

3353-3359 Lake Shore Boulevard West – Official Plan Amendment and Zoning Amendment Application – Final Report

Date: January 4, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 19 252092 WET 03 OZ

SUMMARY

This application proposes to amend Official Plan Site and Area Specific Policy 21 (SASP 21) and city-wide Zoning By-law 569-2013 for the lands at 3353-3359 Lake Shore Boulevard West to permit a six-storey mixed-use building containing 60 residential condominium units and retail uses at-grade.

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 to amend the Official Plan and Zoning By-law.

Although the building height and density exceeds the development standards established in SASP 21, the necessary revisions have been made to ensure that the development is in keeping with the intent of the mid-rise vision for Lake Shore Boulevard West. The revised proposal is reflective of a mid-rise built form typology generally consistent with the Mid-Rise Building Performance Standards. The building has been massed with various setbacks and stepbacks that minimize shadow and visual impacts on the public realm, provide good transition in scale to neighbouring properties, and achieve a well-proportioned pedestrian-scale streetwall along Lake Shore Boulevard West.

The development introduces an appropriate density and mix of uses along a transit route that is well-served by Toronto Transit Commission's 10-minute network of streetcar and buses that further connects to the regional transportation network via the Long Branch Loop.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands at 3353-3359 Lake Shore Boulevard West substantially in accordance with the draft Official Plan Amendment attached as Attachment 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 3353-3359 Lake Shore Boulevard West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

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

DECISION HISTORY

A Preliminary Report on the application was adopted by Etobicoke York Community Council on February 5, 2020 authorizing staff to conduct a community consultation meeting.

The Preliminary Report is available at:

<https://www.toronto.ca/legdocs/mmis/2020/ey/bgrd/backgroundfile-141919.pdf>

PROPOSAL

Application Description

This application proposes to amend Official Plan Site and Area Specific Policy 21 (SASP 21) and city-wide Zoning By-law 569-2013 for the lands at 3353-3359 Lake Shore Boulevard West to permit a six-storey mixed-use building containing 60 residential units and retail uses at-grade. The application proposes a total gross floor area of approximately 4,829 square metres, including 4,560 square metres of residential uses and 269 square metres of non-residential uses, resulting in a Floor Space Index of 3.42 times the area of the lot. The height of the proposed building is 19.9 metres, excluding the 5.25-metre high mechanical penthouse.

As currently proposed, the 60 residential units would be comprised of 43 one-bedroom units (72%), 11 two-bedroom units (18%) and six three-bedroom units (10%). The application proposes a total of 38 residential parking spaces, with vehicular access to the below grade garage from Lake Shore Boulevard West along the western edge of the

site. The proposed development includes a total of 54 bicycle parking spaces located on the ground level and the below grade garage, of which 20 would be short-term and 44 would be long-term. An additional 10 short-term bicycle parking spaces will be provided off-site along Lake Shore Boulevard West, outside of the property line on the ground floor. One "Type G" loading space is also proposed at the rear of the building.

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

See Attachments 11a and 11b of this report for three dimensional representations of the project in context.

Site and Surrounding Area

The site is located on the south side of Lake Shore Boulevard West, between Twenty Seventh Street and Twenty Eighth Street (see Attachment 2: Location Map). The site is rectangular in shape and is currently occupied by a used car sales lot with a one-storey building and an auto detailing shop with a two-storey building. The site is approximately 1,410 square metres in size.

Surrounding land uses include:

North: On the north side of Lake Shore Boulevard West there is a three-storey mixed-use building. To the northeast there is a church and associated parking lot. To the northwest there is a two-storey commercial building.

West: To the west of the subject property there is a two-storey mixed-use building.

East: To the east of the subject property there is a two-storey mixed-use building.

South: To the south of the subject property is a residential area with one- to two-storey detached dwellings fronting on Ash Crescent and designated *Neighbourhoods*.

Reasons for Application

An application to amend Official Plan Site and Area Specific Policy 21 (SASP 21) is required to permit an increase of the maximum permitted density from 3.0 to 3.42 times the lot area, a height of 25.2 metres, including the 5.25-metre high mechanical penthouse, and an encroachment into the 45-degree angular plane from the residential properties to the rear. In addition, amendment to city-wide Zoning By-law 569-2013 is required to bring the site into the city-wide Zoning By-law and establish site-specific provisions for height, setbacks, density, and parking to facilitate the proposed development. The draft Official Plan Amendment and Zoning By-law Amendment are provided separately and are intended to be applied in tandem to the site.

The site is subject to an application under the *Planning Act* for Site Plan Control (File Number 20 229836 WET 03 SA). The submission materials have been circulated to all

appropriate agencies and City Divisions and are being reviewed concurrently with this Zoning By-law Amendment application.

APPLICATION BACKGROUND

Pre-application consultation meetings were conducted with the applicant in 2018 and 2019 to discuss complete application submission requirements and to identify issues with the proposed development.

The current application was submitted on November 22, 2019 and deemed complete on December 16, 2019.

A virtual community consultation meeting was held on March 23, 2021. A summary from the community consultation can be found below in the Comments section of this report.

Application Submission Requirements

The following plans, reports and studies were submitted in support of the application:

- Architectural Plans
- Landscape Plans
- Draft Zoning By-law Amendment
- Draft Official Plan Amendment
- Public Consultation Strategy Report
- Planning and Urban Design Rationale
- Toronto Green Standard Checklist
- Sun/Shadow Study
- Stage 1 Archaeological Background Study
- Phase 1 Environmental Site Assessment
- Traffic Impact Study
- Construction Management Plan
- Energy Strategy Report
- Geotechnical Study
- Hydrogeological Report
- Functional Servicing Report and Stormwater Management Report
- Arborist Report
- Civil and Utilities Plans
- Survey Plans

The reports and studies listed above can be accessed via the Application Information Centre (AIC): <https://www.toronto.ca/city-government/planning-development/application-information-centre/>.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to

assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law standards.

Community Consultation

City Planning staff hosted a virtual community consultation meeting on March 23, 2021. In accordance with the direction of Etobicoke York Community Council, notice was sent to the notification area of 120 metres.

At the meeting, City Planning staff presented the planning policy framework and an overview of the application review process, and the applicant presented their development proposal.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given had an opportunity to view the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the protection of public health and safety; the appropriate location of growth and development; the promotion of development that is sustainable, supports public transit and be oriented to pedestrians; and the promotion of a built form that is well designed, encourages a sense of place, and provides public spaces that are of high quality, accessible, attractive and vibrant.

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 plan control applications.

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 *Planning Act* can be accessed at:

https://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90p13_e.htm

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) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides

otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

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

Toronto Official Plan

The property is designated *Mixed Use Areas* in the Official Plan (see Attachment 5: Official Plan Land Use Map) and is subject to Site and Area Specific Policy 21 (SASP 21). The lands are also located on an *Avenue*, as identified on Map 2 - Urban Structure of the Official Plan. *Avenues* are areas where growth and reurbanization are intended to occur.

Mixed Use Areas policies establish a number of site-related development criteria that must be met. The Built Form policies emphasize the importance of ensuring that new development fits within its existing and/or planned context, while limiting impacts on neighbouring streets, parks and open spaces. New buildings should be located and massed to provide a transition between areas of different development intensity and scale. The development criteria within the *Mixed Use Areas* policies are also supplemented by additional development criteria outlined in the Built Form policies in Section 3.1.2 of the Official Plan.

The property is located adjacent to a low-rise residential area to the south, designated *Neighbourhoods* in the Official Plan. As identified in Section 2.3.1(3) of the Official Plan, developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* must be compatible with those *Neighbourhoods* including, but not limited to, providing a gradual transition of scale and density from those *Neighbourhoods* and maintaining adequate light and privacy for residents in those *Neighbourhoods*.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Chapter 2 - Shaping the City

The Official Plan's transportation policies provide provisions for the protection and development of the City's streets, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency.

Avenues: Reurbanizing Arterial Corridors

Avenues are important corridors along major streets where urbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the appearance of the street, shopping opportunities and

transit services for community residents. Development along the *Avenues* will generally be at a much lower scale than in the Downtown and most often at a lower scale than in the Centres.

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

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

A framework for new development on each *Avenue* will be established through an *Avenues Study*, resulting in appropriate zoning and design guidelines created in consultation with the local community. Each *Avenue Study* will contain a vision and implementation plan. SASP 21 and the Lake Shore Boulevard West Urban Design Guidelines provide direction on the scale and intensity of development.

The site is located on an area of Lake Shore Boulevard West designated *Avenues*, which is implemented by Zoning By-law 1055-2004.

Chapter 3 - Building a Successful City

Chapter 3 of the Official Plan contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

Public Realm

The public realm is the fundamental organizing element of the city and plays a vital role in supporting population and employment growth, health, liveability, social equity and overall quality of life. Public Realm Policy 3.1.1 of the Official Plan promotes quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm.

The Public Realm policies recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible. The Public Realm policies provide guidance on how to potentially expand and enhance the public realm to support existing and future populations and contribute to life for people of all ages and abilities. The policies also provide direction on the function and design specifics of new public streets, city blocks and parks and open spaces.

In September of 2020, changes to the Public Realm policies of the Official Plan came into force via Official Plan Amendment 479. The changes add greater detail and clarity, including new policies that define mid-rise buildings and their relationship to adjacent

streets. Although this application was not reviewed under these OPA 479 policies as the application submission predates these policies, these revised policies are relevant and indicate the future direction and planned context for the site, consistent with provincial policies.

Built Form

The built form policies provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces.

Section 3.1.3 Built Form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion, separation and transition in scale to neighbouring properties. Building entrances are to be located on prominent building facades so that they front onto a public street, park or open space, and are clearly visible and directly accessible from a public street. New development is to provide comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Policies 3.1.3.4 and 3.1.3.5 require new development to be massed to define the edges of streets at good proportion and provide amenity for adjacent streets to make these areas attractive, interesting, comfortable and functional for pedestrians. This can be achieved by the provision of adequate amenity and landscaped open space, coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms and landscaped open space within the development itself, among others. The intention is to enable new developments to fit within the context of the immediate neighbourhood, while also improving the character of the surrounding area.

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

Chapter 4 - Land Use Designations

The application is located on lands designated *Mixed Use Areas* in the City of Toronto Official Plan (see Attachment 3: Official Plan Land Use Map). *Mixed Use Areas* achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities,

and parks and open spaces. The intention is for *Mixed Use Areas* to support the ability to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe. *Mixed Use Areas* are intended to absorb much of the city's new housing, retail, office and employment growth.

Policy 4.5.2 a) to e), h), and k) of the Official Plan provides the following development criteria: Development in these areas will:

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

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

Site And Area Specific Policy 21

SASP 21 provides policy direction and establishes the planning framework for new development along Lake Shore Boulevard West between the Etobicoke Creek and Dwight Avenue, and reads as follows:

"a) Buildings should be built to the Lake Shore Boulevard West street line with a discretionary setback zone of 1.5 metres. Development blocks should provide a continuous building face for at least 70 per cent of the frontage on Lake Shore Boulevard West. Building heights should not exceed four storeys, except:

i) between Twenty Second Street and Twenty Third Street, where a six storey building is permitted if the extra height is stepped back from the street; and

ii) for the area between Twenty Third Street and 3829 Lake Shore Boulevard West (one block west of Fortieth Street), where a six storey building is permitted; however, in areas where lot depths exceed 35 metres, higher building height may be considered.

Building height should not exceed a 45-degree angular plane from the property line of the adjacent low-scale residential properties.

b) Maximum net density of mixed commercial-residential buildings with commercial uses on the ground floor is 3.0 times the lot area for the lands designated *Mixed Use Areas*."

SASP 21 and the Lake Shore Boulevard West Urban Design Guidelines have their origins in the policies of the former City of Etobicoke Official Plan – Central/Western Lake Shore Area Secondary Plan, which covered the stretch of Lake Shore Boulevard West through the New Toronto and Long Branch neighbourhoods. In 2003/2004, an Avenue Study was undertaken for the section of Lake Shore Boulevard West between Etobicoke Creek and Twenty Fourth Street (Long Branch). The study resulted in an Official Plan Amendment, Zoning By-law Amendment and modifications to Site and Area Specific Policy 21, which resulted in SASP 21 in its current form. Specifically, the modifications to SASP 21 were to allow for building heights over four storeys, up to six storeys in certain locations, with the potential for higher building heights where lot depths exceed 35 metres within the Long Branch neighbourhood.

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

Zoning

The site is currently zoned Commercial Avenues (C1-AV) under the former City of Etobicoke (Long Branch) Zoning Code and is also subject to By-law 1055-2004. The maximum Gross Floor Area (GFA) permitted is 3.0 times the lot area, with a maximum permitted building height of six storeys or 20 metres, excluding the mechanical penthouse. Commercial and residential uses are permitted in this zone.

City-wide Zoning By-law 569-2013 does not currently apply to the property.

Design Guidelines

Lake Shore Boulevard West Urban Design Guidelines

The Lake Shore Boulevard West Urban Design Guidelines provide direction on how development will occur on both sides of Lake Shore Boulevard West between Etobicoke Creek and Dwight Avenue, including the subject lands. The following are key built-form guidelines for development:

- Building profiles along the commercial-residential strip will be four storeys, rising to six storeys at major intersections and will include a 45-degree angular plane from adjacent existing residential uses.
- New buildings will help to create a more intimate atmosphere and a more pleasant pedestrian environment.
- Incorporate where appropriate terraced or tiered building designs of successive storeys.
- Incorporate architectural diversity through use of various materials, façade treatments and detailing.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council 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. Lake Shore Boulevard West was an excluded Avenue from the original Mid-Rise Building Performance Standards because an Avenue study had already been completed. The 2016 Addendum to the Mid-Rise Building Performance Standards indicates that when a mid-rise development is proposed within a Secondary Plan Area (in this case, a Site and Area Specific Policy, SASP), the policies of the Secondary Plan prevail and the Performance Standards may be applied as a useful planning tool in certain cases. Council's decision is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

Growing Up: Planning for Children in New Vertical Communities

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

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

The link to the Guidelines is here:

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

The accompanying staff report is available here:

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

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

The objective of the Pet Friendly Design Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. The Guidelines support all residents, pet-owners and non-pet-owners alike, by encouraging design in new development that demonstrates a consideration for pets, as well as the impacts that they have on our parks, open spaces and the environment. The Guidelines can be found here:

<https://www.toronto.ca/wp-content/uploads/2019/12/94d3-CityPlanning-Pet-Friendly-Guidelines.pdf>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has been submitted (File Number 20 229836 WET 03 SA) and is under review.

COMMENTS

Planning Act

The applications have regard to relevant matters of provincial interest, including subsections: 2 d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest; 2 f) the adequate provision and efficient use of sewage and water services and waste management systems, 2 h) the orderly development of safe and healthy communities, 2 j) the adequate provision of a full range of housing, including affordable housing, 2 p) and r) the appropriate location for growth and development and 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.

The matters of provincial interest are further articulated in the PPS (2020) and the Growth Plan (2020).

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020).

The proposal is consistent with the PPS and conforms to the Growth Plan (2020) as noted below.

Provincial Policy Statement (2020)

This application is consistent with the policies in the PPS that promote efficient land use patterns (Policies 1.1.1, 1.1.2, 1.1.3.1, 1.1.3.2 and 1.1.3.6) through a mid-rise development in an area identified in the Official Plan as an *Avenue* and a *Mixed Use Area* which are designated for intensification. The proposed massing, scale, and height of the proposed development fits in its immediate existing and planned context, and complements the varied building typologies that form the existing and planned context of the area.

The proposal is consistent with the PPS in that it would provide additional housing and services to the population through the intensification of a property located in close proximity to transit, maximizing efficient use of land, resources and existing and planned infrastructure and public service facilities. The proposal would contribute to a compact urban form, add to the range and mix of housing and provide a mix of land uses to support active transportation and community connectivity.

Place to Grow – Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan (2020) requires municipalities through their Official Plan to identify intensification areas, and to encourage intensification generally in the built-up areas as directed by Policy 2.2.1. Municipalities are also directed to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide a more compact built form.

The proposal conforms to the Growth Plan (2020) which establishes that population growth will be accommodated by directing new growth to the built-up areas of the city through intensification. The application proposes compatible and appropriate intensification in a built-up area. The proposal would make efficient use of land, existing infrastructure and services. The proposed development has a compact and efficient form that has located the proposed massing, height and density on the site with sufficient setbacks, to provide transition to the low scale built form to the south. Furthermore, the proposal includes landscaping improvements to make the streetscape more attractive and functional, with an overall contribution to achieve a complete community with a mix of residential and non-residential uses.

City Planning staff advise that the application, the draft Official Plan and Zoning By-law Amendments conform to the Growth Plan (2020).

Land Use

This application has been reviewed against the official plan policies and planning studies described in the Policy Consideration section of the report as well as the policies of the Official Plan as a whole.

The *Mixed Use Areas* Official Plan designation permits and supports the proposed mixed-use building having commercial uses at-grade and residential uses above. The proposed residential and ground floor commercial uses are permitted by the existing *Mixed Use Areas* designation applying to the site, which permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings. In this respect, the Official Plan intends that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.

The objective of the Official Plan in intensifying *Avenues* and *Mixed Use Areas* is that of reurbanization. It is anticipated through this proposal that residents will be able to live, work and shop in the same area, along transit routes that provide access to the city's Downtown and connections to regional transportation networks.

The proposal includes 268.9 square metres of non-residential gross floor area (GFA) on the ground floor, fronting Lake Shore Boulevard West. A total of 60 residential units are proposed on the upper floors which provides for a mix of uses on the site that fits within the planned context of the area and is compatible with the existing and planned land uses to the east and west of the site along Lake Shore Boulevard West. The two retail units on the ground floor will be approximately 115.5 square metres, attached to 50.8 square metres of non-residential space on the mezzanine level, and 102.6 square metres, both of which will have separate entrances to the street. The primary residential

entrance will be situated in between the two retail entrances and will be slightly setback from the streetwall and will open up to the residential lobby. The southern portion of the ground floor will include an indoor amenity area, mail room, pet amenity area, and a direct connection to the rear outdoor amenity area.

Planning staff are of the opinion the proposed land use is appropriate for the subject site and is supportable.

Built Form: Height, Massing and Density

This application has been reviewed against the official plan policies and planning studies and/or design guidelines described in the Policy Consideration section of the Report.

The site's frontage onto a major arterial road, as well as the site's size and depth, is able to comfortably accommodate a mid-rise building that provides for appropriate transition to the *Neighbourhood* to the south without unacceptable built form impacts.

The proposed building height of six storeys (25.2 metres, including the 5.25-metre high mechanical penthouse) is appropriate within the existing context and would fit within the planned context for Lake Shore Boulevard West. The existing pattern of heights along Lake Shore Boulevard West range between two and three storeys with more recently completed buildings up to seven storeys in height (3563 Lake Shore Boulevard West, west of the subject site). In terms of the planned context for Lake Shore Boulevard West, as directed by SASP 21, there is the vision for mixed commercial-residential buildings up to six storeys with higher heights considered for lots exceeding 35 metres in depth, specifically for the area between Twenty Third Street and 3829 Lake Shore Boulevard West. The subject site is 35.1 metres in depth.

From a massing perspective, the proposed development incorporates a mid-rise built form that provides a comfortable pedestrian scale along the Lake Shore Boulevard West frontage and conforms to the Official Plan *Neighbourhood* transition policies and generally the Lake Shore Boulevard West Urban Design Guidelines and Mid-Rise Building Performance Standards. *Mixed Use Areas* Policy 4.5.2(c) in the Official Plan states that new development is to be located and massed to provide transition between areas of different development intensity and scale, through means such as setbacks and stepping down of heights to lower-scale neighbourhoods.

The location and organization of the building relative to Lake Shore Boulevard West has been designed to provide a suitable street wall condition of four storeys (13.8 metres high) along the frontage, and appropriate massing with the proposed building to be terraced and step down to a height of three storeys in the rear. The overall height of the building is below the planned right-of-way (ROW) width of 36 metres, and appropriately frames Lake Shore Boulevard West with good street proportion. The tallest portion of the building is in the northern portion of the subject site in order to minimize potential built form impacts on the *Neighbourhoods* to the south. The mechanical unit will be located generally in the centre of the roof in order to minimize its view and appearance from street level. The siting and massing of the proposed building will frame the edge of the street with active retail and residential uses and the inseting of the ground floor

creates a weather protected area, enhancing pedestrian comfort and safety along Lake Shore Boulevard West.

The property is located adjacent to a low-rise residential area to the south, designated *Neighbourhoods* in the Official Plan. As identified in Section 2.3.1(3) of the Official Plan, developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* must be compatible with those *Neighbourhoods* including, but not limited to, providing a gradual transition of scale and density from those *Neighbourhoods* and maintaining adequate light and privacy for residents in those *Neighbourhoods*. Built form transition and the proximity to adjacent low-scale residential properties has been addressed by appropriate setbacks in height towards the lower scale properties to the south.

Appropriate setbacks have also been incorporated into the proposal. To the north, the overhang created by the floorplate of the second floor will result in a weather-protected area above the building entrances. To the south, a 7.5-metre setback will be provided along the entirety of the building face. Floor 3 will have a similar floorplate and replicate the front, side and rear-yard setbacks. On Floor 4, an additional setback of approximately 2.8 metres will be provided from the south building face. Additional setbacks of 2.8 metres are provided on Floors 5 and 6, to achieve a total rear yard setback of approximately 16.9 metres from the south property line at the 6th floor. The private amenity terraces provided on Floors 4 to 6 are sufficiently setback from the building face below to further mitigate any overlook and privacy impacts on amenity areas of the *Neighbourhood*. The area between the building face and the terrace railings will be buffered by the proposed solar panels. Through these setbacks in the rear building façade, the mass of the building is setback from the residential *Neighbourhoods* in order to preserve sunlight access and skyview and minimize privacy and overlook.

Additional built form aspects of site design have been incorporated to mitigate visual and noise impacts on the adjacent *Neighbourhoods* through the internalization of loading, servicing and vehicular activities within the envelope of the proposed building. An approximate 0.8-metre wide landscape strip will line the southern and westerly property lines with hedging and shrubbery to buffer and provide separation between the southern property line and the outdoor amenity area in the southeast corner of the subject site.

Conformity with the 45-degree angular plane from the property line of the adjacent low-scale residential properties to the south, at the rear of the property has been reviewed. The building generally complies with a shallow lot 45-degree angular plane taken from the south property line as set out in the Mid-Rise Building Performance Standards. Specifically, the building generally falls below a 45-degree angular plane taken above 10.5 metres from the 7.5-metre setback to the southerly property line, with the exception of a few minor and limited encroachments that have been captured in the draft Zoning By-law Amendment.

The proposed density of 3.42 floor space index (FSI) is appropriate in order to optimize density on the site that is well served by public transit, and that is located along Lake Shore Boulevard West, a major arterial road identified as an *Avenue* in the City's Official Plan.

Sun and Shadow

Shadow impacts affect the thermal comfort and enjoyment of the public realm and outdoor open spaces as well as the provision of adequate sunlight and daylight to neighbouring properties. Shadows are impacted by the size, location and shape of building floor plates, building height, building setbacks, as well as the time of year and angle of the sun.

There are a number of Official Plan policies that address appropriate sun and shadow impacts. Policy 3.2.3.3 refers to minimizing effects of development on adjacent properties including additional shadows on parks and open spaces. Development Criteria in *Mixed Use Areas Policies* 4.5.2 c) through f) establish that development will locate and mass buildings to adequately limit impacts, such as shadows, on adjacent *Neighbourhoods*, streets, parks and open spaces and to frame the edges of streets and parks, with a focus on generating comfortable conditions through adequate sunlight provision. Development must also provide a transition between areas of different intensity and scale by having appropriate setbacks/stepbacks in heights. Additionally, new development will maintain good proportion and sunlight for pedestrians by providing an attractive, enjoyable, safe pedestrian environment on adjacent parks, streets and open spaces.

The properties located immediately south, southeast and southwest of the subject site are designated *Neighbourhoods*. There are no parks in close proximity to the subject site. The site is approximately a 250-metre walk away from Skeens Lane Parkette, a 604 square metre park which contains a playground and passive recreational uses.

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

The Sun/Shadow Study, prepared by ICON Architects Inc., dated July 17, 2019, illustrates the extent of shadowing that would result from the proposed development in March and September. The study outlined that the shadows of the proposed development impact a total of ten properties to the east and four properties to the west. No properties were impacted to the north or south of the subject site. Specifically, with respect to the *Neighbourhoods* designated lands, the study demonstrates that there will be no shadow impacts, in particular, on the rear yards of 16-24 Ash Crescent on March 21st and September 21st. In terms of the adjacent street network, the study indicates there will be no incremental shadow impact onto the north sidewalk along Lake Shore Boulevard West at the equinoxes, but there will be incremental shadow impact on the south sidewalk between 9:18 a.m. and 6:18 p.m.. In this respect, while the shadow study illustrates that the existing built form context along the Lake Shore Boulevard West does result in incremental shadow impacts on the south sidewalk throughout the day during the equinoxes, further additional incremental shadowing would occur if properties were developed as per the C1-AV zoning permissions. As a result, the resulting incremental shadow impacts created by the proposed building are considered to be minor and acceptable.

Traffic Impact, Access, Parking

The property is served by two existing driveways onto Lake Shore Boulevard West that serve 3353-3359 Lake Shore Boulevard West. The site plan illustrates that one full movement driveway is proposed for the site and the closure of the additional driveway can potentially provide additional on-street parking in front of the development, as indicated by the applicant. With the exception of a small portion of the driveway in the southeast corner of the site, the proposed loading, servicing and vehicular activities will be located within the building envelope or below grade. Vehicular access is provided from Lake Shore Boulevard West by a 7.2-metre wide driveway located at the west end of the building, which will extend south into the subject site towards the underground garage ramp at the rear and will require only one curb cut, an improvement to the existing condition.

As a part of the subject proposal, in order to accommodate the proposed driveway, it is proposed to remove one pay-and-display angled parking space from the paid parking zone along Lake Shore Boulevard West abutting the development site. At the Site Plan Control application stage, the applicant will be required to contact the Toronto Parking Authority with regard to removal of the pay-and-display parking space.

A Transportation Impact Study (TIS), prepared by Stantec Consulting Inc., dated October 29, 2020, was submitted assessing the traffic impacts of the proposal. The TIS states that on the basis of 60 residential units, the proposed development will generate approximately 21 and 27 two-way trips during the weekday morning and weekday afternoon peak hour periods, respectively. Site trips related to the commercial use were not included as the applicant's consultant indicates that, based on the application of Institute of Transportation Engineers (ITE) land use code 814 (Variety Store), the use generates a maximum of 10 trips. Transportation Services staff concur that the anticipated additional trips generated by this use are expected to be negligible.

Given the above-noted site traffic estimates, the TIS concludes that the proposed development can be reasonably accommodated on the area road network. No mitigating measures were recommended by the applicant's consultant in order to accommodate projected site traffic volumes.

Transportation Services staff concur with the consultant's conclusion that the site-generated vehicle trips of the proposed development can be adequately accommodated on the area road network.

The applicant submitted a TIS addendum, dated October 21, 2021, prepared by Stantec Consulting Inc., which provides updated information regarding the proposed parking supply. Vehicular parking will be provided in two levels of underground parking. Additional bicycle parking spaces will be located at-grade within the front yard setback along Lake Shore Boulevard West and the curbside bump-out adjacent to the right-of-way. According to the submitted underground parking plans, a total of 38 parking spaces are proposed within the two-level underground parking garage. This parking supply results in a parking deficiency of 22 spaces, based on the requirements of City-wide Zoning By-law 569-2013 (Policy Area 4). 'Policy Area 4' was used as a comparison

due to the close proximity of the site to existing 'Policy Area 4' designations along Lake Shore Boulevard West.

Prior to accepting any parking supply that is lower than the minimum parking requirements, Transportation Services requires justification of the proposed parking supply through parking utilization surveys completed in proxy sites that are comparable to the land use type (residential unit mix and ground floor non-residential uses) and site characteristics of the subject site, to the satisfaction of Transportation Services. A TIS addendum that summarized findings from a proxy survey was reviewed by Transportation Services and the applicant's proposed parking supply has been acceptable to staff.

The proposal includes one Type 'G' loading space for the proposed development. This loading space provision satisfies the minimum loading requirement according to Zoning By-law 569-2013.

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

Road Widening

In order to satisfy the Official Plan requirement of a 36-metre wide right-of-way for this segment of Lake Shore Boulevard West, a 0.78-metre road widening dedication along the Lake Shore Boulevard West frontage of the subject site is required and is proposed to be conveyed to the City. The land conveyance will be required to be undertaken as part of the Site Plan Control application.

Streetscape

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

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

The proposed streetscape improvements and landscaping elements within and adjacent to the subject site are appropriate and would create a high-quality public realm and a positive pedestrian experience along the adjacent public streets. A weather-protected overhang ranging between 1.7 metres to 2.2 metres deep will create a comfortable pedestrian environment, in particular, by the residential and retail entrances along the street frontage. Streetscape details will be finalized and secured through the site plan control application review process.

Servicing

The loading, servicing and building maintenance functions and activities are proposed within the interior of the building. A portion of the vehicular driveway is exposed, but is located in the rear of the subject site. The applicant submitted a Functional Servicing and Stormwater Management Report, revision dated April 2022, prepared by Husson, along with a Hydrological Review Summary Form and a Servicing Report Groundwater Form. The applicant also submitted a Hydrogeological Investigation Report, dated October 29, 2021, prepared by PRI Engineering Corp. and a Geotechnical Investigation Report, dated November 18, 2019, prepared by PRI Engineering Corp.

The purpose of these reports is to evaluate existing subsurface conditions and the effects of the development on the city's municipal servicing infrastructure and watercourses, and to identify and provide the rationale for any new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development.

Engineering and Construction Services staff have reviewed the revised Functional Servicing Report, dated April 2022, and have deemed the report satisfactory.

Housing Issues

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

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

A total of 43 (72%) of the proposed units would be one-bedroom units; 11 (18%) would be two-bedroom units; and six (10%) would be three-bedroom units. Guideline 2.1 of the Growing Up guidelines states that a building should provide a minimum of 25% large units (15% of the units should be two-bedroom units and 10% of the units should be three-bedroom units and). The unit mix supports the objectives of the Growing Up Guidelines. The draft Zoning By-law will secure the number of two- and three-bedroom units. In terms of the ideal unit size, the Guidelines provide a range of sizes for two- and three-bedroom units, with two-bedroom units recommended to be between 87 to 90 square metres and three-bedroom units recommended to be between 100 to 106 square metres. The intent of these Guidelines is to integrate family suitable design into the planning of new multi-unit residential development. The applicant has proposed 11 two-bedroom units which range in size from 72.4 to 104.1 square metres. The applicant also has proposed six three-bedroom units that range in size from 106.9 square metres to 108.2 square metres, exceeding the recommended minimum sizes. Although some of the proposed two-bedroom units do not meet the recommended minimum size outlined

in the Guidelines, staff have reviewed the application and determined that the intent of the guidelines is being met in order to provide family-friendly units while taking into consideration the context, scale, and site-specific constraints of the project.

Amenity Space

Official Plan Built Form Policy 3.1.3.11 states that new indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year. The City requires two square metres of indoor and two square metres of outdoor amenity space per unit.

The development proposes a total of 291 square metres of residential amenity space as follows: 150.7 square metres of indoor and 140.3 square metres of outdoor. With 60 residential units proposed, this amounts to 2.5 square metres of indoor amenity space per unit and 2.3 square metres per unit of outdoor amenity space. The applicant is meeting the City standard for indoor and outdoor amenity space.

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

Given the current rise in dog-owning populations, the applicant was instructed to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs as this will also help alleviate pressure on existing parks. A dog wash station has been incorporated into the proposal and has been reviewed by staff. Additional pet friendly design requirements will be considered in the site plan control application stage.

Open Space/Parkland

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

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the city.

In accordance with [Chapter 415, Article III of the Toronto Municipal Code](#), the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% 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 Grade Building Permit and is valid for six months. Payment will be required prior to the issuance of said permit.

Archaeological Assessment

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

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

The site is identified as having archaeological resource potential. The applicant submitted a Stage 1 Archaeological Background Study (Revised Report), dated June 25, 2020, and prepared by CRM Lab Archaeological Services. The report determined that there are no further archaeological concerns regarding the subject property. Heritage Planning concurs with this determination and has noted the requirement for specific post-approval conditions in the event that deeply buried archaeological remains or human remains are encountered. These post-approval conditions will be secured through the Site Plan Control application stage.

Tree Preservation

Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of our environment. The Official Plan recommends policies that have been adopted by City Council that call for an increase in the amount of tree canopy coverage. City Council has adopted the objective of increasing the existing 28 percent tree canopy coverage to 40 percent. The planting of large growing shade trees on both public and private lands should be an important objective for all development projects. Suitable conditions for tree planting must be considered integral to the design, planning, and construction of all development projects.

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

The applicant submitted an Arborist Report, prepared by Jon Woodside Arborist, dated November 14, 2019, revised November 20, 2020 and September 30, 2021, which indicates that the development proposes to preserve three by-law protected City street trees, and to remove five by-law protected privately owner trees. The five by-law protected private trees include: three Manitoba maple trees, 45, 50 and 30 cm in diameter, and two Norway spruce trees, 41 and 54 cm in diameter. The planting of three replacement trees for each by-law-protected private tree removed would also be a condition of permit issuance. The application is also required to comply with the Tier 1: Ecology elements of the Toronto Green Standard (TGS), Version 3, which based on the site area of this development, requires a total soil volume of 256 square metres on the site and the adjacent road allowance(s).

The submission of satisfactory plans/revisions will be a condition of Urban Forestry's approval of the subsequent Site Plan Control application.

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 control application process.

Community Consultation

City Planning staff hosted a virtual community consultation meeting on March 23, 2021.

At the meeting, City Planning staff presented the planning policy framework and an overview of the application review process, and the applicant presented their development proposal. Key concerns were with respect to suitability of the built form, massing, density, anticipated shadow impacts, anticipated traffic impacts and concerns with the parking provided.

Assessment of the suitability of the development in the context of built form is included above, with the Sun/Shadow Study also previously discussed in this report. Staff findings related to the traffic concerns and adequacy of parking are also summarized above. Staff have worked with the applicant to ensure that the proposed development is revised to adequately address community concerns, with the submission of technical studies, plans, and reports that have been reviewed by staff along with adjustments to the proposal in relation to built form including massing and density.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and applicable guidelines discussed above in the report. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Official Plan, and its related design guidelines and supports other City Council approved design guidelines. The proposal would provide much needed mix of dwelling unit types for two- and three-bedroom units compatible with the surrounding context. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

Michael Mizzi, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Draft Official Plan Amendment
Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 7a: Simplified Site Plan
Attachment 7b: Detailed Site Plan
Attachment 8a: North Elevation
Attachment 8b: East Elevation
Attachment 8c: South Elevation
Attachment 8d: West Elevation
Attachment 9a: 3D Massing View Looking Southwest
Attachment 9b: 3D Massing View Looking Northeast

Attachment 1: Application Data Sheet

Municipal Address: 3353-3359 LAKE SHORE BLVD W **Date Received:** November 22, 2019

Application Number: 19 252092 WET 03 OZ

Application Type: Official Plan Amendment and Zoning By-law Amendment

Project Description: Develop a six-storey mixed-use building with 60 residential units on the upper five floors and commercial space on the first floor. Mechanical and outdoor amenities on 7th floor.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC. C/O David Huynh		ICON Architects	LAKESHORE BLVD GP INC.
3 Church Street, Suite 200 Toronto, ON M5E 1M2		4789 Yonge Street, Suite 813 Toronto, ON M2N 0G3	144 Front Street West, Suite 310 Toronto, ON M5J 2L7

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	Commercial Avenues (C1-AV)	Heritage Designation:	N
Height Limit (m):	20	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1,410	Frontage (m):	41	Depth (m):	35
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):	670		373	373
Residential GFA (sq. m):			4,560	4,560
Non-Residential GFA (sq. m):	795		269	269
Total GFA (sq. m):	795		4,829	4,829
Height - Storeys:	2		6	6
Height - Metres:	6		20	20

Lot Coverage Ratio (%)	44	Floor Space Index:	3.42
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Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	4,560	
Retail GFA:	269	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			60	60
Other:				
Total Units:			60	60

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			43	11	6
Total Units:			43	11	6

Parking and Loading

Parking Spaces:	38	Bicycle Parking Spaces:	54	Loading Docks:	1
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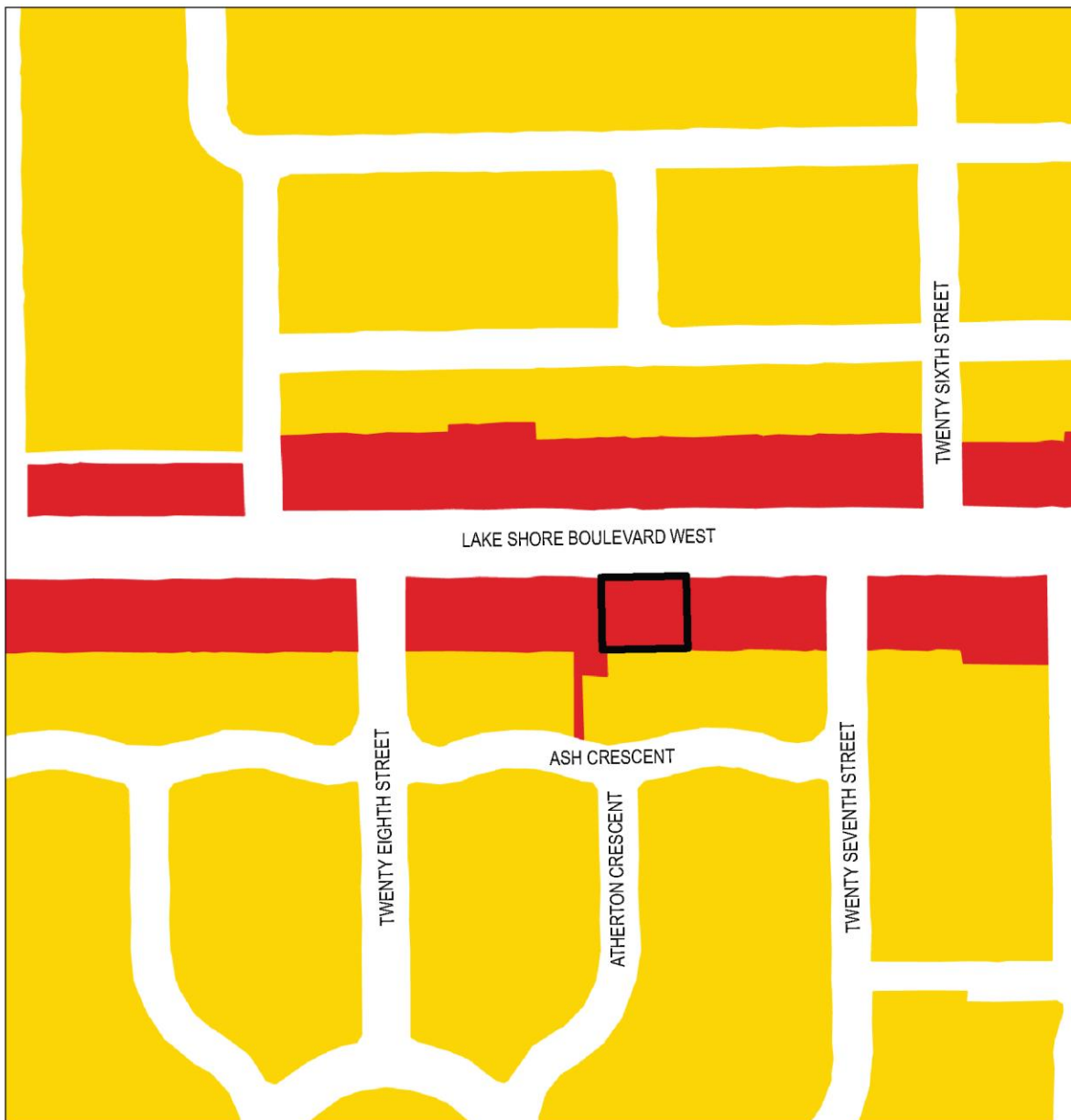
CONTACT:

Jaspreet Deol, Planner
416-394-5779
Jaspreet.Deol@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



3353-3359 Lake Shore Boulevard West

Official Plan Land Use Map #15

File # 19 252092 WET 03 02



Not to Scale
12/10/2019

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3353-3359 Lake Shore Boulevard West

File # 19 252092 WET 03 02



Location of Application

RD Residential Detached

RT Residential Townhouse
RM Residential Multiple



See Former City of Etobicoke (Long Branch) By-law No. 23/64
C1-AV Commercial-Avenues

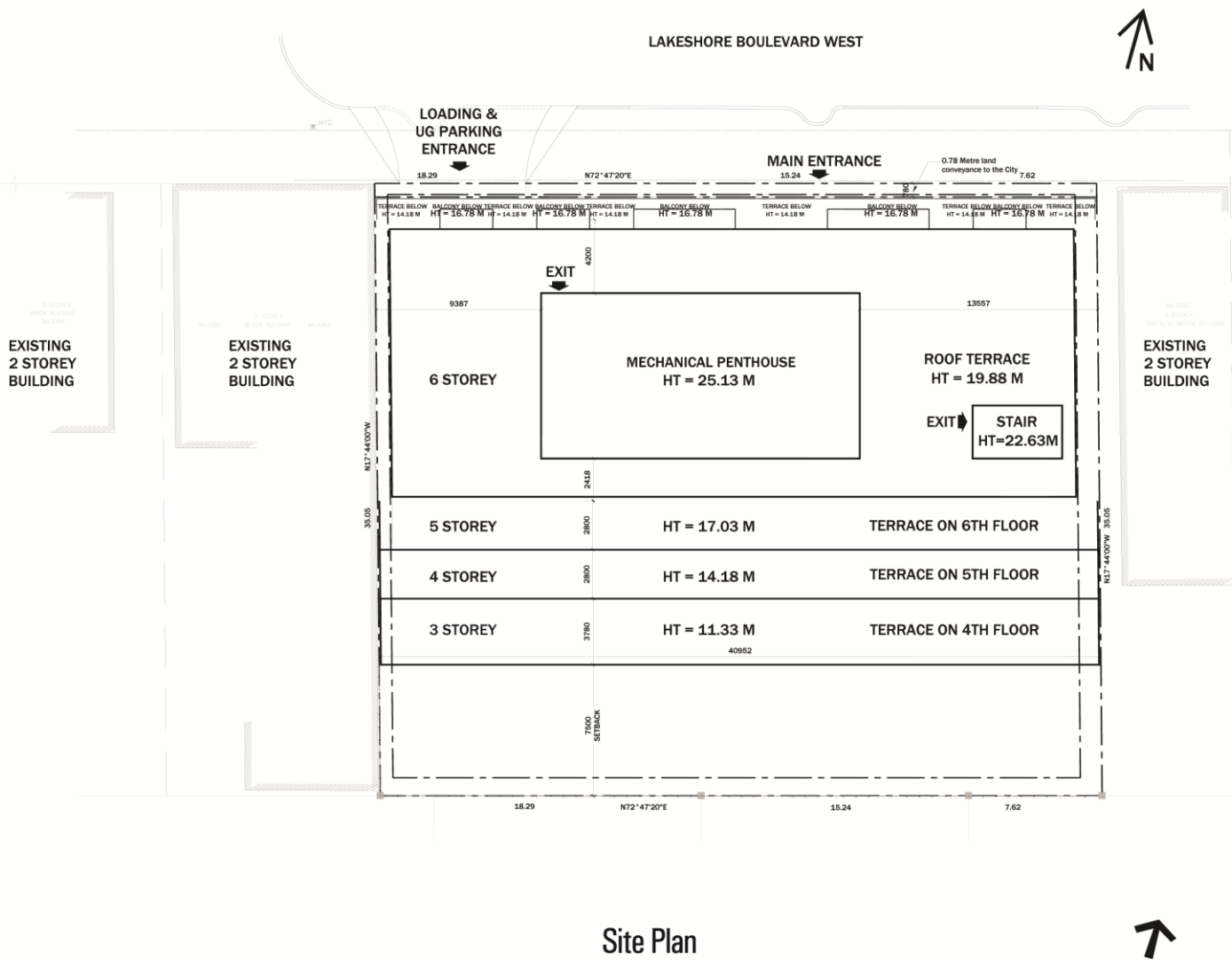


Not to Scale
Extracted: 01/13/2020

Attachment 5: Draft Official Plan Amendment
(separate attachment)

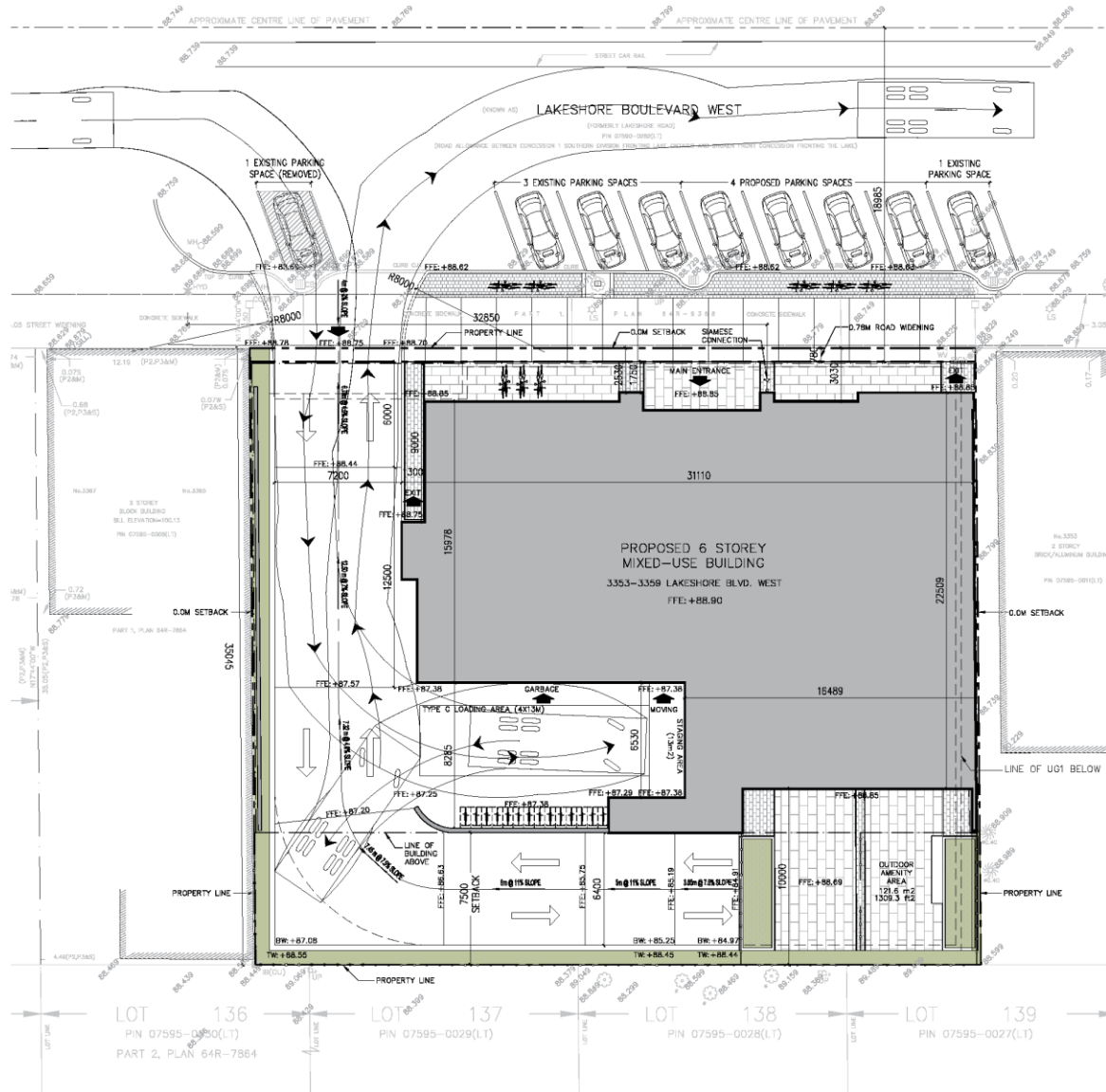
Attachment 6: Draft Zoning By-law Amendment
(separate attachment)

Attachment 7a: Simplified Site Plan



Site Plan

Attachment 7b: Detailed Site Plan



Site Plan

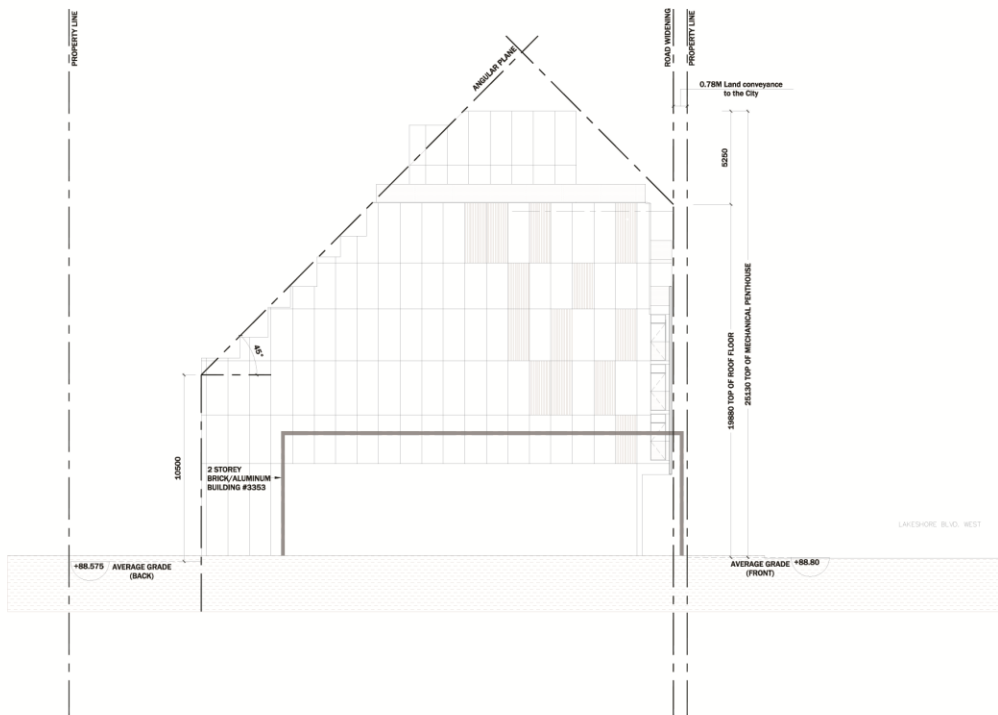


Attachment 8a: North Elevation



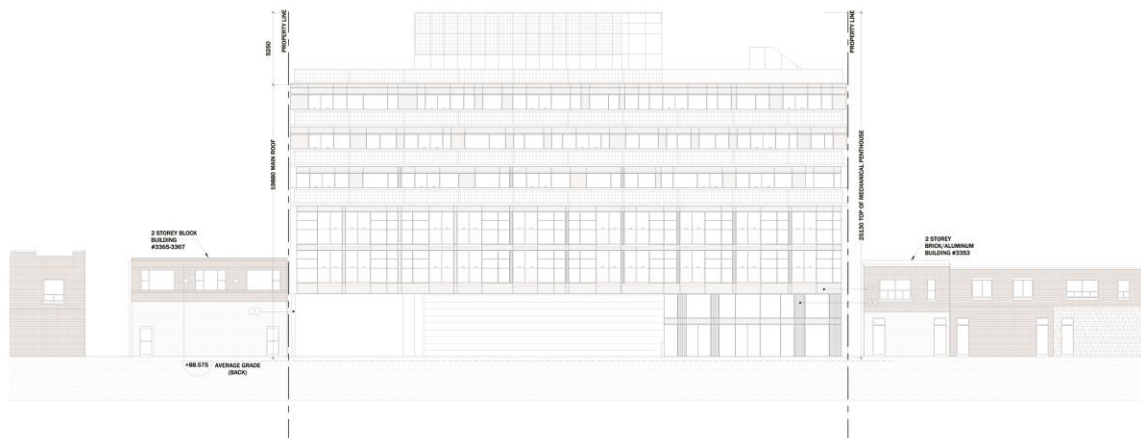
North Elevation

Attachment 8b: East Elevation



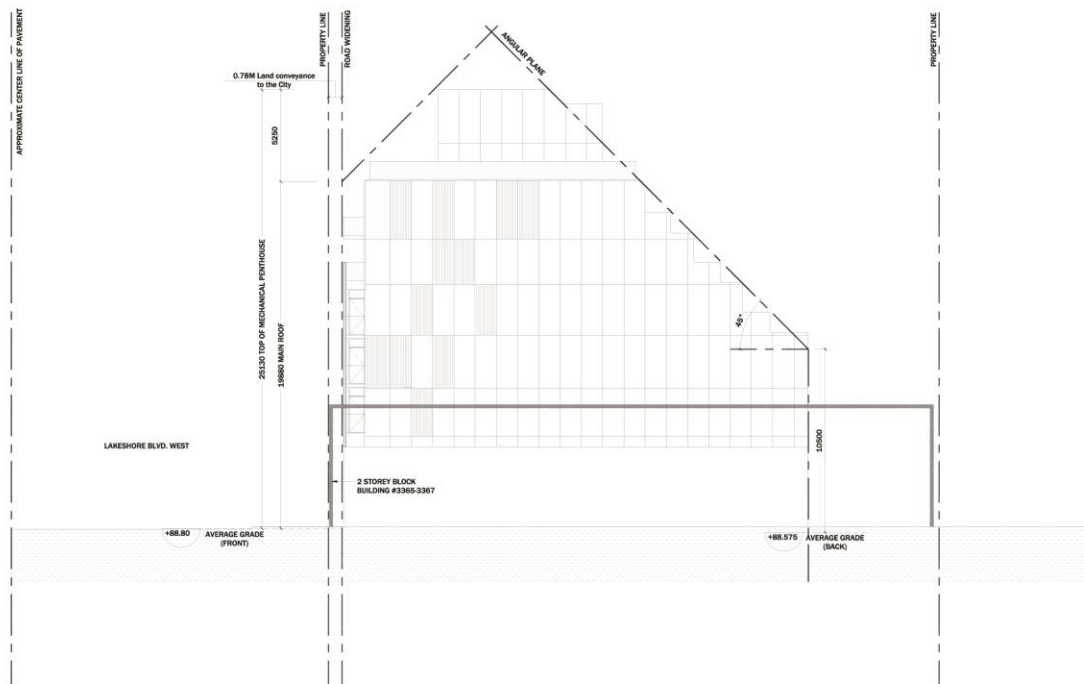
East Elevation

Attachment 8c: South Elevation



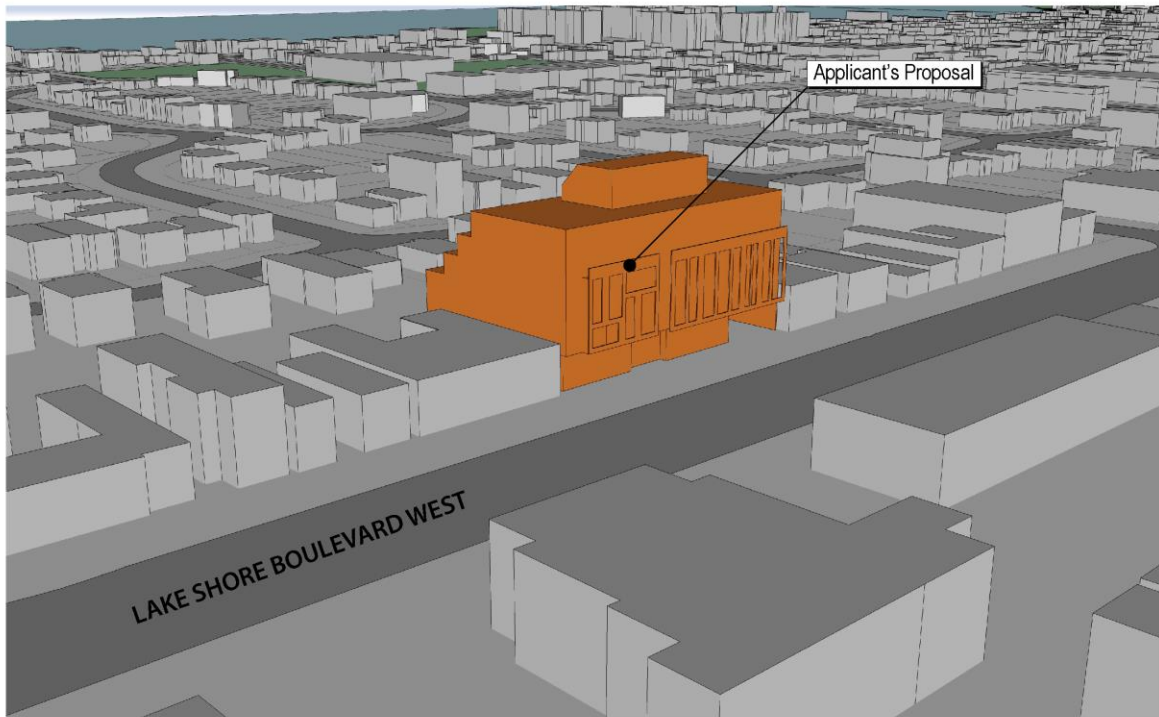
South Elevation

Attachment 8d: West Elevation



West Elevation

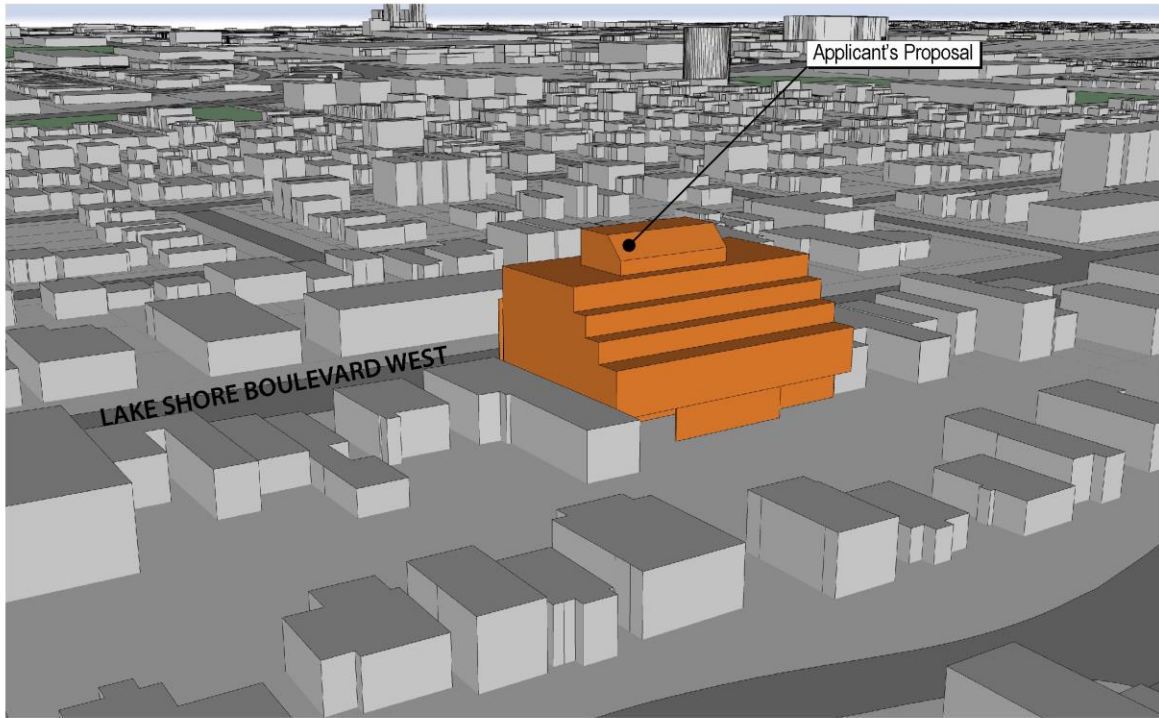
Attachment 9a: 3D Massing View Looking Southwest



View of Applicant's Proposal Looking Southwest

01/02/2020

Attachment 9b: 3D Massing View Looking Northeast



View of Applicant's Proposal Looking Northeast



01/02/2020