

20 Brow Drive (Long Branch GO Station) – City-Initiated Zoning By-Law Amendment – Decision Report – Approval

Date: February 6, 2023

To: Etobicoke York Community Council

From: Director, Transportation Planning and Director, Community Planning, Etobicoke York District

Wards: Ward 3 - Etobicoke-Lakeshore

Planning Application Number: 22 213572 WET 03 OZ

SUMMARY

This City-initiated Zoning By-law Amendment proposes to allow a transit station use at 20 Brow Drive by applying a *Commercial-Residential (CR)* zoning category to the site. Long Branch GO Transit station currently occupies the site even though the existing zoning does not permit a transit station use. The proposed rezoning will support Metrolinx's proposed improvements to the site that consist of two new station entrance buildings to replace the existing entrance building, a reconfigured surface parking lot and pick-up / drop-off area, new bicycle parking facilities and new landscaping.

This report provides land use information and comments regarding the proposed rezoning and provides design details and comments for the redevelopment of Long Branch GO station, which is being reviewed through an associated Site Plan Control application and the City's transit design review process.

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

This report reviews and recommends approval of the proposed amendment to the Zoning By-law. The rezoning will support Metrolinx's GO Expansion program that will provide all-day, two-way service with 15-minute headways, faster electric trains, fully accessible stations and improved customers facilities across the GO Transit network. The rezoning will modernize the zoning standards by applying the city-wide Zoning By-law 569-2013 since the site is currently only subject to the former City of Etobicoke (Long Branch) zoning by-law. The proposed CR zone will bring the zoning into conformity with the Official Plan Urban Structure, Land Use Plan, and Site and Area Specific Policy 646 that is a Council-approved policy awaiting approval by the Ministry of Municipal Affairs and Housing, which indicates the site is within a Protected Major Transit Station Area for Long Branch GO station.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 20 Brow Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the 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

There are no previous City Council decisions for planning applications for the subject site.

On July 19, 2022, City Council amended and adopted Official Plan Amendment (OPA) 570 (By-law 889-2022), which creates Site and Area-Specific Policies (SASPs) for 57 new Protected Major Transit Station Areas, including SASP 646 for Long Branch Station. OPA 570 is currently awaiting approval by the Minister of Municipal Affairs and Housing.

CONSULTATION HISTORY

A pre-application consultation meeting was held on September 7, 2022, for an associated Site Plan Control application that is currently under review. A zoning review was subsequently completed on September 14, 2022, that determined a transit station is currently not a permitted use. City Planning initiated the proposed Zoning By-law Amendment on October 5, 2022. A community consultation meeting was held on January 18, 2023, that was held both virtually and in-person.

PROPOSAL, SITE DESCRIPTION AND CONTEXT

The proposed development at 20 Brow Drive is part of a larger plan by Metrolinx to improve the Long Branch GO station. The proposed off-site improvements apply to the station platforms and tunnels within the Metrolinx-Lakeshore West rail corridor and a new accessible pedestrian path from Edgeware Drive through lands located on the north side of the rail corridor. A Site Plan Control application has been submitted by EllisDon, on behalf of Metrolinx, for the entire Long Branch GO station redevelopment proposal. The Transit Expansion Division is also leading a concurrent transit review of detailed design plans for the station in alignment with the Site Plan review.

Long Branch GO Station is part of the larger GO Expansion program and improved service on the Lakeshore West line. As part of the GO Expansion program, infrastructure upgrades are required to accommodate additional track, GO station modifications, improved rail crossings and systems required for electrification. The scope of work for the Lakeshore West project includes Long Branch GO Station improvements. In December 2017, Infrastructure Ontario (IO) and Metrolinx issued a "Request for Qualifications" (RFQ) and in April 2018, a "Request for Proposals" (RFP) was issued and ultimately awarded to EllisDon to design and build the infrastructure improvements.

The proposal for the subject site is to replace the existing station entrance building with two new entrance buildings that will provide universal access to the platforms. The existing parking lot and passenger pick-up / drop-off (PUDO) area would be reconfigured to provide a PUDO area with vehicular access from Exmoor Drive that is separate from the vehicular access to the parking area. A separate access for maintenance and servicing vehicles would be located at the east end of the site, which would replace an existing access to the parking lot, for a total of four vehicular access points and curb cuts.

Bicycle parking facilities would be expanded and would include an expanded Bike Share station that support e-bikes. Landscaping would be improved throughout the site, particularly in the vicinity of the station entrance where new seating and plantings would be provided. The proposed development is illustrated on Attachment 6: Site Plan, Attachment 7a-b: Elevations, and Attachment 8: Pedestrian Perspective.

Development statistics are provided on Attachment 1: Application Data Sheet, which are summarized as follows:

Building height: Both the southwest and southeast entrance buildings are one storey (six metres including parapet) in height and both have a below-grade level for access to the pedestrian tunnels leading to the station platforms.

Non-residential gross floor area (GFA)(as defined by Zoning By-law 569-2013):

Southwest entrance building: 345.2 square metres

Southeast entrance building: 644.4 square metres

Ground floor building area (floorplate):

Southwest entrance building: 302 square metres

Southeast entrance building: 599 square metres

Floor space index: 0.1 (gross floor area / lot area)

Building setbacks:

North: zero (both southwest and southeast entrance buildings)

East: three metres (from southeast entrance building)

South: 11.4 metres (from southeast entrance building to Exmoor Drive)

West: 57 metres (from southwest entrance building)

Parking spaces: 140 vehicles

Pick-up / drop-off spaces: 18 vehicles

Bicycle parking spaces: 32 secure spaces within the building, 42 covered spaces, 20 uncovered spaces.

The above development statistics are not yet certain and subject to change because the associated Site Plan Control application and transit design plans are still under review.

The subject property is within the neighbourhood of Long Branch and adjacent to the neighbourhood of Alderwood on the north side of the rail corridor. The site, irregular in shape, has an area of 9,608 square metres with 21 metres of frontage on Lake Shore Boulevard West, 63 metres of frontage on the west side of Brow Drive and 142 metres on the north side of Exmoor Drive. The site is generally flat except for the western edge beyond the limit of the existing and proposed parking area where it slopes down steeply. There is one existing station entrance building located adjacent to the rail corridor, near the northwest corner of the site, which was constructed in the late 1960s.

Transit service to Long Branch GO station comprises GO train service along the Metrolinx-Lakeshore West rail corridor, TTC streetcar and bus routes that terminate at the streetcar and bus loops adjacent to Long Branch GO station, and Mississauga (MiWay) bus routes that also terminate at the bus loop adjacent to the station. Specifically, the TTC routes include the 501 Queen streetcar that is temporarily replaced with bus service, the 110A and 110B Islington South bus routes that originate from Islington subway station, and the 123B and 123C Sherway bus routes that run along Brown's Line, originating from Kipling subway station. MiWay bus service includes the 5 Dixie route and the 23 Lakeshore route.

The City of Mississauga is currently conducting a study for a new express bus route in a dedicated transitway along Lakeshore Road East for a two-kilometre stretch from East Avenue to Etobicoke Creek, known as the Lakeshore Bus Rapid Transit Project. The

existing bus loop at Long Branch GO station would be the last stop for MiWay buses using the proposed transitway.

The following uses surround the site:

North: Metrolinx-Lakeshore West rail corridor and Long Branch GO station platforms. Naturalized open space and one and two-storey detached houses are located on the north side of the rail corridor.

East: one to three-storey detached houses along the north side of Exmoor Drive. Streetcar loop and bus loop on the south side of Exmoor Drive.

South: Surface parking lot and a two-storey non-residential building occupied by the Royal Canadian Legion Branch 101 are on the south side of Exmoor Drive. Three-storey residential buildings and two high-rise residential buildings with heights of 15 and 16 storeys are located on the south side of Lake Shore Boulevard West.

West: one and two-storey detached houses and three-storey apartment buildings on Forty-Third Street. Further west is Maurice J. Breen Park and Etobicoke Creek that coincides with the municipal boundary with Mississauga.

Reasons for City-Initiated Zoning By-law Amendment

The City has undertaken the proposed Zoning By-law Amendment (rezoning) because the existing zoning, *Residential Detached (RS)*, under the former City of Etobicoke (Long Branch) zoning by-law, does not permit a transit station on the subject site, despite the site being already occupied by Long Branch GO station. The proposed rezoning will serve to update the zoning by-law by bringing the site under the jurisdiction of the relatively new city-wide Zoning By-law 569-2013, which provides modernized zoning standards.

With consideration for the standard requirements in a CR zone, the proposed rezoning provides site-specific standards in accordance with the current proposal. Specifically, the rezoning will allow for up to four curb cuts for vehicular access, reduced parking space dimensions in accordance with Metrolinx design standards, and building setbacks based on the current proposal.

APPLICATION BACKGROUND

Submission Materials

The following reports/studies were submitted by EllisDon on behalf of Metrolinx in support of the associated Site Plan Control application and were also reviewed for the proposed rezoning:

- Traffic and Transit Management Plan
- Geoengineering Report
- Soil and Excavated Materials Management Plan
- Arborist Report
- Site Servicing Report
- Stormwater Management Report
- Erosion and Sediment Control Plan
- Toronto Green Standard Checklist

The above reports are available through the Application Information Centre (AIC) at: <http://app.toronto.ca/AIC/index.do?folderRsn=GywMyyzcom%2FmHafMIDrhFQ%3D%3D>.

Agency Circulation Outcomes

The proposed Zoning By-law Amendment, together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate zoning by-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members will have an opportunity to view written submissions and hear oral submissions made at the statutory public meeting held by the Etobicoke York Community Council on February 27, 2023.

POLICY CONSIDERATIONS

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 PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater

Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

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

This application has been reviewed against the policies of the City of Toronto Official Plan, including applicable Site and Area-Specific Policies, as follows:

Map 2 - Urban Structure: Lake Shore Boulevard West is identified as an *Avenue*, which is a focus for growth and intensification. The subject site has frontage on Lake Shore Boulevard West, therefore it is recognized as being on an *Avenue*.

Map 4 - Higher Order Transit Corridors: Lake Shore Boulevard West is a planned Transit Corridor for future expansion of the transit network.

Map 5 - Enhanced Surface Transit Network: Lake Shore Boulevard West is a Transit Priority Segment for future expansion. Long Branch GO station is the terminus for the Transit Priority Segment.

Map 9 - Natural Heritage System: The westerly edge of the subject site is within the Natural Heritage System.

Map 15 - Land Use Plan - The subject site is designated *Apartment Neighbourhoods*. See Attachment 3: Official Plan Land Use Map.

Apartment Neighbourhoods are relatively stable areas primarily intended for apartment buildings. Small-scale retail, service and office uses, local institutions including public transit facilities, cultural and recreational facilities are also permitted.

New development in *Apartment Neighbourhoods* will, among other requirements:

- provide transition between areas of different intensity;
- maintain sunlight for pedestrians on streets and limit shadow impact on adjacent lower scale *Neighbourhoods*;
- provide ground floor uses that enhance safety, amenity and animation; and
- conform to the principles of universal (i.e. accessible) design.

Official Plan Amendment (OPA) 570 (By-law 889-2022), which was approved by City Council on July 19, 2022, and is now awaiting approval by the Ministry of Municipal Affairs and Housing, establishes 57 new Protected Major Transit Station Areas (PMTSAs) through Site and Area-Specific Policies (SASPs). Within OPA 570, SASP 646 delineates a PMTSA around Long Branch GO station, including the subject site, and provides minimum density provisions for new development. This PMTSA is targeted to provide a minimum 150 residents and jobs combined per hectare. The minimum

density (floor space index) for the subject site is 1.5 times the lot area however this figure is not intended to apply to stand-alone transit stations.

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

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

Zoning

The subject site is zoned Residential Detached (RS) by former City of Etobicoke (Long Branch) By-law 23/64. The RS zone is intended primarily for single detached dwellings. The maximum floor space index is 0.35 and the maximum height is 9.5 metres. A transit station is not a permitted use in this zone, even though the site is already occupied by a transit station. Refer to Attachment 4: Existing Zoning Map.

Transit Design Guide

The Transit Design Guide, prepared by the City in 2022, provides urban design guidance for new transit stations that informs staff's review of the proposed redevelopment of Long Branch GO station. The guide provides the following design principles:

- Urban Integration: placemaking and connectivity
- User Experience: safe, intuitive, comfortable and accessible design
- Sustainability and Resilience: energy efficiency, air and water quality, ecology and materials
- Intermodal Operations: reliable and efficient operations
- Accountability: building life-cycle and maintenance

The guide identifies the following three zones of influence for transit sites that generally frame the proposal as viewed from the public realm looking inwards to the transit station:

- Zone 1: Most City influence and interest. Lands under City's jurisdiction and/or adjacent private properties. This space is typically the surrounding streets and public open spaces.
- Zone 2: Shared jurisdiction and interests between Metrolinx and the City. This space is typically the station property but not within the rail corridor.
- Zone 3: Metrolinx jurisdiction with limited City interest. This space is typically the platforms and other spaces within the rail corridor.

Metrolinx Design Standards

The Metrolinx Design Standards, prepared in 2020, are a compilation of design requirements for transit infrastructure that address design excellence, universal design, wayfinding, sustainability and resiliency. The Design Standards generally apply to all GO Expansion projects, rapid transit and subways.

The Design Standards provide five principles of design excellence:

- Universal (accessible) design
- Ease of maintenance and operations
- Design that is consistent and intuitive
- Responsive to contextual, local and future conditions
- Practical, durable and sustainable design

The Design Standards are generally from the perspective of facilitating passenger movement to and from the platforms on the rail corridor and enhancing that experience.

The Design Standards have been reviewed and applied in combination with the City's Transit Design Guide for a holistic urban design analysis.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application was submitted by EllisDon, on behalf of Metrolinx, on October 14, 2022, and is under review by staff (application file no. 22 217041 WET 03 SA).

COMMUNITY CONSULTATION

A community consultation meeting and a site visit with local residents were both conducted on January 18, 2023. The meeting was held both virtually and in-person at the Royal Canadian Legion Branch 101, 3850 Lake Shore Boulevard West. Approximately 60 people attended in person and approximately 30 people attended online. Community feedback was also received via email from a few residents. Most of the comments received relate to the design and scope of the overall redevelopment of Long Branch GO station, as opposed to the land use being proposed through the rezoning. The comments will help inform the review of the associated Site Plan and transit design plans. The following summarizes the comments raised by the community:

Parking: The proposed reduction in on-site parking spaces was by far the biggest issue raised by local residents. The key concern is that less on-site parking will result in more parking infiltration on local residential streets surrounding the station, causing traffic impact, blocking short-term parking for local visitors, and sometimes blocking resident driveways. Residents noted that although there is a 3-hour limit on local on-

street parking, it does not prevent commuters from parking all day because enforcement is lacking.

Others were concerned they would no longer be able to find a space to park at the Long Branch GO station. Many people stated the lack of parking will be exacerbated by planned major developments in Mississauga in the vicinity of Dixie Road and Lakeshore Road East that will add to the transit ridership at Long Branch GO station. Many residents suggested that a multi-level parking structure should be constructed on-site and/or adjacent lands should be acquired to create more parking spaces.

Some residents, however, expressed an opposing view that providing more parking will only invite more people to drive to the station and will not reduce the parking infiltration on the local streets. It was noted by some that the current parking allocation at the station includes many reserved spaces (through a permit from Metrolinx) that are often left vacant throughout the day, thereby underutilizing the parking area. It was suggested that a survey of how many reserved spaces are actually occupied should be conducted, which could inform a parking optimization strategy such as reducing the number of reserved parking spaces and/or adding metered pay parking spaces.

Project scope and transit integration: Many residents commented that the current proposal is too limited in scope since most of the site will remain a surface parking lot and the adjacent streetcar and bus loops are not being integrated into the development. The proposal appeared to some as only a short term solution and a missed opportunity for a more comprehensive approach to redeveloping the block. It was suggested that both TTC and MiWay services should be integrated into the project to create a unified multi-modal transit hub with continuous weather protection.

Also suggested was that the Royal Canadian Legion property (refer to Attachment 6: Site Plan) should be incorporated to support a comprehensive redevelopment such as a mid-rise, mixed-use development with affordable housing. Such integration would help address the change in grade between the station site and Lake Shore Boulevard West. Such a project could involve all three levels of government considering the province's interest through Metrolinx and the federal interest through Veterans Affairs.

Environmental and landscaping: Residents commented that tree removal should be avoided at all costs and more trees should be planted as they improve aesthetics and provide noise mitigation. Some were concerned that new planters will be littered with trash.

Other comments: A few noted that Mississauga residents and the local councillor in Mississauga should have been more actively consulted. The proposed maximum density (floor space index) of 2.0 was questioned considering the proposal only requires an FSI of 0.1. It was mentioned there are artesian wells located close to surface that may constrain excavation.

Overall, the community feedback indicated support for the continued use of the subject site for a transit station use and, therefore, support for the proposed rezoning to allow the use. Since transit stations do not require any parking under the city-wide Zoning By-law 569-2013, minimum parking standards will not be applied but staff will continue to explore opportunities with Metrolinx to provide more parking on-site through possible future development and/or by optimizing how the planned parking spaces are regulated.

In response to interest by residents, City staff will be exploring future comprehensive development opportunities through discussions with Metrolinx, CreateTO, the TTC and other stakeholders in the vicinity. Staff note that the associated Site Plan Control application was circulated to Mississauga staff for their information and comment.

COMMENTS

This application has been reviewed against the provincial and Official Plan policies described in the Policy Consideration section of this report as well as the policies of the Official Plan as a whole.

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 with the Growth Plan (2020).

Land Use

The proposed zoning category, *Commercial-Residential (CR)*, allows for a transit station use as well as a wide range of commercial and residential uses. This zone is consistent with applicable Official Plan designations and policies, specifically the *Avenues* designation on the Urban Structure map, the *Apartment Neighbourhoods* designation on the Land Use Plan, and Site and Area Specific Policy 646 that indicates the site is within a planned Protected Major Transit Station Area (PMTSA). The *CR* zone is an appropriate zoning category to facilitate potential future mixed-use development on the subject site in keeping with the PMTSA policies in SASP 646.

Height, Massing and Density

The proposed rezoning will maintain the existing height limit of 9.5 metres, which will allow for the proposed one-storey buildings that have an apparent height of six metres including a 0.6-metre parapet above the roof height of 5.4 metres. This height limit is consistent with the adjacent lands to the east and west along the north sides of Exmoor Drive and the Forty-Third Street respectively.

The proposed massing is minimal. The proposed buildings are situated adjacent to the rail corridor to minimize the length of the tunnels to the platforms. The westerly entrance building is located more than 10 metres from the top-of-bank in accordance with TRCA standards and the easterly entrance building will have a minimum three-metre side yard setback to provide a landscaped buffer between the building and the adjacent residential property to the east on Exmoor Drive.

The proposed rezoning will establish a minimum floor space index (FSI) of 1.5 on the subject site to be consistent with Site and Area-Specific Policy (SASP) 646, which provides a policy for a minimum FSI of 1.5 on the subject site. The proposed transit station use will however be exempted from the minimum density provision because it is not the intent of SASP 646 to apply a minimum density provision to stand-alone transit stations. The proposed maximum FSI of 2.0 (c1.5; r1.5) is on the low end of a typical maximum density for a CR zone and provides a reasonable but limited degree of flexibility for future development as-of-right, which would be required to have a density between 1.5 and 2.0 FSI under the proposed zoning. The residential density is proposed to be limited to 1.5 FSI in order to incentivise a significant commercial component in a potential future mixed-use development. With consideration for the *Apartment Neighbourhoods* designation, the commercial density is proposed to be limited to 1.5 to incentivise a significant residential component in a future mixed-used development.

Traffic Impact, Access, Parking

The proposed development will not have a significant traffic impact since the existing transit station use will continue with similar operations and reduced parking capacity. Compared to the existing condition, the proposed parking lot is being reduced in size from 265 spaces to 140 spaces and the proposed pick-up / drop-off (PUDO) area will be marginally reduced in capacity from 19 spaces to 18 spaces but reconfigured for better flow. The Traffic and Transit Management Plan prepared by TraffMobility, dated July 22, 2022, concludes that "all movements at the study intersection are operating with acceptable level of service and residual capacity during the weekday AM and weekday PM peak hours."

Compared to the existing parking lot that has four vehicular access points, the proposed development will reduce potential conflicts between vehicles and pedestrians by reducing the number of vehicle accesses (curb cuts) into the parking lot from Brow Drive and Exmoor Drive to a maximum of two. Pedestrian access from Exmoor Drive to the station entrances will be improved and prioritized by new landscaping and raised concrete walkways. Also contributing to pedestrian safety, the proposed reconfiguration of the PUDO will reduce the time and space used on-site by PUDO vehicles.

Considering the intensification potential for the subject site implied by the site's location on an *Avenue* and the minimum density provisions in the PMTSA policies for Long Branch Station, the proposed surface parking lot underutilizes the redevelopment

potential of the site and may be viewed as an interim condition. Potential future redevelopment of the parking lot may provide an opportunity for creating multiple levels of parking. Despite the reduction of approximately 125 parking spaces compared to the existing condition, the proposed parking supply of approximately 140 spaces is adequate from a zoning perspective because it exceeds the standard parking requirement under city-wide Zoning By-law 569-2013 that will apply through the proposed rezoning.

Bicycle Parking and Access

The existing bicycle parking includes 28 covered spaces at one location within the parking lot, 28 uncovered spaces adjacent to the entrance building and a Bike Share station with 17 docks located in the parking lot adjacent to the rail corridor. The proposed bicycle parking will provide substantially more spaces and better quality spaces. The proposed spaces comprise 32 secured spaces within the southwest entrance building, 42 covered spaces located adjacent to the entrance buildings within the pedestrian landscaped area and 20 uncovered spaces located along the walkway between Exmoor Drive and the entrance buildings. The Bike Share facility will also be improved by increasing capacity to 31 spaces, providing electrical connections to support e-bikes, and locating the docks adjacent to the southeast entrance building within the landscaped area. Cyclists would typically access the bicycle parking areas from Exmoor Drive through either the PUDO or using the central walkway from Exmoor Drive.

Streetscape

Streetscaping will be improved along Brow Drive by the addition of a new 2.1-metre wide sidewalk within the subject site adjacent to the west side of Brow Drive. The sidewalk will generally appear to be a municipal sidewalk although it will be on Metrolinx property. The sidewalk will be continuous across all curb cuts along both Brow Drive and Exmoor Drive. The existing sidewalk located on the north side of Exmoor Drive will be repositioned to be located entirely within the subject site on Metrolinx property and widened to a width of 1.8 metres. A new boulevard with a width of approximately one metre will be provided within the Exmoor Drive right-of-way between the sidewalk and roadway, providing a buffer between the sidewalk and roadway.

Ravine Protection and Natural Heritage Protection

The westerly portion of the subject site is within the Toronto and Region Conservation Authority (TRCA) regulation area and the City of Toronto Ravine and Natural Feature Protection area. The westerly edge of the existing and proposed parking area generally coincides with a top-of-bank. The proposed entrance buildings are more than 10 metres from the top-of-bank. The proposed development will not disturb the naturalized area located below the top-of-bank. TRCA has reviewed the proposal and provided

comments through their Voluntary Project Review process, which applies to Metrolinx projects within TRCA-regulated areas.

Tree Preservation

An Arborist Report and Tree Preservation Plan were submitted for the associated Site Plan Control application and are under review by staff. The report indicates that no street trees will be affected by the proposed development on the subject site and none of the proposed tree on-site removals or removals within six metres of the subject site are subject to City of Toronto Municipal Code, Chapter 813 Article II (Street Trees by-law) or III (Private Tree by-law).

Conclusion

The proposed rezoning has been reviewed against the policies of the PPS (2020), the Growth Plan (2020) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to the *Avenues* designation on the Urban Structure Map, the *Apartment Neighbourhoods* designation on the Land Use map, and Site and Area Specific Policy 646 that identifies the site as within a Protected Major Transit Station Area. The rezoning supports Metrolinx's GO Expansion program that will improve rapid transit service and accessibility for the City's residents and businesses. Staff recommend that Council approve the proposed City-initiated Zoning By-law Amendment.

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ATTACHMENTS

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment
- Attachment 6: Site Plan
- Attachment 7a: Elevations - Southwest Entrance Building
- Attachment 7b: Elevations - Southeast Entrance Building
- Attachment 8: Pedestrian Perspective Looking Northeast from Exmoor Drive

Attachment 1: Application Data Sheet

Municipal Address: 20 Brow Drive Date Received: October 5, 2022

Application Number: 22 213572 WET 03 OZ

Application Type: City-Initiated Zoning By-Law Amendment

Project Description: Long Branch GO Station: Proposed demolition of existing station entrance building, construction of two new station entrance buildings, new pedestrian tunnels to the platform, reconfigured surface parking lot and passenger pick-up / drop-off area, new bicycle parking facilities, landscaping and infrastructure upgrades.

Applicant	Agent	Architect	Owner
City of Toronto 100 Queen St W Toronto, ON M5H 2N2		EllisDon 1004 Middlegate Rd, Suite 1000 Mississauga, ON L4Y 1M4	MetroLinx 10 Bay St Toronto, ON M5J 2R8

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods	Site Specific Provision:	N
Zoning:	RS	Heritage Designation:	N
Height Limit (m):	9.5	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	9,608	Frontage (m):	21m; 63m; 142m	Depth (m):	N/A
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (floorplate) (sq m):	158		901	901
Residential GFA (sq m):	0		0	0
Non-Residential GFA (sq m):	158		989.6	989.6
Total GFA (sq m):	158		989.6	989.6
Height - Storeys:	1		1	1

Height - Metres: 6 6 6

Lot Coverage Ratio 9.44 Floor Space Index: 0.1
(%):

GFA Breakdown	Above Grade (sq m)	Below Grade (sq m)
Southwest building	216.4	128.9
Southeast building	516.3	128.1

Parking and Loading

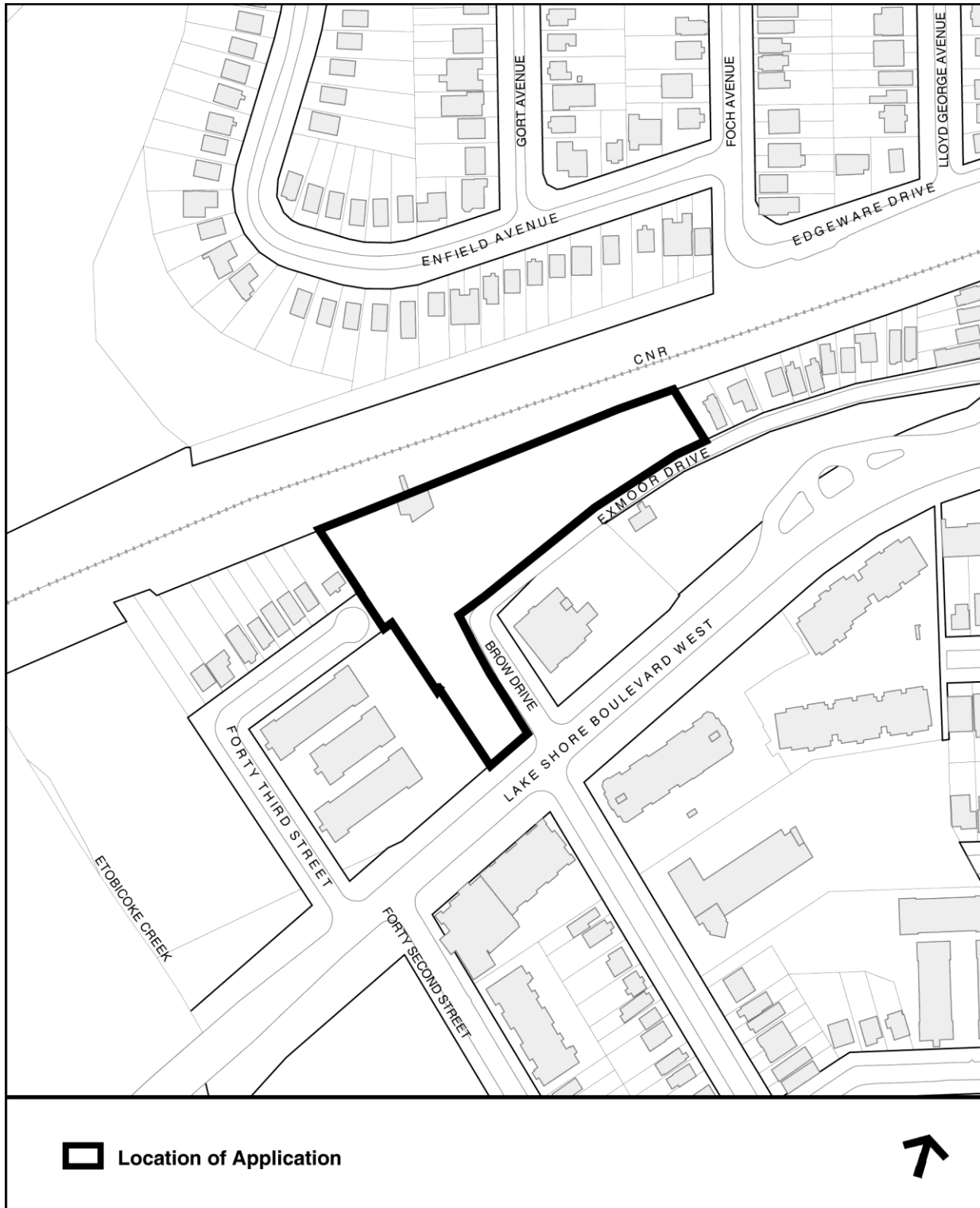
Parking Spaces:	140	Bicycle Parking Spaces:	94	Loading Docks:	0
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CONTACT:

Thomas Rees, Senior Planner, Transportation Planning

Thomas.Rees@toronto.ca

Attachment 2: Location Map



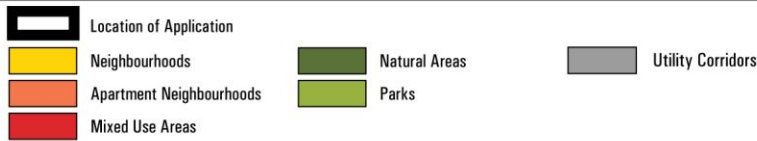
Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map #15

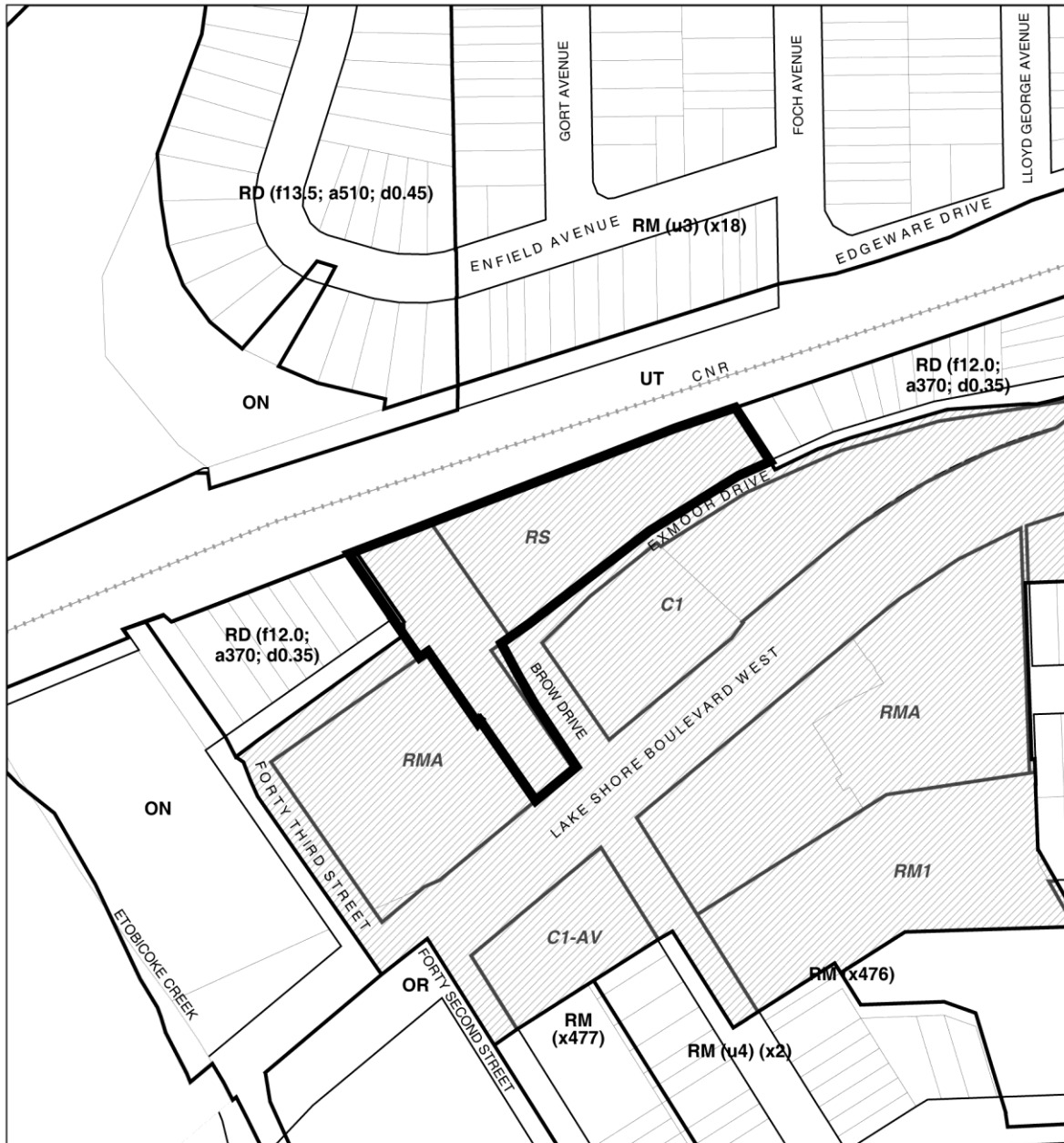
20 Brow Drive

File # 22 213572 WET 03 0Z




 Not to Scale
 Extracted: 10/18/2022


Attachment 4: Existing Zoning By-law Map




20 Brow Drive

Zoning By-law 569-2013 & Former City of Etobicoke (Long Branch) By-law 23/64 File # 22 213572 WET 03 0Z

-  Location of Application
- RD** Residential Detached
- RM** Residential Multiple
- ON** Open Space Natural
- OR** Open Space Recreation
- UT** Utility and Transportation

-  See Former City of Etobicoke (Long Branch) By-Law No. 23/64
- RS** Residential Single-Family
- RM1** Residential Multiple-1
- RMA** Residential Multiple Apartments
- C1** Commercial
- C1-AV** Commercial-Avenues


Not to Scale
Extracted: 10/18/2022

Attachment 5: Draft Zoning By-law Amendment

Authority: Etobicoke York Community Council Item ~~, as adopted by City of Toronto Council on ~~, 2023

Enacted by Council: ~~, 2023

CITY OF TORONTO

Bill ###

BY-LAW ###-2023

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2023 as 20 Brow Drive.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning Map in Section 990.10, and applying the following zone label to these lands: CR 2.0 (c1.5; r1.5) SS2 (x841), as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Article 995.10 and applying the following Policy Area label to these lands: PA-4, as shown on Diagram 3 attached to this By-law.
5. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Article 995.10.1 and applying the following height label to these lands: HT 9.5, as shown on Diagram 4 attached to this By-law.
6. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Article 995.30.1 and applying no value.

7. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Rooming House Overlay Map in Article 995.40.1 and applying no value.

8. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.11.10 Exception CR 841 so that it reads:

(841) Exception CR 841

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

(A) On 20 Brow Drive, if the requirements of By-law ###-2023 are complied with, a building or structure may be constructed, used or enlarged in compliance with Regulations (B) to (N) below:

(B) The required minimum floor space index of all land uses on a **lot** is 1.5; and
(i) Despite the above required minimum floor space index, a **transportation use** is not subject to a minimum floor space index;

(C) Despite Regulation 40.10.20.100(11)(A), a **lot** with **public parking** in a surface parking lot does not require a fence along any **lot lines** that abut a **street**;

(D) Despite Regulation 40.10.40.1(6), pedestrian access to a **lot** must be a minimum 3.0 metres from a **lot** in the Residential Zone category or Residential Apartment Zone category;

(E) Despite Regulation 40.10.40.10(4)(A), the required minimum height and **storeys** requirement does not apply to a **building** used for a **transportation use**;

(F) Despite Regulation 40.10.40.10(5), the required minimum height of the first **storey** does not apply to a **building** used for a **transportation use**;

(G) A **building** must comply with the following requirements:

(i) Despite Regulation 40.10.40.70(2)(A), the **main wall** of a **building** facing a **front lot line** may be set back more than 3.0 metres from the **front lot line**;

(ii) Despite Regulation 40.10.40.70(2)(B), no **building setback** is required from a **lot line** that abuts the Utility and Transportation (UT) zone;

(iii) Despite Regulation 40.10.40.70(2)(C) and (D), a minimum 3.0-metre **building setback** is required from a **lot line** that abuts a **lot** in the Residential Zone category;

(H) Despite Regulation 40.10.50.10(2), a **lot** abutting a **lot** in the Residential Zone category or the Residential Apartment Zone category does not require a fence to be installed along the portion of a **lot line** abutting the **lot** in the Residential Zone category or Residential Apartment Zone category;

(I) Despite Regulation 40.10.80.10, a surface **parking space** may be located in the **front yard**;

(J) Despite Regulation 40.10.80.20(1), a parking space that is not in a **building** or **structure** is not required to be set back from a **lot line**;

(K) Despite Regulation 40.10.80.20(2), a **parking space** on a **corner lot** must be set back at least 3.0 metres from a **lot** in the Residential Zone category, Residential Apartment Zone category or Open Space Zone category;

(L) Despite Regulation 40.10.100.10(1)(C), a **lot** is permitted to have a maximum of four (4) **vehicle** accesses;

(M) Despite Regulation 40.10.150.1(A), waste and **recyclable material** is not required to be stored in a **building**;

(N) Despite Regulation 200.5.1.10(2)(A)(i) and (ii), a **parking space** may have the following minimum dimensions:

(i) Length of 5.5 metres;

(ii) Despite (i) above, the minimum length may be 4.5 metres if one end of the parking space abuts a curb that allows for a vehicle to overhang the curb by up to 1 metre provided it does not obstruct a pedestrian walkway; and

(iii) Width of 2.5 metres.

Prevailing By-laws and Prevailing Sections: (None apply)

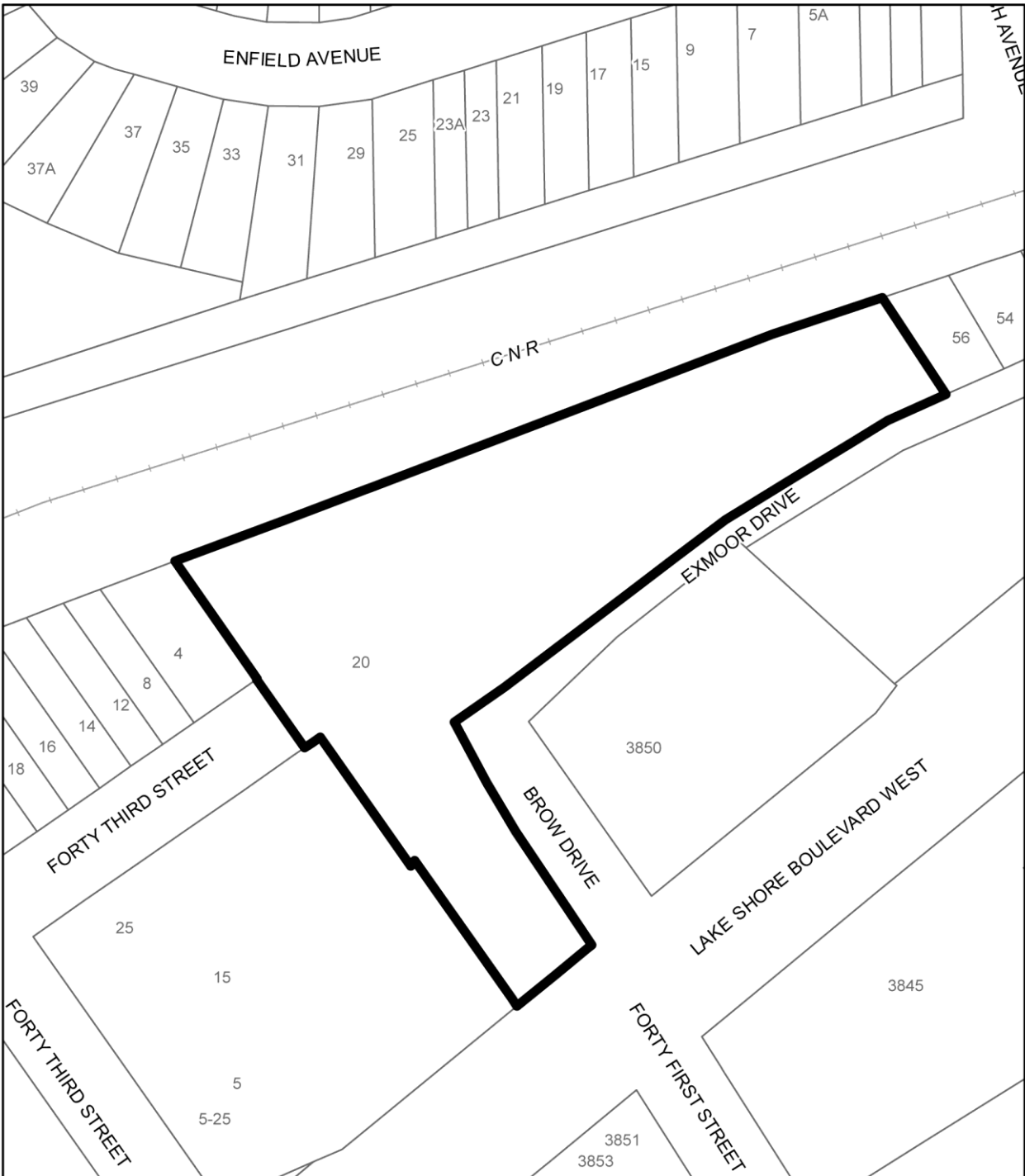
7. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.

ENACTED AND PASSED this _____ day of _____, 2023.

JOHN TORY,
Mayor

JOHN ELVIDGE,
City Clerk

(Seal of the City)



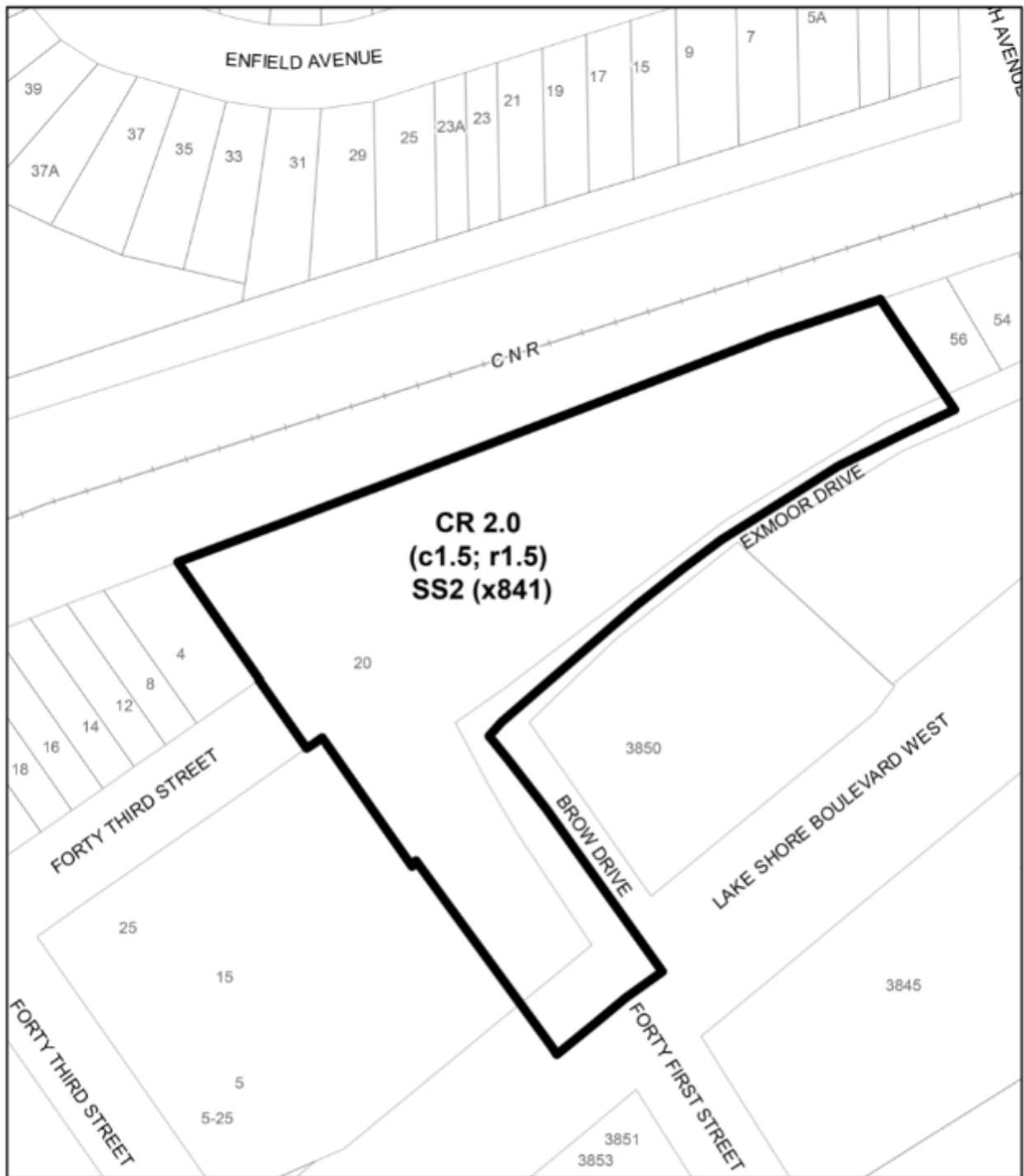
Toronto
Diagram 1

20 Brow Drive

File # 22 213572 WET 03 0Z



City of Toronto By-law 569-2013
Not to Scale
10/20/2022

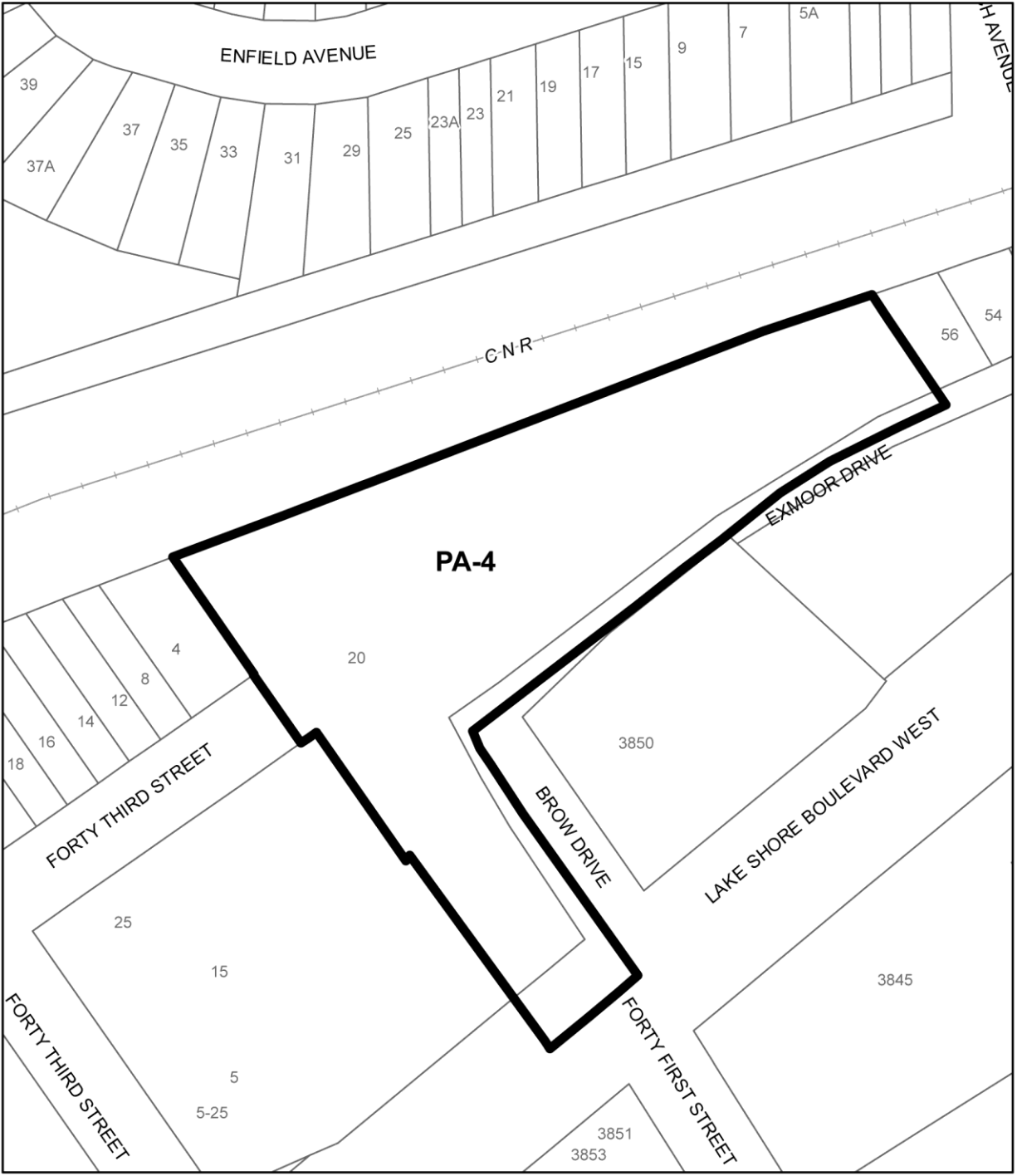


Toronto
Diagram 2

20 Brow Drive

File # 22 213572 WET 03 0Z


City of Toronto By-law 569-2013
 Not to Scale
 02/06/2023

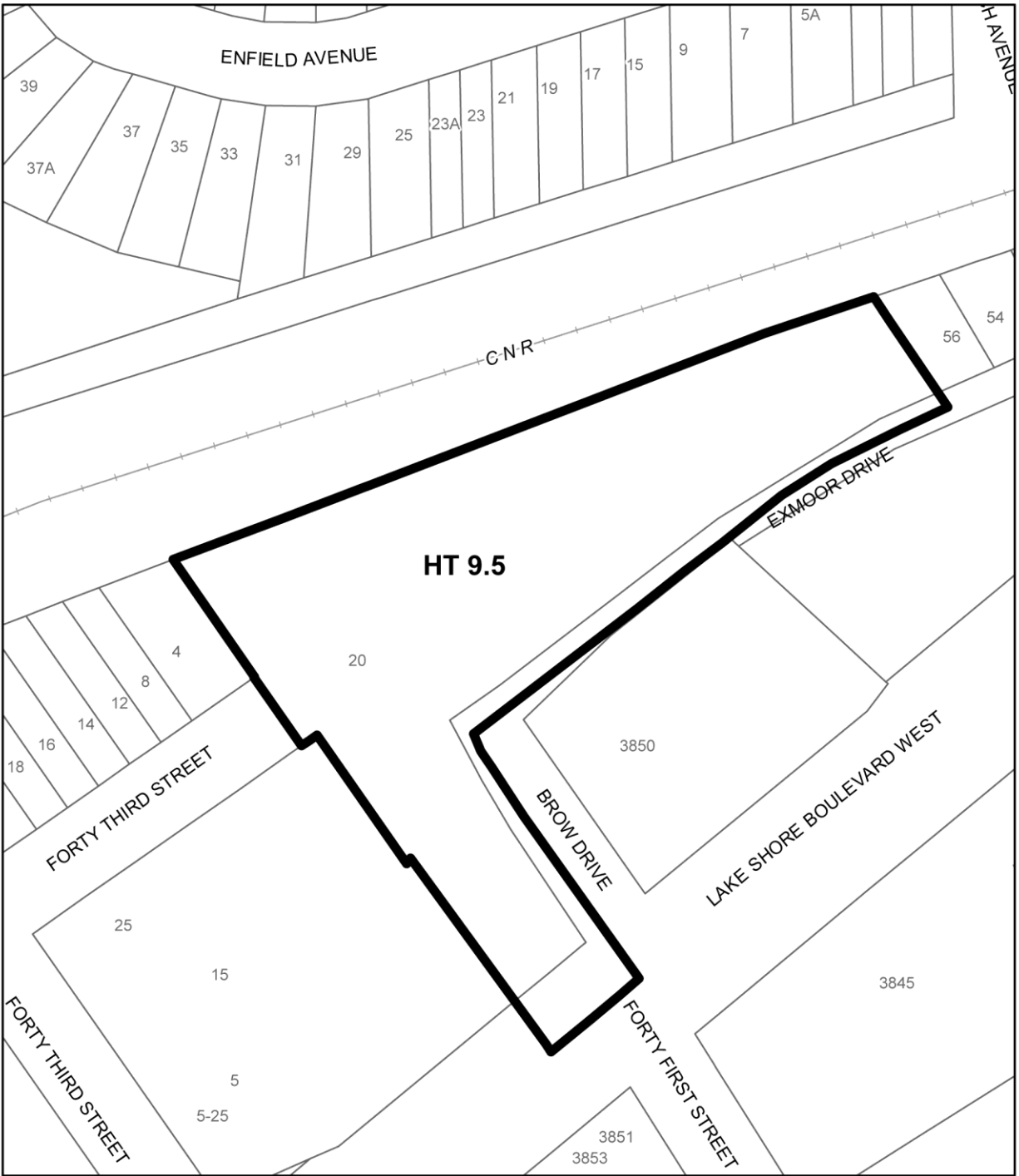


Toronto
Diagram 3

20 Brow Drive

File # 22 213572 WET 03 0Z


 City of Toronto By-law 569-2013
 Not to Scale
 10/20/2022



Toronto
Diagram 4

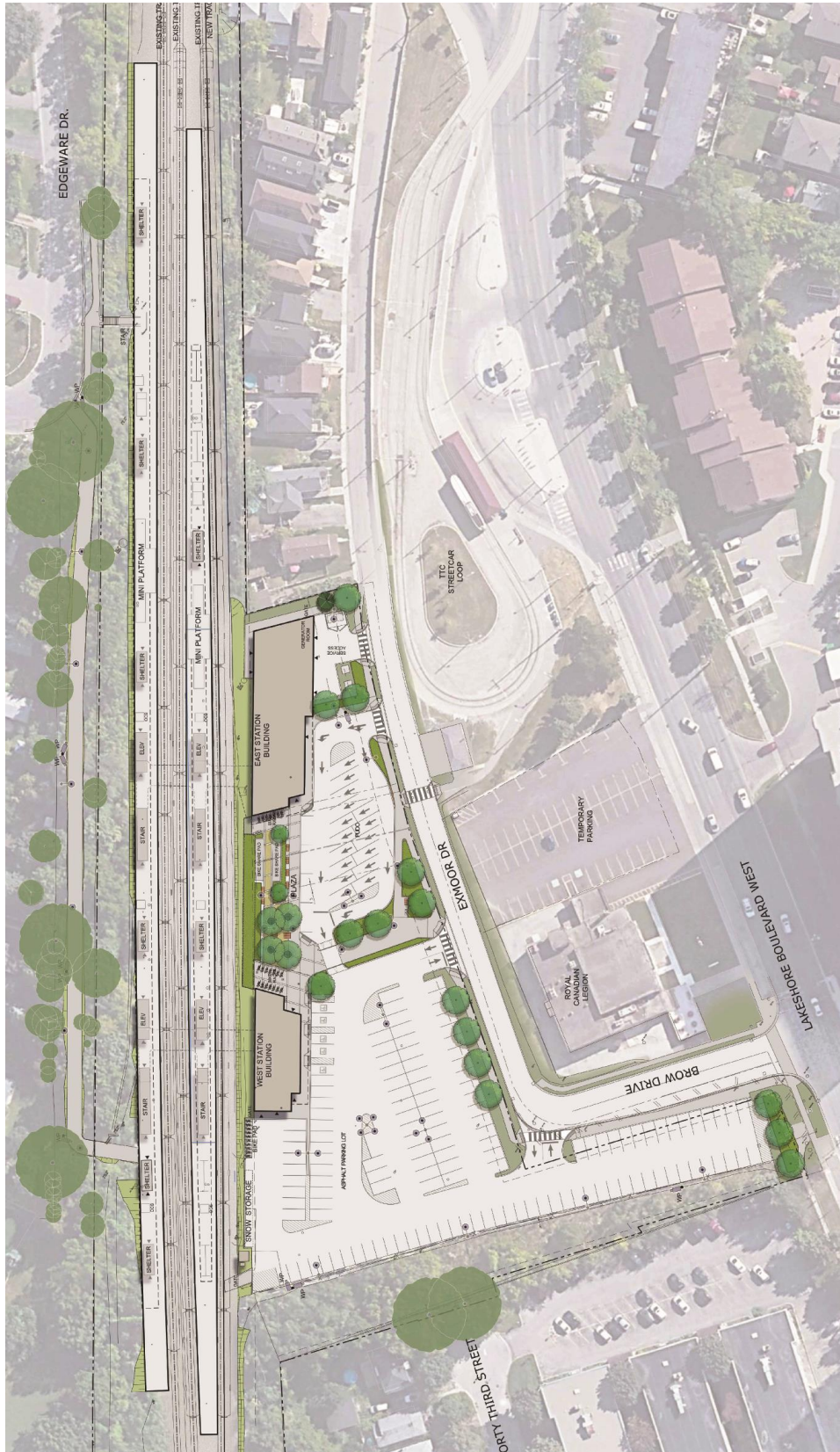
20 Brow Drive

File # 22 213572 WET 03 0Z



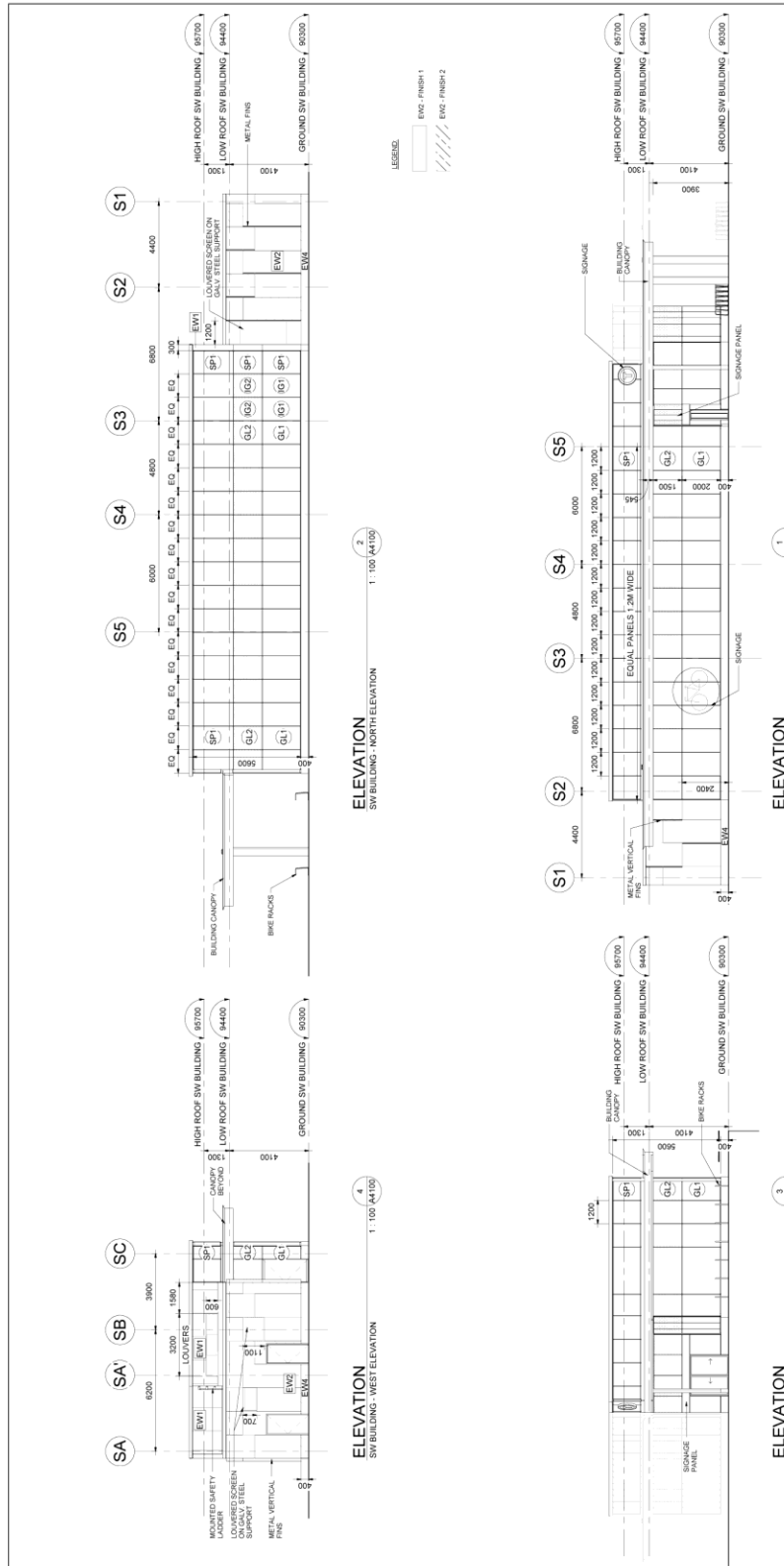
City of Toronto By-law 569-2013
Not to Scale
10/20/2022

Attachment 6: Site Plan



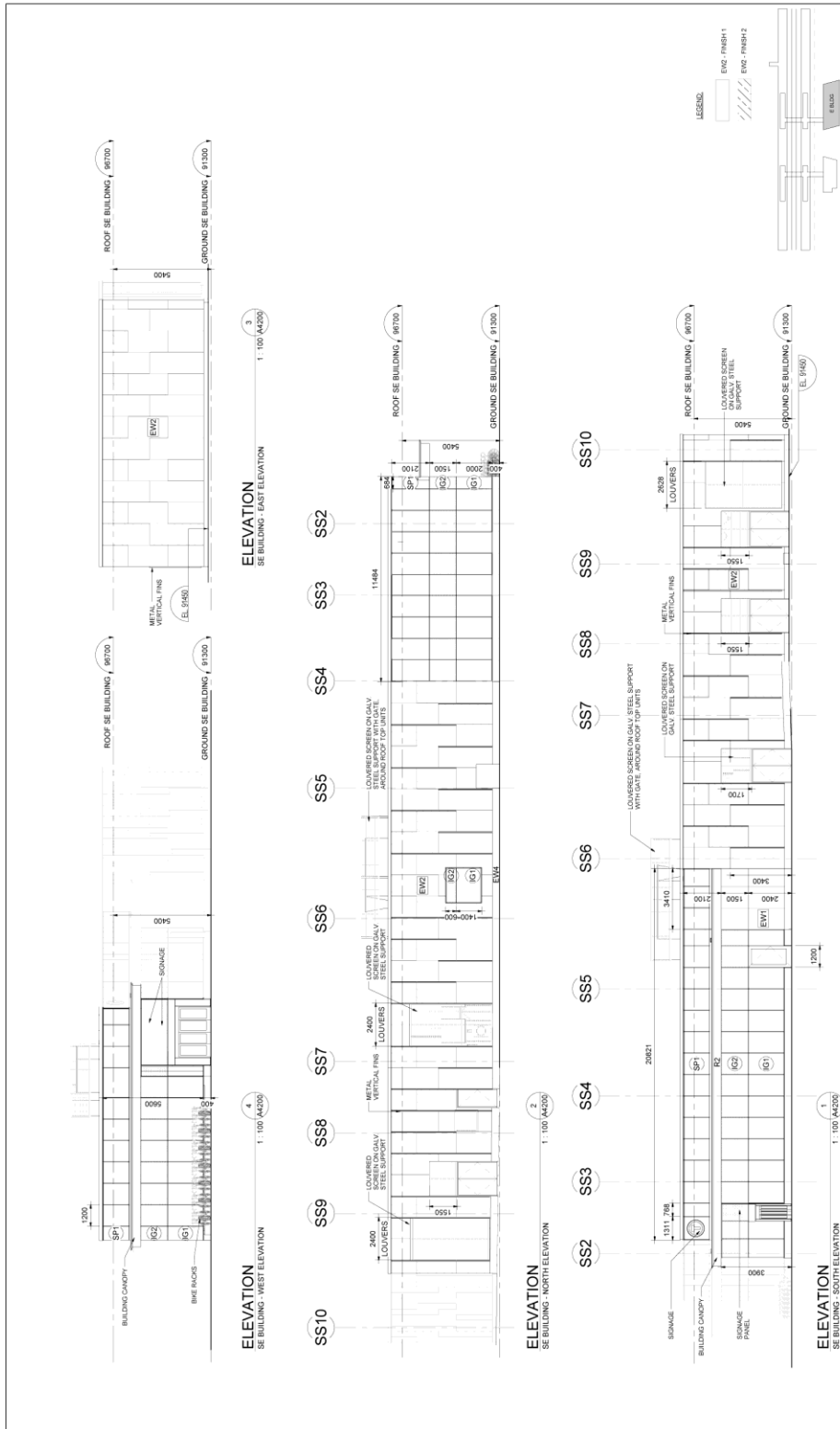
Site Plan

Attachment 7a: Elevations - Southwest Entrance Building



Elevations – Southwest Entrance Building

Attachment 7b: Elevations - Southeast Entrance Building



Elevations – Southeast Entrance Building

Attachment 8: Pedestrian Perspective Looking Northeast from Exmoor Drive



Pedestrian Perspective Looking Northeast from Exmoor Drive

01/26/2023