Planning to complete a peer review of the Rail Safety Assessment, at the expense of the applicant. In addition to the City's third party peer-reviewer, the Rail Safety Assessment, has and will continue to be, reviewed by Metrolinx's Third Party Projects Review.

The Rail Safety Assessment proposes the following mitigation measures:

- A 3.0 metre high crash wall, integrated within the building, along the western property line to provide derailment protection;

- A total setback of 23.55 metres to the closest sensitive, high-occupancy use, achieved through a combination of horizontal and vertical measurements;
- The application of non-sensitive uses within the setback area including parking, bicycle storage, and other servicing areas; and
- A crash wall return along the northern elevation to provide derailment protection to the side of the building and an extension of the crash wall at the south end of the property that will connect to the crash wall on the adjacent property to the south of the subject site.

The subject application proposes a reduction to the established FCM-RAC setback requirement of 30 metres for residential development, which can be achieved through a combination of horizontal and vertical distance. As a result, Metrolinx's Third Party Projects Review is assessing the proposed 23.55 metre setback in conjunction with the proposed mitigation measures to determine the appropriateness of the reduced setback. On January 12, 2022, Arup, the City's third party peer-reviewer, confirmed their review was complete and they were satisfied with the conclusions of the Rail Safety and Development Viability Assessment. Staff, however, recommend the Bill be held until Metrolinx and their third-party peer reviewer has completed their review of the reduced setback. Should the reduced setback not be considered appropriate, three residential units on the second level would be impacted. These units would then need to either be removed or reconfigured to maintain an appropriate setback.

### **Noise and Vibration**

The applicant submitted a Noise and Vibration Feasibility Study, which assesses noise sources in proximity to the subject site and summarizes the mitigation measures that are proposed to ensure acceptable sound levels. Cambium Incorporated was retained by City Planning to complete a peer review of the Noise and Vibration Feasibility Study, at the expense of the applicant. In addition to the City's third party peer-reviewer, the Feasibility Study, has and will continue to be, reviewed by Metrolinx's Third Party Projects Review.

The Study notes that noise from transportation sources, primarily the adjacent rail corridor, requires that appropriate sound insulation measures be considered for integration into the design of the proposed building to maintain acceptable indoor sound levels. The Study also notes that the outdoor amenity space will need to be carefully designed to allow for some local shielding. The impact of vibrations from rail cars on the proposed residential levels was also assessed and additional attenuation measures were not found to be warranted.

The City's third party peer-reviewer and Metrolinx largely agree with the findings of the Feasibility Study and will further review the proposed mitigation measures through the Site Plan Control process, where the required sound insulation measures would be secured through the Site Plan Agreement.

### **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 subject site is currently in an area with 0 – 4 square metres of parkland per person, which is well below the City-wide average provision of 28 square metres of parkland per person in 2016. The subject site is also within an Areas of Parkland Need per Figure 18 of the Parkland Strategy, which highlights areas where the City will focus and prioritize parks planning and acquisitions. Given the future expected growth both on the subject site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

The total site area is 1,818 square metres and at the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 1,386.67 square metres or 76.26 percent of the site area. However, for sites that are less than 1 hectare in size, a cap of ten percent of the development site is applied to the residential use while the non-residential use is subject to a two percent parkland dedication. In total, the parkland dedication requirement is 182 square metres.

The subject application proposes an on-site parkland dedication with a size of 156.4 square metres in a location and configuration that is acceptable to Parks, Forestry and Recreation. The on-site dedication would be located along the existing western property line and would be rectangular in shape. The on-site dedication would be 3.7 metres at its widest, at the northern limit of the subject site and would narrow to 2.0 metres at its narrowest, at the southern limit of the subject site. The on-site dedication would support the widening of the West Toronto Rail Path. The parkland dedication shortfall, of approximately 26 square metres, would be fulfilled with a cash-in-lieu payment. The value of the cash-in-lieu of parkland dedication would be appraised through Real Estate Services at the time the first above-grade building permit is submitted. Conveyance of the proposed on-site parkland dedication and the cash-in-lieu 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 submitted an Arborist Report, Tree Preservation and Removals Plan, Landscape Plans, and Servicing Plan.

The subject application proposes the removal of four privately-owned trees, including three privately-owned boundary/neighbouring trees. Urban Forestry's standard compensation ratios are 3:1 for the removal of a healthy condition tree and 1:1 for the removal of a poor condition tree. The trees that are proposed to be removed are all in poor condition, therefore, the applicant is required to plant four replacement trees on-site. If there is insufficient space on-site, a cash-in-lieu payment may be deemed acceptable.

The location of replacement trees as well as the location of new street trees will continue to be considered through the Site Plan Control process.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (the "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 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. Performance measures for the Tier 1 development features will be secured through the Site Plan Agreement.

### **Conclusion**

The subject application has been reviewed against the policies of the PPS, Growth Plan, and Official Plan. Staff are of the opinion that the proposal is consistent with the PPS and conforms with the Growth Plan. Furthermore, the proposed development conforms with the intent of the Official Plan, particularly as it relates to the intensification of lands designated *Mixed Use Areas* in areas of different development intensity and scale, and is keeping with the intent of the Council endorsed Planning Framework for the Bloor Street Study: St. Helen's Avenue to Perth Avenue. The proposed development would fit within both the existing and planned context and the building design appropriately responds to site-specific conditions, including its adjacency to both *Neighbourhoods*, the rail corridor, and the existing three-storey townhouses located to the south of the subject site. Staff worked closely with the applicant to resolve the height and massing issues which resulted in a supportable built form. Planning staff recommend City Council approve the Zoning By-law Amendment application.

### **CONTACT**

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E-mail: Victoria.Fusz@toronto.ca

### **SIGNATURE**

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Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA  
Director, Community Planning, Toronto and East York District

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

Attachment 1: Location Map

Attachment 2: Application Data Sheet

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft 569-2013 Zoning By-law Amendment

### **Applicant Submitted Drawings**

Attachment 6: Site Plan

Attachment 7a: 3D Model of the Proposal in Context Looking Northwest

Attachment 7b: 3D Model of the Proposal in Context Looking Southeast

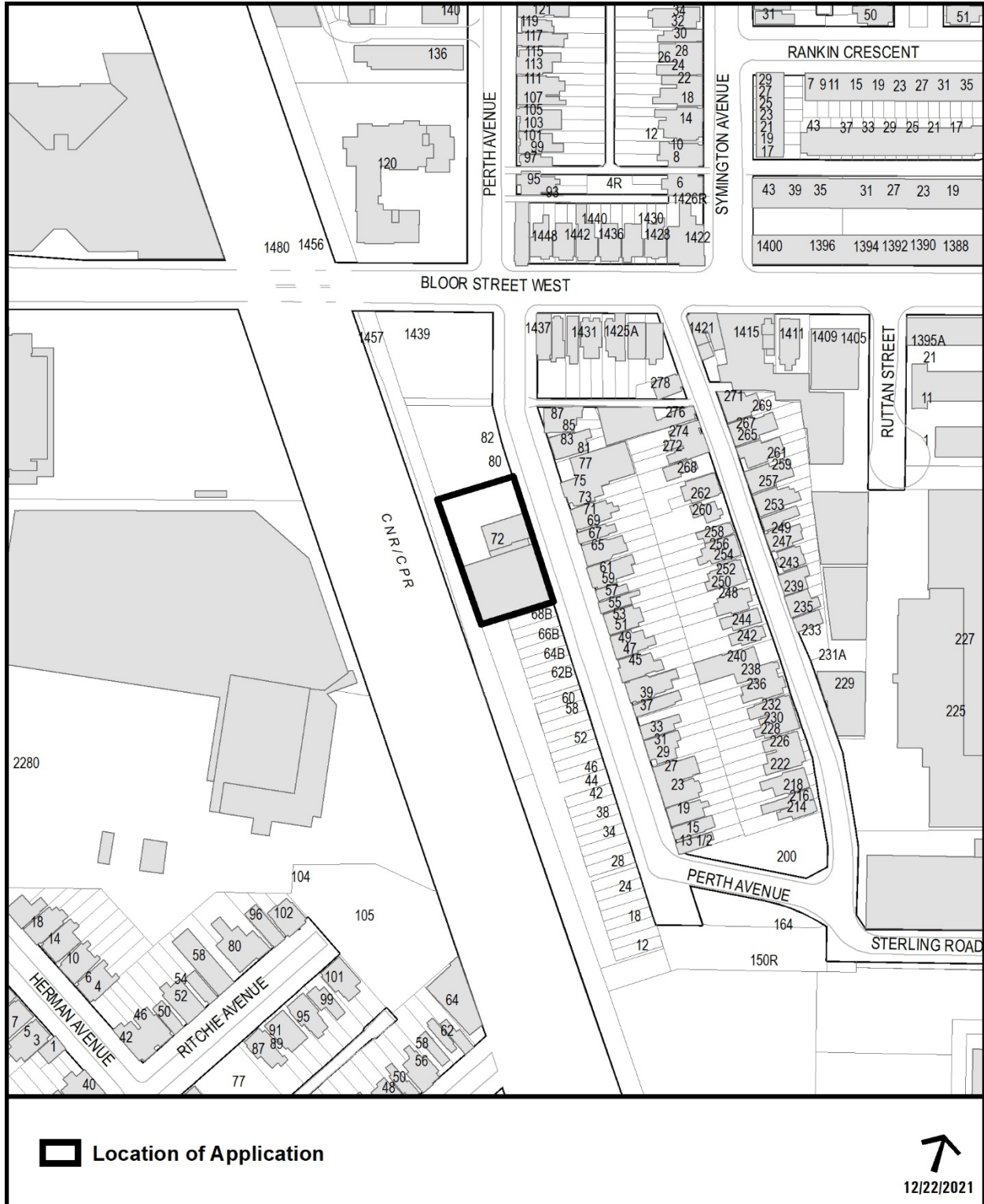
Attachment 8: North Elevation

Attachment 9: South Elevation

Attachment 10: East Elevation

Attachment 11: West Elevation

Attachment 1: Location Map



**APPLICATION DATA SHEET****Municipal Address:** 72 PERTH AVE      **Date Received:** June 1, 2018**Application Number:** 18 170127 STE 18 OZ**Application Type:** OPA / Rezoning**Project Description:** The application proposes a 10-storey residential building (9-storeys + mezzanine) with 9,556 sqm of residential GFA. The unit count has increased from 104 to 108 units, of which 3 are proposed to be live-work. The application proposes 47 vehicular parking spaces and 117 bicycle parking spaces. The application also proposes a 156 sqm parkland dedication along the western property line to supplement the existing West Toronto Rail Path.

<b>Applicant</b>	<b>Architect</b>	<b>Owner</b>
URBAN STRATEGIES INC. 197 SPADINA AVE, SUITE 600 TORONTO, ON M5T 2C8	IBI GROUP 55 ST. CLAIR AVE W, 7 <sup>TH</sup> FLOOR TORONTO, ON M4V 4Y7	VALENTINE COLEMAN INC. 701- 180 BLOOR ST W TORONTO, ON M5S 1T6

**EXISTING PLANNING CONTROLS**

Official Plan Designation: Mixed Use Areas      Site Specific Provision:

Zoning: CR 2.0 (c2.0;  
r2.0) SS2      Heritage Designation:  
(x1227)

Height Limit (m):      Site Plan Control Area:

**PROJECT INFORMATION**

Site Area (sq m): 1,818      Frontage (m): 56      Depth (m): 33

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):			1,509	<b>1,509</b>
Residential GFA (sq m):			9,609	<b>9,609</b>
Non-Residential GFA (sq m):	1,095			
<b>Total GFA (sq m):</b>	<b>1,095</b>		<b>9,609</b>	<b>9,609</b>
Height - Storeys:	2		10	<b>10</b>
Height - Metres:			33	<b>33</b>

Lot Coverage Ratio (%): 82.96      Floor Space Index: 5.28

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	9,592	17
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:			108	<b>108</b>
Freehold:				
Condominium:				
Other:				
<b>Total Units:</b>			<b>108</b>	<b>108</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:			56	41	11
<b>Total Units:</b>			<b>56</b>	<b>41</b>	<b>11</b>

#### **Parking and Loading**

Parking Spaces: 47      Bicycle Parking Spaces: 117      Loading Docks: 2

#### **CONTACT:**

Victoria Fusz, Senior Planner  
416-395-7172  
Victoria.Fusz@toronto.ca


Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 18

72 Perth Avenue

File # 18 170127 STE 18 0Z

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

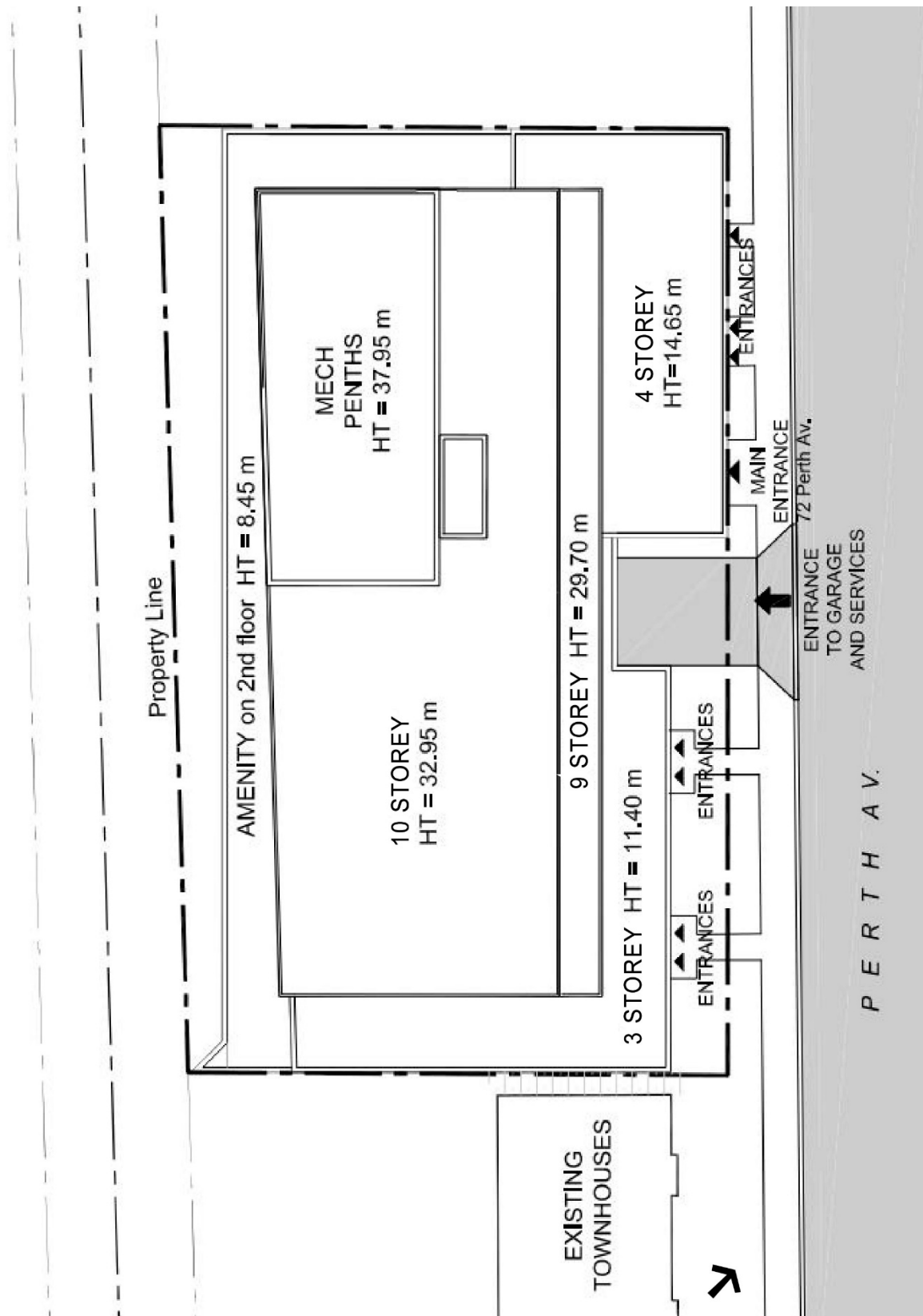
  
Not to Scale  
12/20/2021



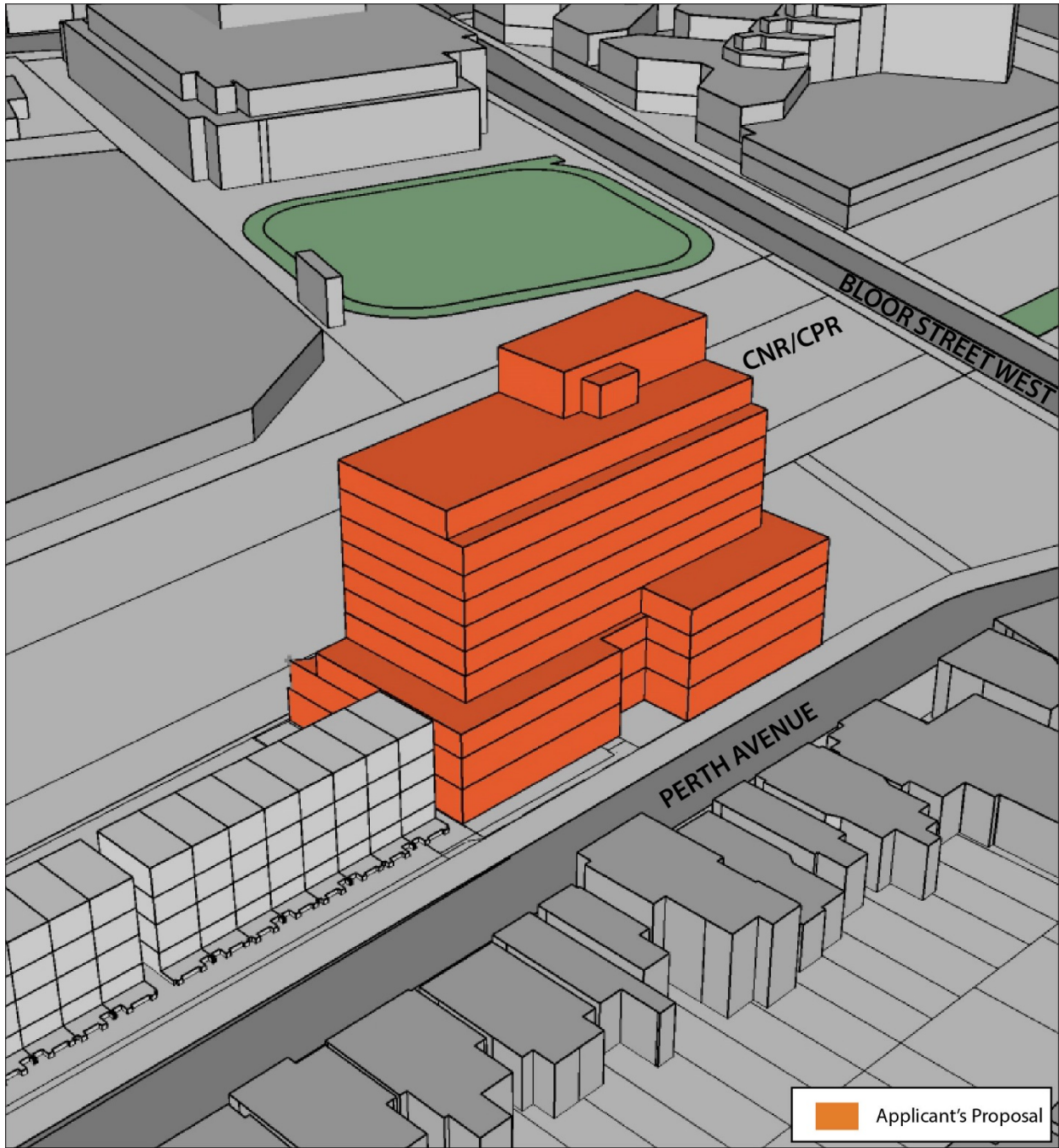
## Attachment 5: Draft 569-2013 Zoning By-law Amendment

The draft By-law will be made available on or before the February 16, 2022 Toronto and East York Community Council Meeting.

Attachment 6: Site Plan



Attachment 7a: 3D Model of the Proposal in Context Looking Northwest

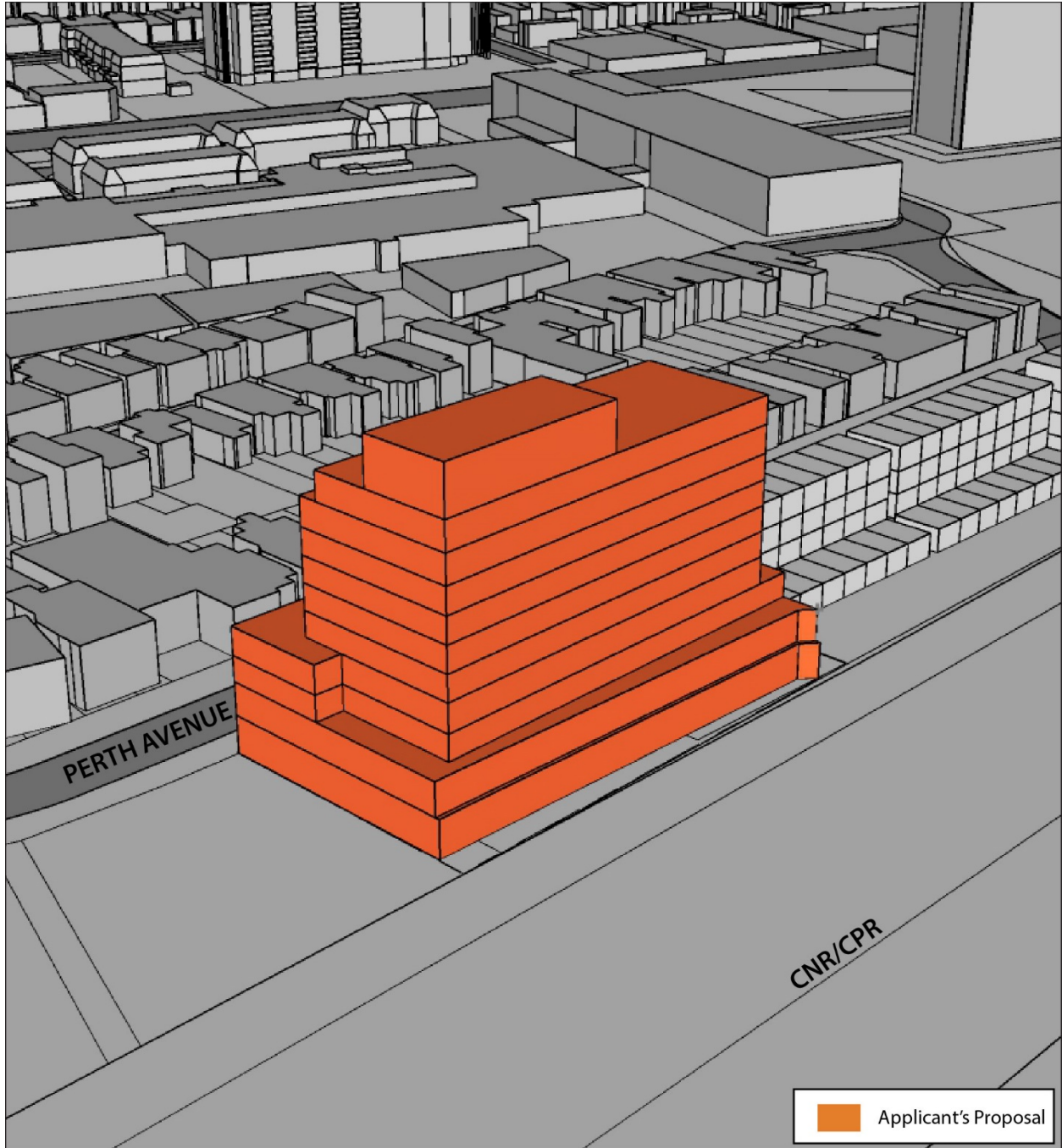


View of Applicant's Proposal Looking Northwest



01/07/2022

Attachment 7b: 3D Model of the Proposal in Context Looking Southeast

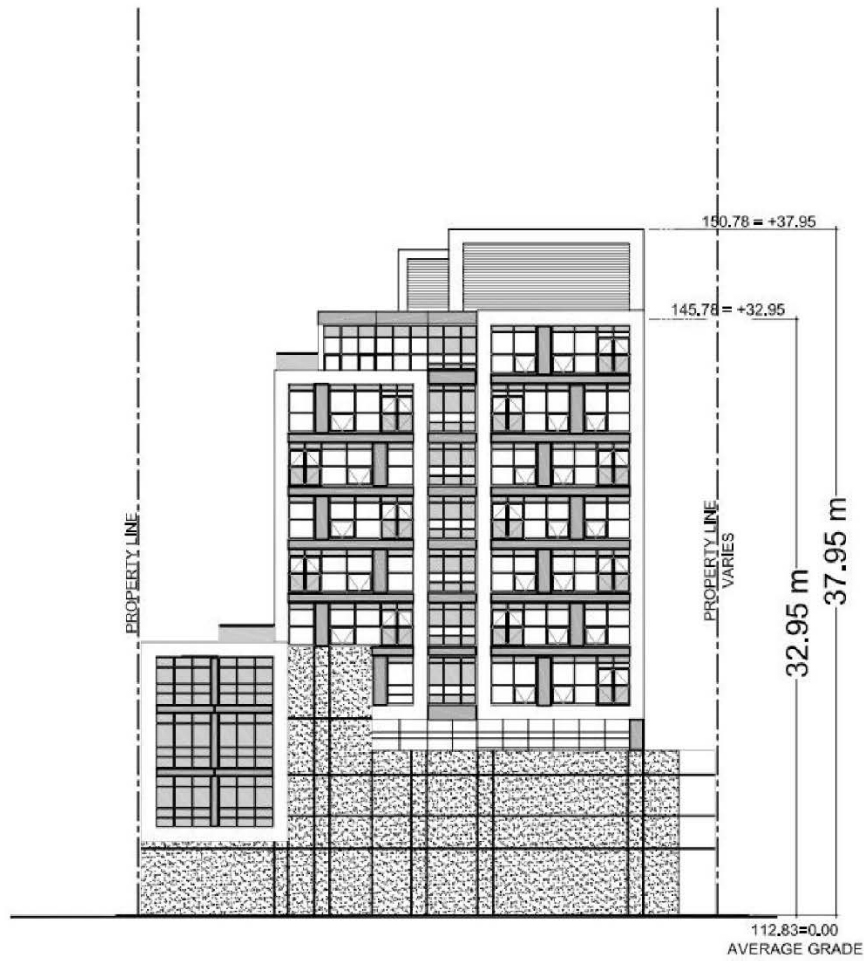


**View of Applicant's Proposal Looking Southeast**



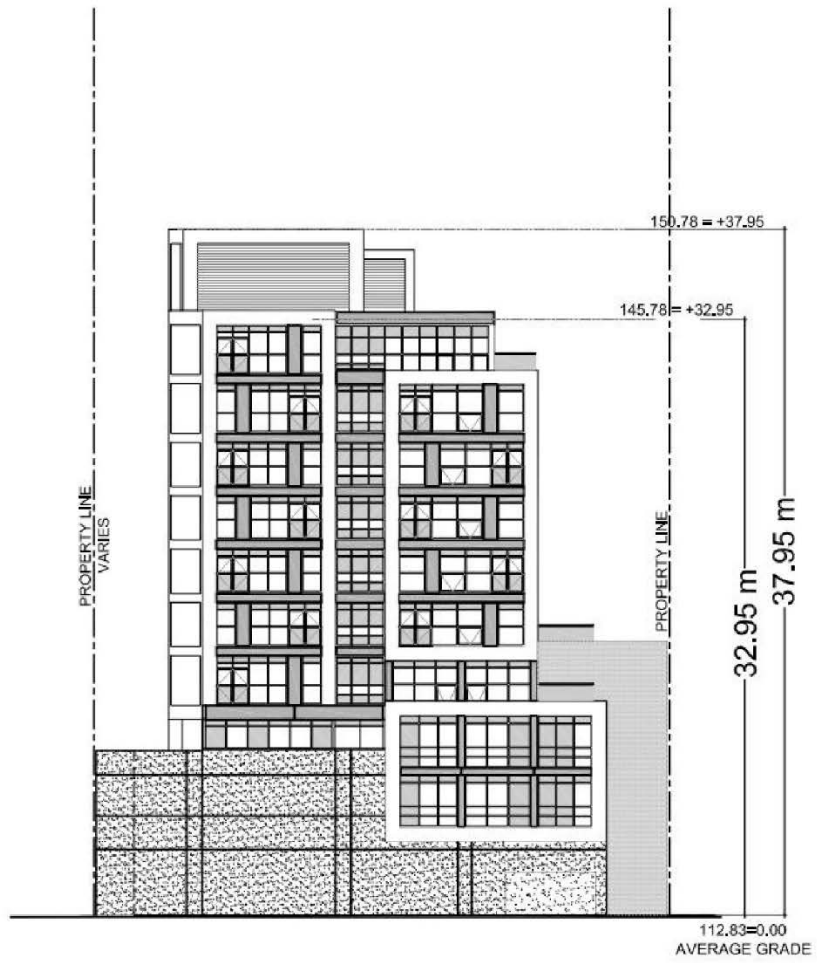
01/07/2022

Attachment 8: North Elevation



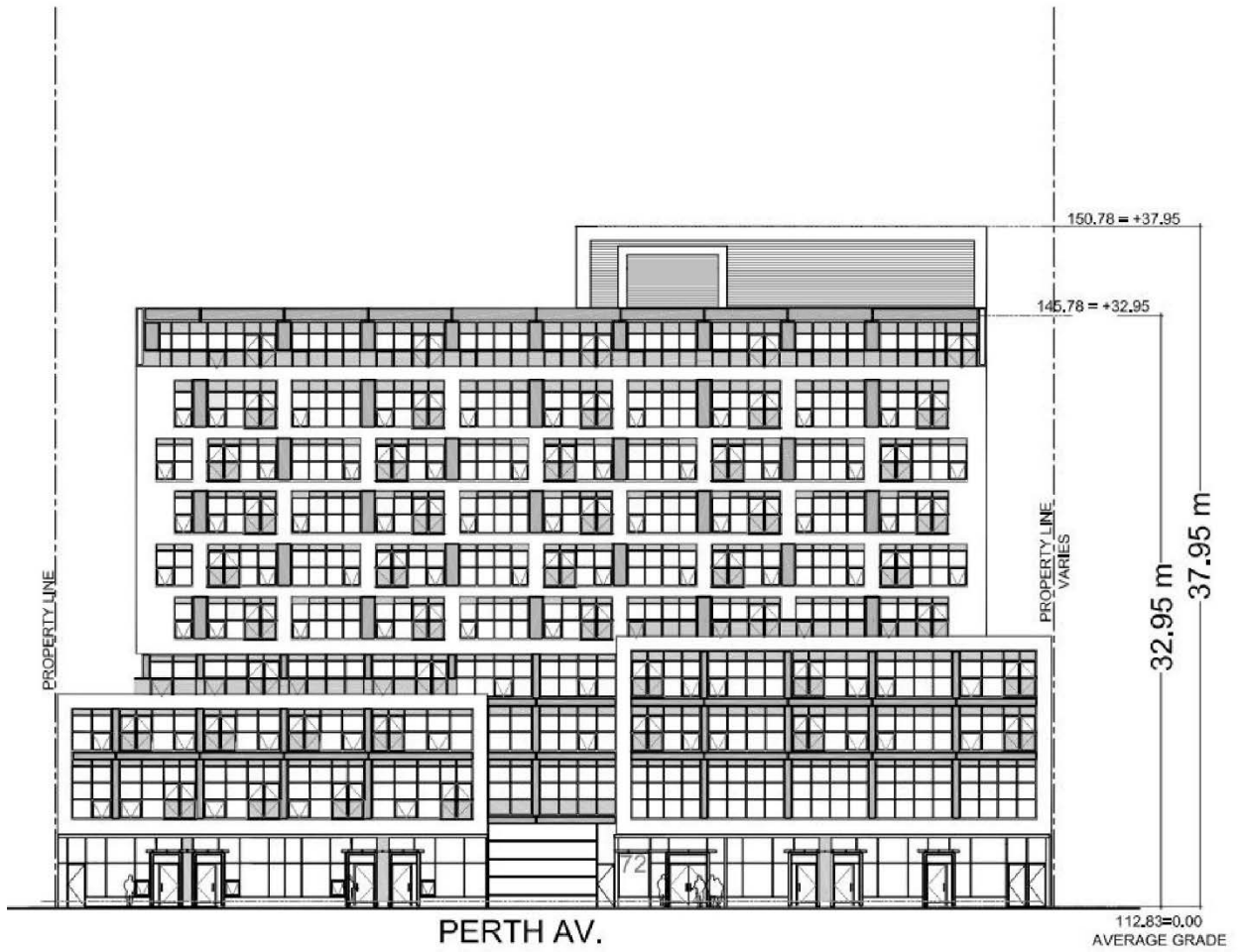
North Elevation

Attachment 9: South Elevation



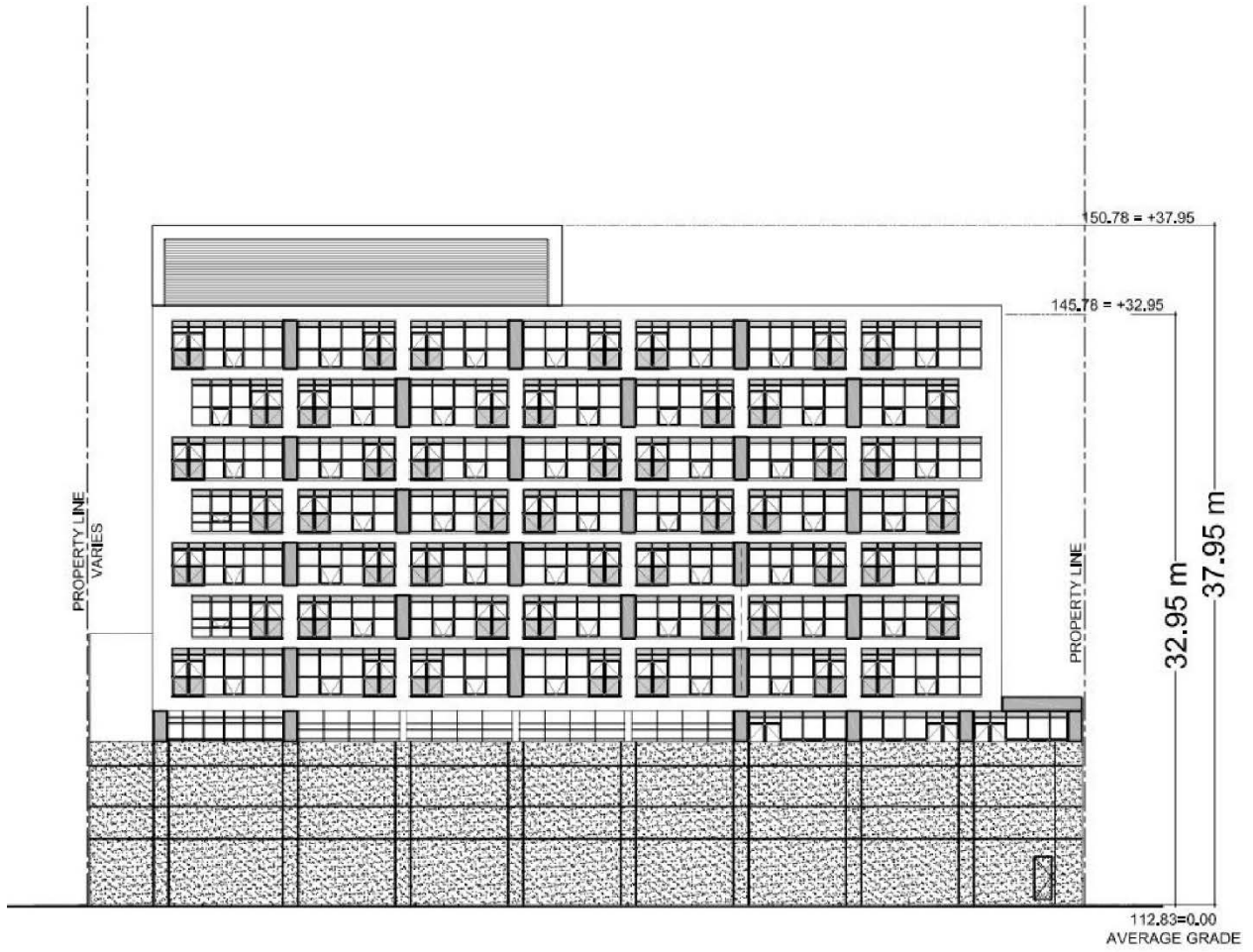
South Elevation

Attachment 10: East Elevation



East Elevation

Attachment 11: West Elevation



West Elevation