

2157 Lake Shore Boulevard West - Official Plan Amendment and Zoning By-law Amendment Application - Request for Direction Report

Date: January 4, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: 3 - Etobicoke-Lakeshore

Planning Application Number: 20 126617 WET 03 OZ

SUMMARY

On February 8, 2020, an Official Plan and Zoning By-law Amendments application was submitted to permit the development of a 13-storey hotel building with 154 suites and a ground floor restaurant at 2157 Lake Shore Boulevard West. The proposed hotel would be 41.9 metres in height (excluding mechanical penthouse) and includes 36 vehicle parking spaces on site. The total proposed gross floor area is approximately 7,632 square metres and the density is 9.69 times the area of the lot.

On August 19, 2022, the applicant appealed the Official Plan and Zoning By-law Amendments application to the Ontario Land Tribunal (OLT) due to Council not making a decision within the prescribed time frames set out in the *Planning Act*. The first Case Management Conference (CMC) was conducted on November 10, 2022. A second CMC is scheduled for March 7, 2023.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and external experts to be retained at the direction of the City Solicitor, and appropriate City staff, to attend the Ontario Land Tribunal in opposition to the Official Plan and Zoning By-law Amendments application in their current form for the lands at 2157 Lake Shore Boulevard West and to continue discussions with the applicant in an attempt to resolve outstanding issues.
2. In the event that the OLT allows the appeal, in whole or in part, City Council authorize the City Solicitor to request that the OLT withhold the issuance of any final Order(s) until such time as the OLT has been advised by the City Solicitor that:

a. The form and content of the Official Plan and Zoning By-law Amendments are satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;

b. The owner has submitted a revised Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and

c. The owner has entered into and registered in priority against title to the lands, to the satisfaction of the City Solicitor, an agreement pursuant to Section 37 of the Planning Act as it read the day before the More Homes, More Choice Act, 2019 came into force which secures facilities, services or matters to be provided with the development, to the satisfaction of the Chief Planning and Executive Director, City Planning.

3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing Report and/or the Transportation Impact Study, City Council direct the City Solicitor and appropriate City staff to request that a Holding provision (H) be included in the final form of the site-specific Zoning By-law Amendment, not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Transportation Services.

4. City Council authorize the City Solicitor and other City staff to take any necessary steps to implement City Council's decision.

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

At its meeting of October 26, 2009, City Council considered a Final Report dated September 24, 2009 from the Director, Community Planning, Etobicoke York District seeking approval for Official Plan and Zoning By-law Amendments to permit a mixed use development at 2157 Lake Shore Boulevard West. At its meeting of March 31 and April 1, 2010, City Council considered and adopted Supplementary Reports, dated February 19, 2010 and March 4, 2010, seeking amendments to the Draft Zoning By-law and the Section 37 Agreement based on a clarification of the parkland dedication requirements and a reduction in total residential units (from 410 to 408 units).

A copy of the Final Report, Supplementary Report and City Council decisions can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.EY30.3>, and <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.EY35.2>

In addition, on April 1, 2010, City Council enacted By-law No. 337-2010 (OPA 102) and Zoning By-law No. 338-2010 to facilitate a mixed use development with a total Floor Space Index (FSI) of 3.78 times the entire area of the lot, with 2.26 FSI for the subject site, fronting Lake Shore Boulevard West, and 3.99 FSI on the remaining lands immediately to the south, consisting of the following:

- Five-storey office/commercial building, on the parcel of land fronting Lake Shore Boulevard West;
- Eight-storey residential building (a total of 88 residential units), on the parcel of land immediately south of the commercial building; and
- 36-storey mixed use building (a total of 410 residential units), on the parcel of land fronting Marine Parade Drive.

At its meetings of April 28, 2011 and February 23, 2012, the Committee of Adjustment, Etobicoke York District, approved increases in the total number of residential units and the heights of the buildings under File Numbers A52/11EYK and A14/12EYK, respectively. The approvals resulted in permissions to construct a 10-storey residential building and a 39-storey mixed use building and a total of 516 residential units.

At its meeting of January 15, 2014, Etobicoke York Community Council considered and adopted a Final Report dated January 10, 2014 from the Director, Community Planning, Etobicoke York District recommending the lifting of the Holding (H) symbol for six properties in the Humber Bay Shores Area. The Holding (H) symbol was lifted via By-law No. 138-2014, enacted February 20, 2014. The lifting of the Holding (H) symbol allowed the underlying residential permissions to come into effect and development to proceed. A copy of the Final Report and City Council decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.EY30.3>

It should be noted that there is a Core Infrastructure Agreement which details a proportionate cost sharing arrangement between landowners for the cost of new municipal roads, road improvements, services and any upgrades required to support the developments within the Humber Bay Shores Area. This agreement includes details with respect to the construction of roads and infrastructure (both on and off-site) and its conveyance to the City, the timing of construction and the posting of associated financial securities. The current owner will have to confirm it has entered into an assumption agreement as per the Core Infrastructure Agreement.

On August 13, 2018, a pre-application consultation meeting was held between City Planning staff and the applicant regarding a proposed 15-storey hotel building with a gross floor area of 8694.4 square metres. Staff raised concerns with the proposed separation distance on-site between the existing 10-storey building and the proposed building, servicing in the area, streetscape plan regarding building setbacks and road widening, and how to manage layby parking along Lake Shore Boulevard as well as the proposed drop-off/pick-up area and shared driveway access.

A Preliminary Report on the application, dated June 15, 2020, was considered by Etobicoke York Community Council on July 14, 2020 authorizing staff to schedule a community consultation meeting together with the Ward Councillor. Community consultation is summarized in the Comments section of this report. The Preliminary Report can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ey/bgrd/backgroundfile-148284.pdf>

The lands are subject to City of Toronto By-law 338-2010 (adopted by City Council on April 1, 2010), which rezoned the property and adjacent land. That Zoning By-law amendment includes provisions related to Section 37 of the Planning Act as it read the day before the More Homes, More Choice Act, 2019 came into force. Accordingly, City staff will work with the owner of the lands to identify what facilities, services or matters are to be provided with the development given the application seeks an authorization for increases in permitted density greater than what is permitted by the zoning for the lands.

The Park Lawn Lake Shore Transportation Master Plan (TMP) was endorsed by City Council in May, 2022. It identifies long-term direction for several key streets in the area, including Lake Shore Boulevard West, which the subject site has frontage on.

THE SITE

Description

The site is located on the northeast corner of Lake Shore Boulevard West and Silver Moon Drive (see Attachment 1: Location Map). This site is rectangular in shape and has a lot area of approximately 788 square metres. This site has a frontage of approximately 26 metres on Lake Shore Boulevard West as well as a frontage of approximately 21 metres on Silver Moon Drive.

Existing Use

The subject site is currently vacant and was used as a construction staging area for the development of a 10-storey residential building and a 39-storey mixed used building, as part of the larger approved development which includes this site.

Proposed Uses

A hotel building with 154 suites and a ground floor restaurant measuring 242.8 square metres is proposed.

Height

The proposed building would be 13 storeys (41.9 metres; excluding mechanical penthouse; 47.85 metres including mechanical penthouse).

Density (Floor Space Index)

The site would have a density of 9.69 times the area of the lot.

Parking

The development proposes one level of underground parking with a total of 36 vehicular parking spaces provided on-site and 10 provided on the adjacent site (60 Annie Craig Drive).

Additional Information

See attachments 1- 8 of this report for a location map, project data sheet, three-dimensional representation of the project in context and a site plan of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: <https://secure.toronto.ca/AIC/index.do>

Reasons for Application

An Official Plan Amendment is required to amend the Motel Strip Secondary Plan (as amended) in order to permit an increase in the maximum permitted density and building height. An application to amend the Zoning By-law is required to permit an increase in the maximum permitted density as well as to establish zoning standards to facilitate the development of the proposal.

Site Plan Control

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

POLICY CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (PPS), and shall conform to provincial plans.

Official Plan and Secondary Plan

The site is designated as *Mixed Use Areas* on Land Use Plan Map 15 of the Official Plan. The site is also located on lands shown as *Avenues* on Urban Structure Plan Map 2. Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. *Mixed Use Areas* are made up of a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

The subject site is within a Major Transit Station Area (MTSA) generally defined by The Growth Plan (2020) as the area within an approximately 500 to 800-metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its

Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's are planned for the prescribed densities. As part of the MCR, City Council enacted Official Plan Amendment No. 570 (OPA 570) at its meeting of July 19, 20, 21 and 22, 2022 to implement 57 Protected Major Transit Station Areas (PMTSAs) across Toronto:
<https://www.toronto.ca/legdocs/bylaws/2022/law0889.pdf>.

OPA 570 has been submitted to the Province for approval, as the Minister of Municipal Affairs and Housing is the approval authority. On September 12, 2022, the Ministry used their authority in subsection 17(40.1) of the *Planning Act* to suspend their 120-day decision making timeline for OPA 570:
<https://www.toronto.ca/wp-content/uploads/2022/09/9818-CityPlanning-234-2022-4000-Toronto-OPA-570-SIGNED.pdf>

The subject site is located within a Protected Major Transit Station Area (PMTSA) - Park Lawn Station. PMTSAs are a subset of the 141 potential MTSA's that require the identification of minimum densities for the buildings and structures contained within the delineated area. The identification of a PMTSA is a prerequisite of the Province for the City to implement Inclusionary Zoning by-laws under the *Planning Act*, Section 16(5). OPA 570 adds Site and Area Specific Policy (SASP) 757, Protected Major Transit Station Area - Park Lawn Station to Chapter 8 of this Plan. The policies in SASP 757 plan for a minimum population and employment target of 400 residents and jobs combined per hectare and a minimum FSI of 2.0. The authorized uses of land are as identified by the land use designations on Map 15 of the Official Plan and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific Policies.

Official Plan Amendment ("OPA") 479 (Public Realm) was adopted in December 2019 as part of the Five-Year Official Plan Review. The OPA replaced Section 3.1.1 The Public Realm for the purposes of strengthening existing policies and providing greater clarity through new policies that describe the public realm. Among other matters, the amendment added policies which codify what the public realm consists of and the broad intentions for the design and function of the public realm, while also providing direction on matters such as public streets, lanes, shared driveways, preservation of healthy trees and Privately Owned Publicly-Accessible Spaces. The amendment further modified existing policies by strengthening language through the use of 'will' instead of 'should' in certain instances, and by further clarifying intent of policies or expanding their applicability.

OPA 480 (Built Form) was adopted in December 2019 as part of the Five-Year Official Plan Review. The OPA replaced Sections 3.1.2 Built Form and 3.1.3 Built Form - Tall Buildings for the purposes of strengthening existing policies and providing greater clarity through new policies for built form types, including mid-rise and tall buildings . Among other matters, the amendment also added policies concerning site organization and location, building shape, scale and massing, improving the public realm through building design, and private and shared amenity spaces.

A motion to adopt the findings of the Report for Action, recommending approval of OPAs 479 and 480, was carried at the December 17, 2019 City Council meeting. On September 21, 2020 the Minister of Municipal Affairs and Housing issued Notices of

Decision approving OPAs 479 and 480. Although these amendments were not in force at the time the application was submitted, these urban design policies are relevant to the evolution of the application.

The application is located within the Motel Strip Secondary Plan Area (also known as Humber Bay Shores). The Motel Strip Secondary Plan establishes local development policies to guide growth and change with respect to building heights, number of units, total permitted Gross Floor Area, road networks and public realm conditions. In this case, the subject site is designated *Mixed Use Areas "B"*. The Motel Strip Secondary Plan polices permit a total Floor Space Index equal to 3.0 times the gross lot area and a height limit of 25 metres.

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

The Motel Strip Secondary Plan policies can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/978e-cp-official-plan-SP-11-MotelStrip.pdf>

Etobicoke Zoning Code

The site is zoned Limited Commercial (CL) under the former City of Etobicoke Zoning Code, as amended by the Humber Bay Shores Site Specific Zoning By-law No. 1994-194 and Site Specific Zoning By-law No. 338-2010. Commercial uses (retail, office, outdoor cafes in conjunction with a restaurant, hotel and motel) are permitted on the subject site. The total permitted gross floor area is 3,474 square metres, which equates to a total Floor Space Index of 3.0 times the gross lot area, whereas the proposal is seeking a total gross floor area of 7,632 square metres, which equates to a total Floor Space Index of 9.69 times the gross lot area. Site Specific By-law 1994-194 permits a maximum height of 45 metres and subsequent By-law 338-2010 did not further restrict the permitted height. Therefore, the proposed building height of 41.9 metres is permitted.

City-wide Zoning By-law 569-2013

City-wide Zoning By-law No. 569-2013 currently does not apply.

Design Guidelines

Guidelines that are relevant in the consideration of the proposal include the Motel Strip Urban Design Guidelines, The Humber Bay Shores Urban Design Guidelines Update & Public Realm Plan, and the Avenues and Mid-rise Buildings Study and Performance Standards and Addendum.

Design guidelines can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/08/94a5-Toronto-Urban-Design-Guidelines-Motel-Strip.pdf> (Motel Strip Urban Design Guidelines)
<https://www.toronto.ca/wp-content/uploads/2017/09/8e48-The-Humber-Bay-Shores-Urban-Design-Guidelines-Update-and-Public-Realm-Plan-Part-1.pdf> (Humber Bay Shores Urban Design Guidelines Update & Public Realm Plan - Part 1)

<https://www.toronto.ca/wp-content/uploads/2017/09/95d7-The-Humber-Bay-Shores-Urban-Design-Guidelines-Update-and-Public-Realm-Plan-Part-2.pdf> (Humber Bay Shores Urban Design Guidelines Update & Public Realm Plan - Part 2)
<https://www.toronto.ca/wp-content/uploads/2017/08/960c-Performance-Standards-for-Mid-Rise-Buildings.pdf> (Mid-rise Buildings Study and Performance Standards)
<https://www.toronto.ca/wp-content/uploads/2017/08/96be-Mid-Rise-Building-Performance-Standards-Addendum.pdf> (Mid-rise Buildings Performance Standards Addendum)

Toronto Green Standard

The Toronto Green Standard (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. The TGS can be found here:

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

COMMUNITY CONSULTATION

A virtual Community Consultation Meeting was hosted by City staff on December 3, 2020 to discuss the proposal. The meeting was attended by approximately 95 members of the public, along with City staff, the local Councillor, the applicant, and their consulting team.

Following a presentation by City staff and the applicant the following issues were raised by the community:

- Appropriateness of the hotel use in this location;
- Overall height and massing of the proposed building (view corridor and shadow impacts);
- Site circulation (parking and loading);
- Traffic impacts on adjacent streets; and,
- Potential noise and pollution impacts.

COMMENTS

Provincial Framework

Staff's review of this application has regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement (PPS), and conformity with the Growth Plan. Staff find the proposal to be consistent with the PPS and to conform with the Growth Plan.

Land Use

This application has been reviewed against the Official Plan. The site is located on an *Avenue* as identified on Map 2 of the Official Plan, where urbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment. The site is designated *Mixed Use Areas* in the Official Plan, which is

anticipated to absorb most of the city's anticipated growth in commercial, retail and housing.

The hotel and restaurant uses proposed at 2157 Lake Shore Boulevard West are consistent with the *Mixed Use Areas* designation in the Official Plan. New hotel uses are permitted to locate in *Mixed Use Areas "B"* designation within the Motel Strip Secondary Plan. City Planning staff are of the opinion that the proposed land use conforms to the *Mixed Use Areas* land use designation.

Built Form

City Planning staff have reviewed the proposed built form, including building placement, height, massing and transition, against the policies of the Official Plan, Motel Strip Secondary Plan, Motel Strip Urban design Guidelines, Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan, and Avenues and Mid-rise Buildings Study and Performance Standards and Addendum. Given the existing and planned context for the subject property and the surrounding area, the proposed density and massing as proposed in its current form does not fit harmoniously and is not supported by staff.

Density

The proposed building would be 13 storeys high (41.9 metres, excluding mechanical penthouse) with a gross floor area of 7,632 square metres, equal to 9.69 times the area of the lot. The Motel Strip Secondary Plan permits a total Floor Space Index equal to 3.0 times the gross lot area. A decrease in proposed density may be required in order to achieve appropriate building placement and massing, including adequate street setbacks and upper level step-backs as described in further detail below.

Building Siting in Relation to Lake Shore Boulevard West

The building is proposed to be set back two metres from Lake Shore Boulevard West, however, City Council recently endorsed the Park Lawn Lake Shore Transportation Master Plan (TMP) in May, 2022, which identified the long-term direction for several key streets in the area, including Lake Shore Boulevard West, which is proposed to be transformed into a neighbourhood main street with a new dedicated TTC streetcar right-of-way in the centre of the street, four vehicle traffic lanes, upgraded unidirectional cycle tracks, wider sidewalks and other public realm improvements. The right-of-way width required to accommodate all of these elements is typically 36 metres, with additional right-of-way required at intersections to accommodate traffic turn lanes and streetcar stop platforms.

In order to align this proposed development with the Council-endorsed vision of Lake Shore Boulevard West, an additional one-metre building setback is required to accommodate a wider sidewalk width at this location (three-metre pedestrian clearway). The three metres, or a portion thereof (beyond the 36-metre right-of-way width shown on Map 3 of the City's Official Plan), should be conveyed to the City in order to provide for this pedestrian clearway within the public right-of-way. Policy 2.2.5.b) of the Official Plan recognizes the need to acquire lands beyond right-of-way widths shown on Map 3

and Schedule 1 to accommodate additional public realm enhancements such as sidewalk widths at intersections or transit and cycling facilities. This policy aims to improve accessibility or visibility for safety in certain locations.

Massing, Step-backs and Separation Distances

The Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan envisions seven storey or 27-metre tall mid-rise buildings along Lake Shore Boulevard West, with party wall conditions and setbacks above the 5th floor. As per the Mid-Rise Addendum, it is also appropriate to refer to the Mid-rise Building Performance Standards and Addendum to provide additional direction related to a proposed development for matters not contemplated in the area-specific policy and guidelines. As per the Mid-rise Buildings Performance Standards and Addendum, side walls containing window openings should not be located along a lot line where adjacent future development could occur and building height above the party wall (three to six storeys in this context) should be set back a minimum of 5.5 metres to improve sunlight access on the sidewalk, increase skyviews, and provide a more porous streetwall. The proposed 13-storey party wall condition and hotel suites with windows at a zero metre setback to the north side lot line are of concern.

In accordance with the guidelines and site context, a greater building step-back, up to three metres in depth, should also be provided to better define the pedestrian perception of the proposed streetwall along the Lake Shore Boulevard West frontage. Additional articulation of the building massing is being sought through increased building step-backs to achieve an appropriately scaled party wall condition and separation distance to the neighbouring lot line and to provide a more harmonious fit with the existing and planned context.

Pedestrian Level Wind

A Pedestrian Level Wind Assessment prepared by Gradient Wind, dated December 18, 2019, was submitted as part of the proposal. An addendum letter prepared by Gradient Wind, dated December 20, 2021, was also submitted. Staff reviewed this study and addendum and note that the qualitative desktop assessment does not provide sufficient information to demonstrate and assess pedestrian level wind effects resulting from the proposed development. The qualitative study submitted in support of the application predicts suitable pedestrian wind conditions, however, a quantitative wind study, in accordance with City requirements, will be required to more accurately identify levels of comfort, areas of concern and suitable mitigation, which may require adjustments to the building massing or permitted projections and encroachments specified within the proposed amendment to the site-specific Zoning By-law.

Amenity Areas

The Official Plan states that non-residential development is encouraged to provide high-quality and well-designed indoor and outdoor amenity space. Outdoor amenity spaces should have access to daylight, have access to direct sunlight (where possible), provide comfortable wind, shadow, and noise conditions, be located away from and physically separated from loading and servicing areas, and have well-designed landscaped areas

to offer privacy and an attractive interface with the public realm. The Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan includes the guiding principle of providing for reasonable access to sunlight and sky views. The application in its current form does not provide any outdoor amenity space for hotel guests.

Transportation

A Transportation Impact Study, prepared by LEA Consulting Limited, dated January, 2020, and an addendum prepared by LEA Consulting Limited, dated December 21, 2021, were submitted as part of the proposal. Transportation Services staff have identified concerns and requested revisions as noted below.

Traffic Assessment

The proposed 154-room hotel is expected to generate approximately 72 and 92 two-way trips during the weekday morning and afternoon peak periods, respectively. The hotel represents a net increase of 26 and 62 two-way trips during the weekday morning and afternoon peak periods, respectively.

It is noted that the proposed hotel restaurant use was assumed to be ancillary and not included in any vehicular trip generation. Justification that the restaurant should be considered ancillary is required.

The traffic analysis indicates that the shared northbound single-lane approach of Silver Moon Drive at Lake Shore Boulevard West will be within capacity during future total traffic conditions, premised on the future signalisation of this intersection.

Pedestrian and Vehicular Access

Pedestrian access to the site is proposed to be provided via a 2.6-metre wide sidewalk fronting Lake Shore Boulevard West, a 2.1-metre wide sidewalk fronting Silver Moon Drive, and via unit pavers of an unspecified width around the rear of the site and drop-off zone. An accessible, delineated pedestrian connection with a 2.1-metre width throughout the rear entrances is required. Additionally, in order to align this proposed development with the Council-endorsed vision of Lake Shore Boulevard West, an additional one-metre building setback is required to accommodate a wider sidewalk width along Lake Shore Boulevard West (three-metre pedestrian clearway).

The site is proposed to be served by a one-way partial loop at the southeast corner of the site, with vehicles entering from Crow's Beach Lane and exiting on to Silver Moon Drive. This high-traffic drop off area should be refined with clear sightlines and minimum 2.1-metre wide accessible, safe pedestrian clearways located along the perimeter. Through the design process it should also be further refined to act as an outdoor extension of the lobby. The elimination of curbs and the traffic island with a shared circulation arrangement using bollards, textural paving details, and decorative planter boxes should be considered.

The applicant's submitted plans illustrate layby parking located along Lake Shore Boulevard West. This proposed parking along Lake Shore Boulevard does not align with

numerous Official Plan policies including, but not limited to, developing the key elements of the transportation system in a mutually supportive manner which prioritizes walking, cycling and transit over other passenger transportation modes and the Council endorsed Park Lawn Lake Shore Transportation Master Plan. The proposed parking is not supported and should be eliminated.

Vehicle and Bicycle Parking

A 46-space vehicle parking supply is proposed for the development, of which 36 would be provided on-site in an underground parking level (including 30 in the form of triple-stacked spaces) and 10 vehicle parking spaces would be provided off-site in the adjacent underground parking garage of 60 Annie Craig Drive. Since the Draft Zoning By-law Amendment applies only to 2157 Lake Shore Boulevard West, it is unclear how the proposed parking rate of 46 will be satisfied.

Per Zoning By-law No. 569-2013, parking for hotels must be provided at a minimum ratio of one space per guest room. Further, parking for restaurant use must be provided at a ratio of three spaces per 100 square metres. A total of 161 spaces would be required whereas the applicant is proposing 46 spaces, only 36 of which are located on site, creating a deficiency of 115 spaces as compared with the requirements of Zoning By-law 569-2013. Staff have applied Zoning By-law 569-2013 for comparative purposes due to its more recent adoption. Parking rates are not greater than the former Etobicoke Zoning Code. Additional supporting information is required to justify the proposed parking supply. In particular, the gross floor area of the restaurant would require justification of its ancillary nature.

A total of four short-term and one long-term bicycle parking spaces are proposed to be provided. This would meet the requirement for the restaurant use of three plus 0.25 parking spaces for each 100 square metres for short-term parking, and 0.13 spaces per 100 square metres for long-term parking. There is no bicycle parking requirement for the hotel use. These spaces are proposed to be accommodated in the underground parking (P1) level. The proposed short-term bicycle parking spaces must be re-located to a location that is at grade and in close-proximity to the entrance of the proposed restaurant.

Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report and associated plans prepared by RJ Burnside and Associates Limited, dated March 2020 and revised in December 2021, were submitted in support of this proposal. Engineering and Construction Services staff have not accepted the findings of these reports, and require that the applicant submit reports which accurately determine the storm water runoff, sanitary flow and water supply demand resulting from this development and which determine whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development.

Should the appeal be allowed in part by the OLT, Engineering and Construction Services recommend a Holding provision (H) in the final form of the Zoning By-law, to be lifted at such time that the owner has provided a Functional Servicing Report to the

satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and has entered into satisfactory arrangements with Engineering and Construction Services for the design and construction of any improvements to the municipal infrastructure to support the development in accordance with an accepted Functional Servicing Report as accepted by the Chief Engineer and Executive Director of Engineering and Construction Services.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced, and expanded. Map 8B of the Toronto Official Plan illustrates local parkland provisions across the city. The site is located in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The non-residential component of the proposal is subject to a 2% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment would be required prior to the issuance of the first above grade building permit.

Tree Preservation

An Arborist Report, prepared by Tree Doctors Inc., dated July 14, 2020, was submitted by the applicant. Urban Forestry reviewed the Arborist Report and additional information as outlined in a memorandum from Urban Forestry dated April 19, 2022. Urban Forestry staff have no objection to the proposed Official Plan Amendment. Although noted that there are no by-law protected private or City street trees located on the subject site or within six metres of the subject property, it was also recommended that at the earliest stages of design, special attention be given to the retention and protection of existing healthy mature trees located on the City road allowance or private property, over the planting of new/replacement trees. Further, it's recommended that sufficient setbacks be provided from property lines to allow for satisfactory planting of large growing shade trees on private and/or City land per City of Toronto specifications.

It was also noted that an Arborist Report for Development Application – Tree Inventory/Tree Protection Plan has not been provided to Urban Forestry staff under the Zoning By-law amendment application. Urban Forestry staff have also advised the applicant/owner to provide a separate Soil Plan, and to provide information related to soil volume

Toronto Green Standard

The applicant is required to meet Tier 1 of the Toronto Green Standard (TGS), however, 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. TGS measures such as bicycle parking would need to be secured in the Zoning By-law should the application be approved.

Further Issues

City Planning continues to receive additional information regarding this application as a result of ongoing review by City commenting divisions and materials submitted in response to the proposal. City Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result, City Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, staff may report back to City Council as necessary.

CONCLUSION

The application has been reviewed against the policies of the PPS (2020), the Growth Plan, the Official Plan, the Motel Strip Secondary Plan, as well as applicable City guidelines. As currently proposed the application does not conform to the Official Plan, the Motel Strip Secondary Plan, and is not consistent with applicable City guidelines including the Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan. This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues.

CONTACT

Nicholas Deibler, Planner, Community Planning
Tel. No. 416-394-2946
E-mail: Nicholas.Deibler@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: 3D Model of Proposal – Looking Northeast
Attachment 4: 3D Model of Proposal – Looking Southeast
Attachment 5: Site Plan
Attachment 6: Official Plan Land Use Map
Attachment 7: Motel Strip Secondary Plan Land Use Map
Attachment 8: Existing Zoning By-law Map

Attachment 1: Location Map



Attachment 2: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 2157 Lake Shore Boulevard West Date Received: March 16, 2020

Application Number: 20 126617 WET 03 OZ

Application Type: OPA & Rezoning

Project Description: This application proposes a 13-storey hotel building (41.9 metres tall) with 154 hotel suites and one level of underground parking, resulting in a total gross floor area of 7,632 square metres, as well as a restaurant on the ground floor (162 square metres).

Applicant	Agent	Architect	Owner
DAVID			2599302 ONTARIO
HUYNH			LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation: *Mixed Use Areas* Site Specific Provision: Y

Zoning: CL-H (Limited Commercial) Heritage Designation: N

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 788 Frontage (m): 26 Depth (m): 21

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			451	451
Residential GFA (sq m):				
Non-Residential GFA (sq m):			7,632	7,632
Total GFA (sq m):			7,632	7,632
Height - Storeys:			13	13
Height - Metres:			45	45

Lot Coverage Ratio (%): 57.21 Floor Space Index: 9.69

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:		
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	7,632	

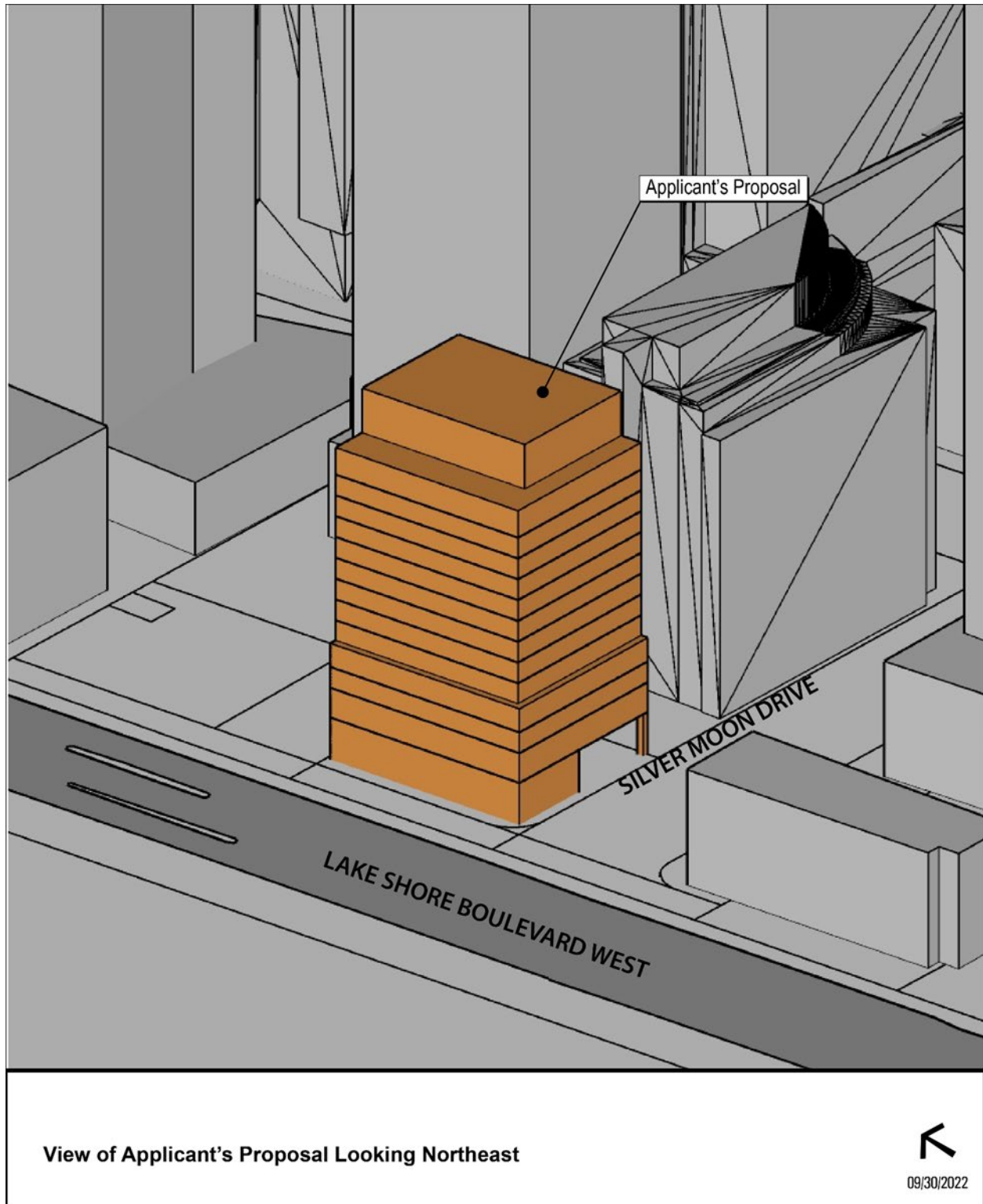
Residential Units	Existing	Retained	Proposed	Total
by Tenure				
Rental:				
Freehold:				
Condominium:				
Other:				
Total Units:				0

Total Residential Units by Size	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					
Total Units:	0				

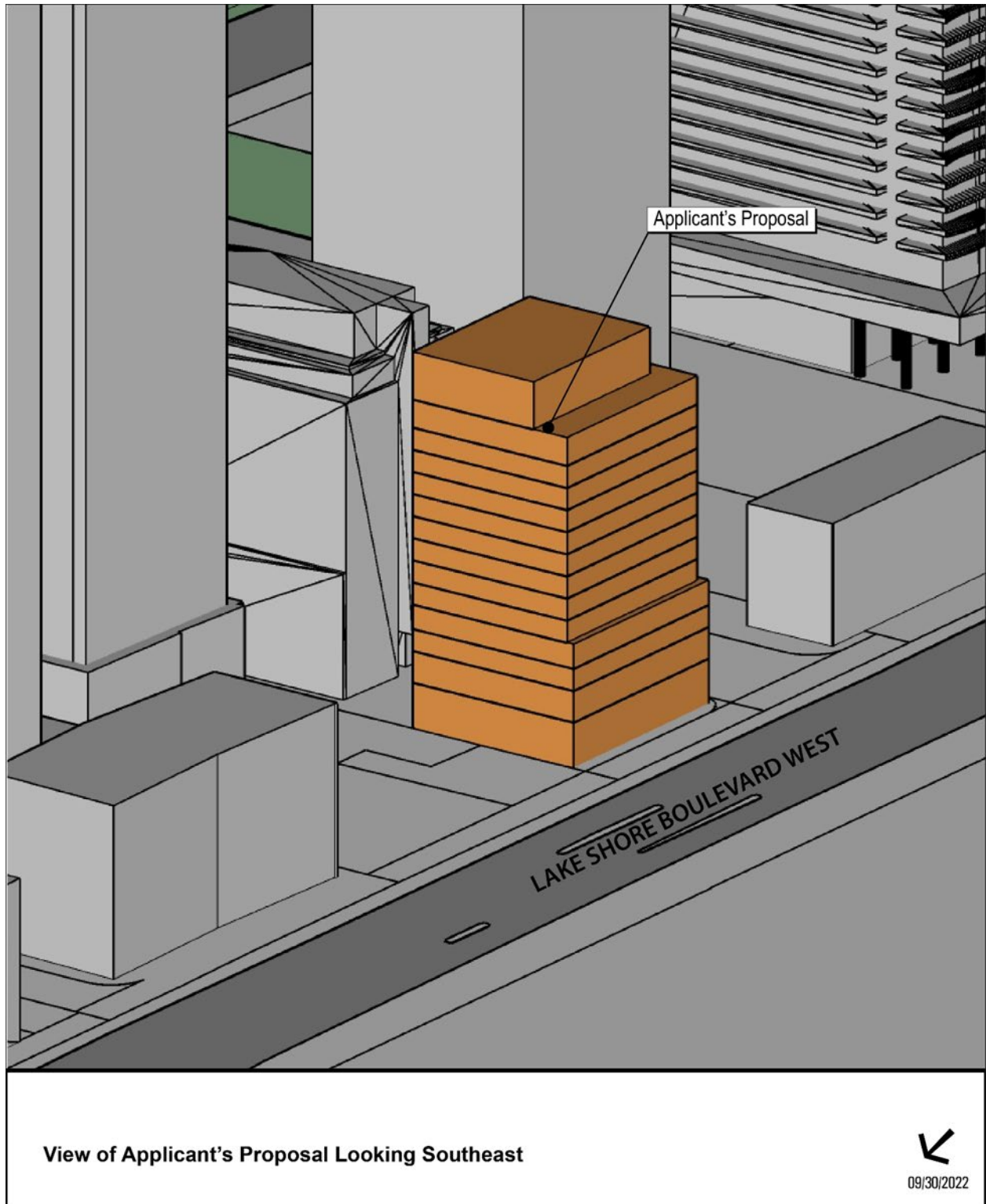
Parking and Loading				
Parking Spaces:	46	Bicycle Parking Spaces:	13	Loading Docks:
				1

CONTACT:
 Nicholas Deibler, Planner
 416-394-2946
 Nicholas.Deibler@toronto.ca

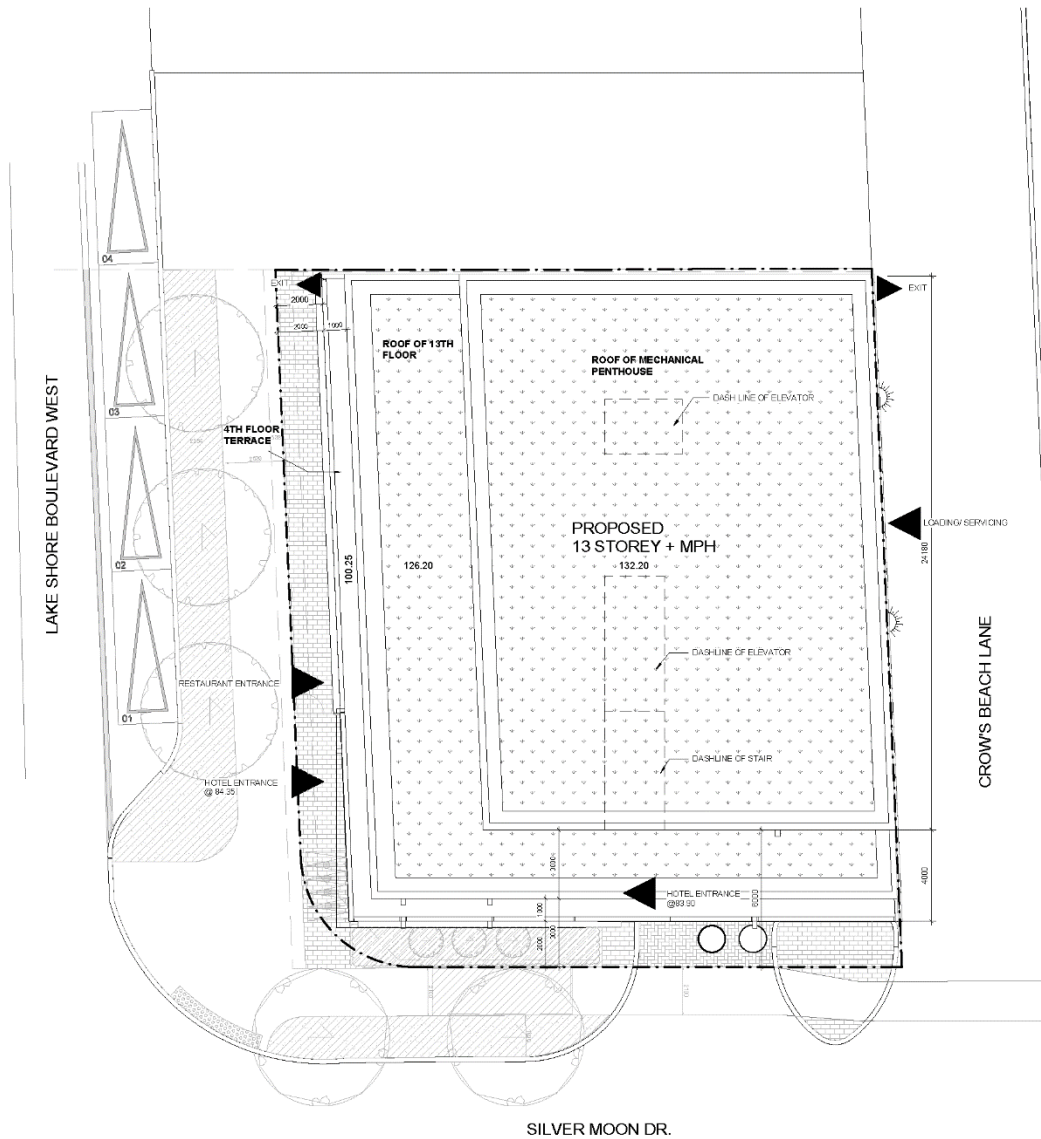
Attachment 3: 3D Model of Proposal - Looking Northeast



Attachment 4: 3D Model of Proposal - Looking Southeast



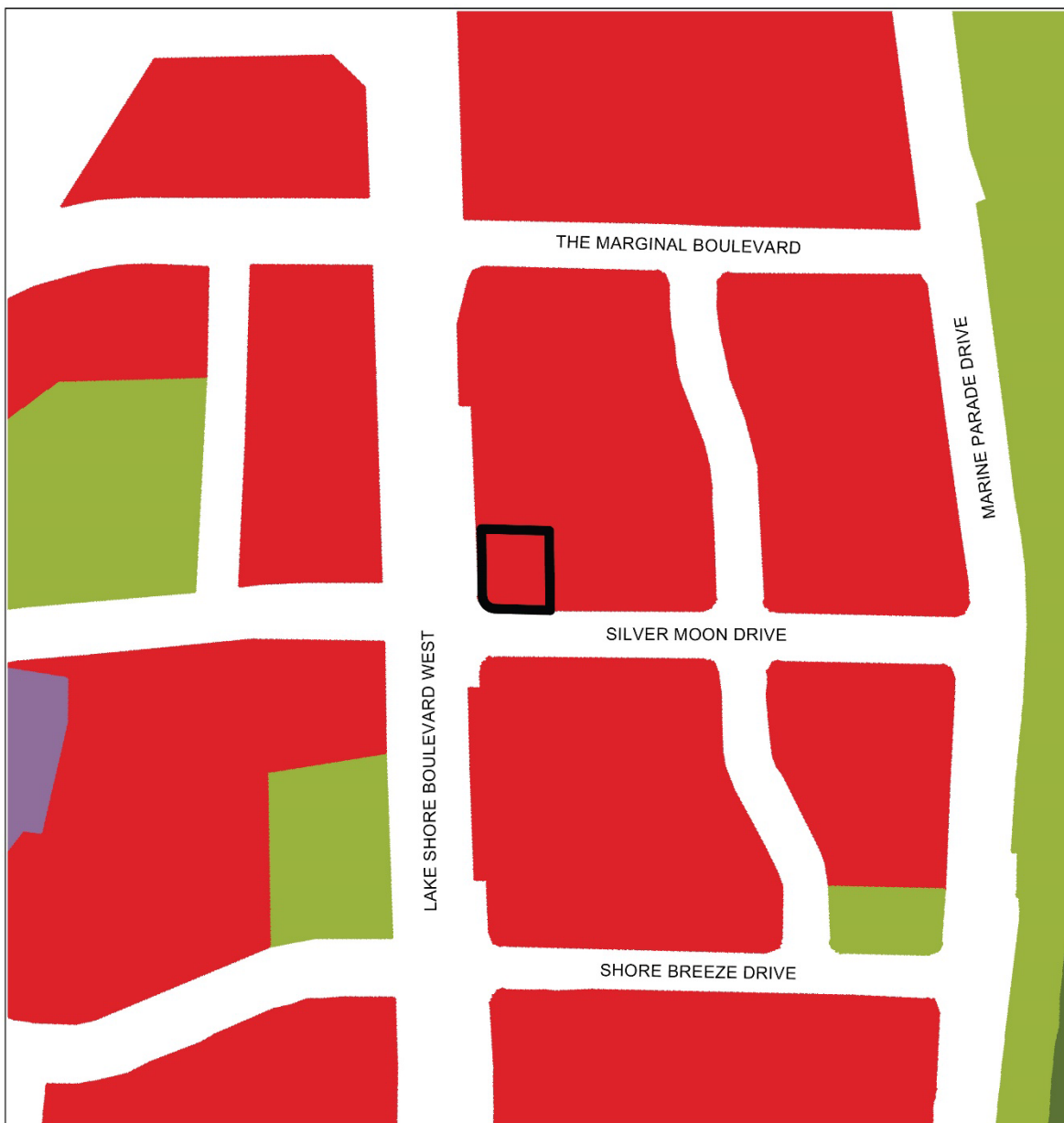
Attachment 5: Site Plan



Site Plan



Attachment 6: Official Plan Land Use Map



2157 Lake Shore Boulevard West

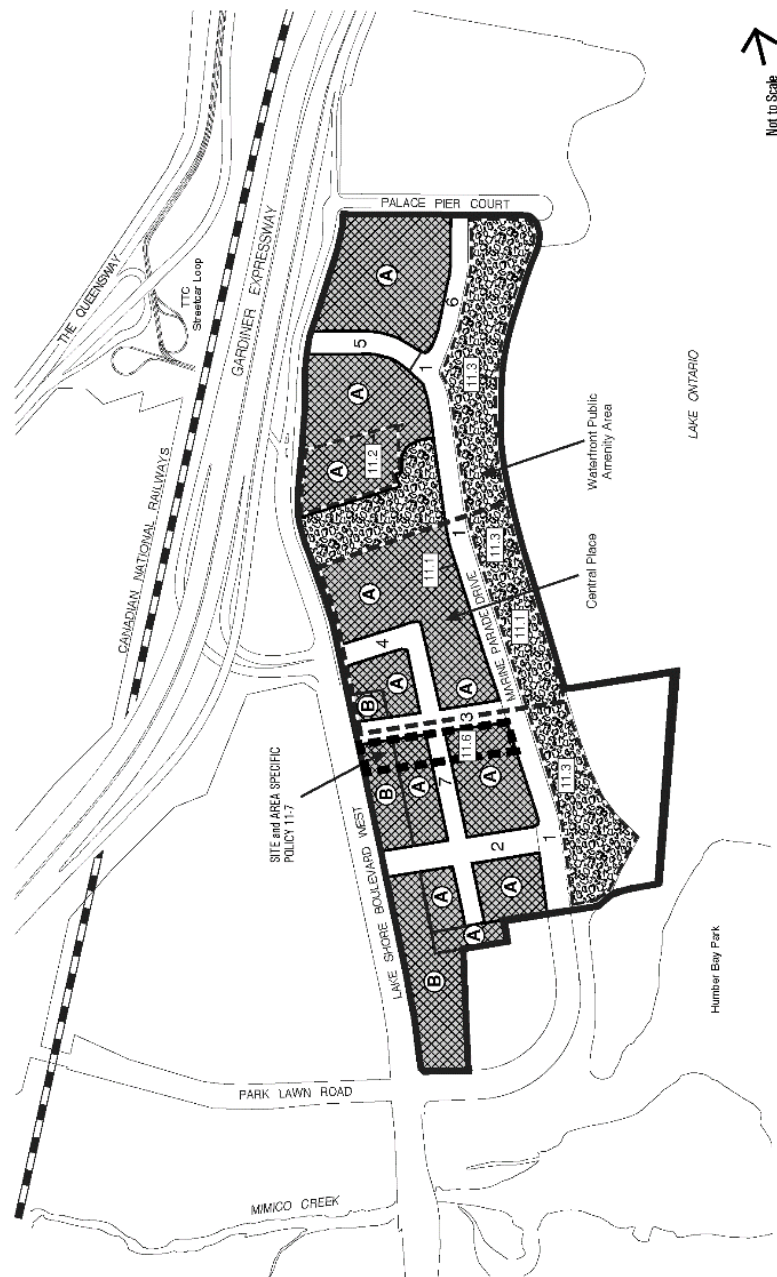
Official Plan Land Use Map #15

File # 20 126617 WET 03 02



Not to Scale
09/22/2022

Attachment 7: Motel Strip Secondary Plan Land Use Map



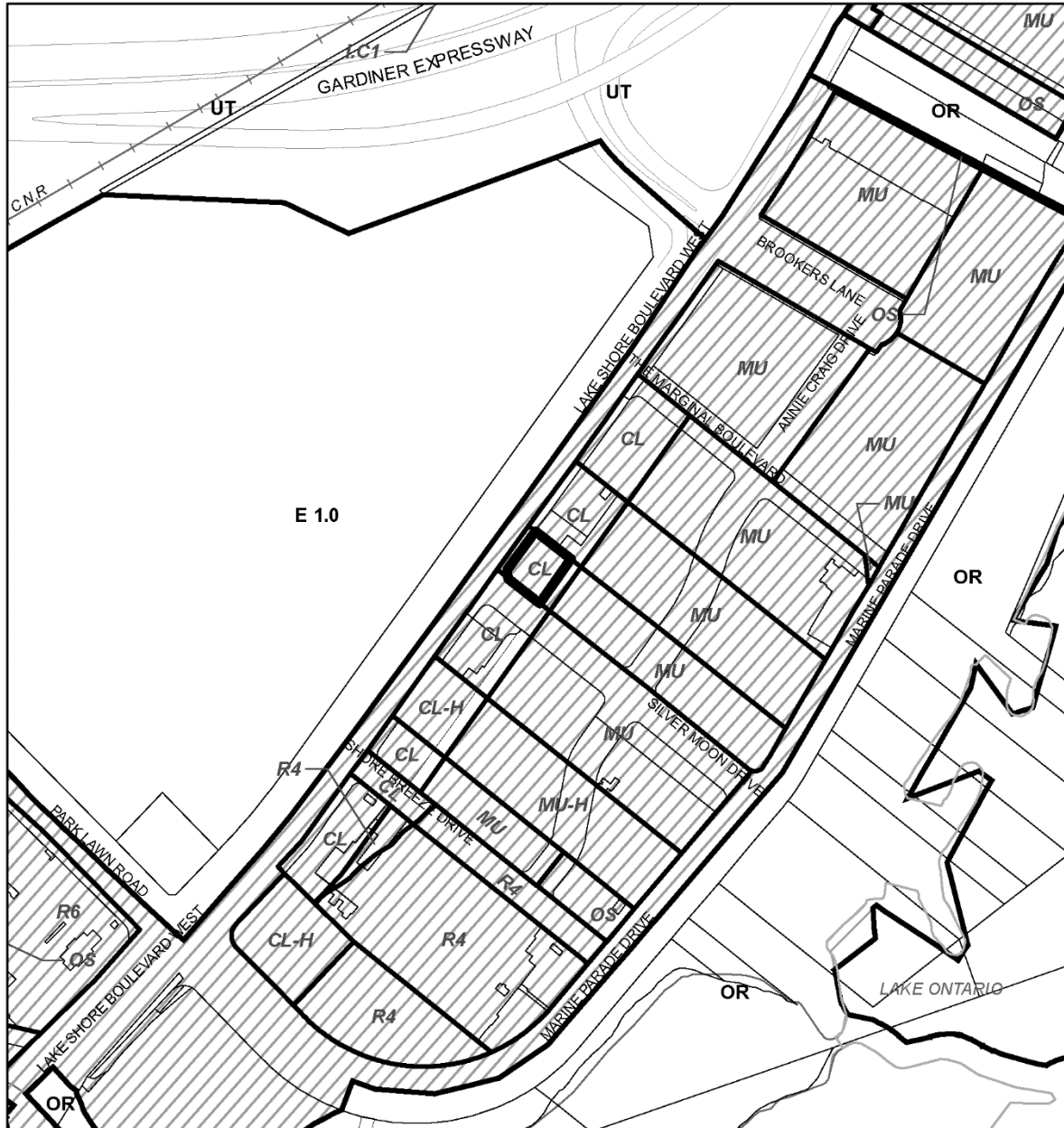
Motel Strip Secondary Plan
MAP 11-1 Land Use Plan

- Secondary Plan Boundary
- 1-7 Internal Roads
- Mixed Use Areas
- Parks and Open Space Areas
- Site and Area Specific Policies

Site and Area Specific Policies 11.6

August 2007

Attachment 8: Existing Zoning By-law Map



Zoning By-law 569-2013

2157 Lake Shore Boulevard West

File # 20 126617 WET 03 02



Location of Application

E Employment Industrial
ON Open Space Natural
OR Open Space Recreation
UT Utility and Transportation



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

R4 Fourth Density Residential Zone
R6 Sixth Density Residential Zone
OS Public Open Space Zone
CL Limited Commercial Zone
MU Mixed Use Zone



Not to Scale
Extracted: 09/22/2022