

## **4500 Jane Street – Zoning By-law Amendment Application – Decision Report – Approval**

Date: April 26, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 7 - Humber River-Black Creek

**Application Number:** 21 188070 WET 07 OZ

### **SUMMARY**

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This application proposes to amend city-wide Zoning By-law 569-2013 and former City of North York By-law 7625 for the lands at 4500 Jane Street. The proposed zoning would permit two six-storey mid-rise buildings fronting onto Gosford Boulevard and retain the existing 14-storey rental apartment building.

The proposal is a positive example of compatible and sensitive infill development in *Apartment Neighbourhoods*. At the ground level the proposed building is well articulated and massed along Gosford Boulevard. Generous setbacks allow for a double row of trees on Gosford Boulevard and Milo Park Gate, offering a greener setting for existing and future residents. The recommended building heights of 20 metres respond to the right-of-way width of Gosford Boulevard and is reflective of a mid-rise built form typology that has appropriate regard for the Avenues and Mid-rise Buildings Study and Performance Standards ("Mid-rise Guidelines"). The infill development proposal also offers improvements to the existing apartment building and site conditions. These improvements will help to extend the life of the existing rental apartment building, promote environmental sustainability, and contribute to a high quality urban environment and residential amenities.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend Zoning By-law 569-2013 for the lands at 4500 Jane Street substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 13 to this report.

2. City Council amend Zoning By-law 7625, for the lands at 4500 Jane Street, substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 14 to this report.

3. City Council require the owner to enter into an agreement or undertaking pursuant to Section 3.2.1.5 of the Official Plan to secure the following matters as a legal convenience to support development as follows:

a. the owner shall continue to provide and maintain the existing 164 units at 4500 Jane Street as rental housing for a period of at least 20 years commencing from the date the Zoning By-law Amendments come into force and effect, with no application for demolition or conversion to condominium ownership or from residential rental use during the 20-year period, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

b. The owner shall undertake improvements, at its sole expense and at no cost to tenants to the existing rental building at 4500 Jane Street, as follows:

1. Access to new outdoor amenities and ground floor indoor amenities in the proposed new buildings for tenants of the existing rental apartment building;

2. Plumbing, boiler, and mechanical upgrades, including replacement of galvanized risers to copper risers; and

3. Parking garage and exterior asphalt upgrades, including pavement rehabilitation and garage roof repair.

4. Prior to Notice of Approval Conditions for Site Plan Control approval for the development, City Council require the owner to submit a Construction Mitigation and Tenant Communication Plan, including an interim parking plan, to mitigate the impacts of construction of the development on tenants of the existing rental building, all to the satisfaction of the Chief Planner and Executive Director, City Planning.

5. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

## **FINANCIAL IMPACT**

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

## DECISION HISTORY

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A pre-application meeting was hosted by Community Planning on January 19, 2021. While maintaining the existing 14-storey rental apartment building, the original proposal included the redevelopment of the balance of the lands with a new 10-storey apartment building and a four-storey townhouse block fronting onto Gosford Boulevard, supported by a two-storey amenity building on Milo Park Gate.

The current application was submitted on August 4, 2021 and deemed complete on September 1, 2021. A Preliminary Report on the application was adopted by Etobicoke York Community Council on November 22, 2021 authorizing staff to conduct a community consultation meeting with an expanded notification area. The Preliminary Report is available at:

<https://www.toronto.ca/legdocs/mmis/2021/ey/bgrd/backgroundfile-172558.pdf>.

Additional consultations took place with the applicant and community on January 26, 2022 and May 30, 2022. The community consultations are summarized in the Comments section of this report.

## PROPOSAL

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The site is located at the northwest corner of Jane Street and Milo Park Gate/Driftwood Avenue. An existing 14-storey rental apartment building with 164 units is located on the site. The property is generally rectangular in shape, with the west property line bending with Gosford Boulevard as it continues towards Steeles Avenue West. The property has an area of 14,195 square metres (1.4 hectares) with 129 metres of frontage on Jane Street, 82 metres of frontage on Milo Park Gate, and 124 metres on the east side of Gosford Boulevard.

The Black Creek neighbourhood's urban structure can be traced to the 1950s, 1960s, and 1970s, when Metro Toronto undertook the long-range planning of the area known as District 10. Prior to 1950, the surrounding area was predominantly farmland. Spurred by the opening of Highway 400, the development of York University, and land purchases by the Ontario Housing Corporation, the neighbourhood underwent a significant transformation, with residential and industrial development occurring at a significant pace over the span of 20 years. Today, the area retains much of the same urban form and structure built out by previous generations.

The following uses surround the site:

**North:** A two-storey low-rise townhouse development (75-89 Gosford Boulevard). Further north at the corner of Jane Street and Shoreham Drive is a two-storey medical office building. West of the medical office building on the south side of Shoreham Drive between Jane Street and Gosford Boulevard are one-and-a-half storey duplexes.

**East:** Brookeview Middle School (4505 Jane Street) and sports field. North of Brookeview Middle School is the Christian Centre Church (4545 Jane Street), located in a two-storey building setback from Jane Street. The substantial setback contains a surface parking lot. Further north, at 35 Shoreham Drive, is an 11-storey apartment building with a two-storey L-shaped extension and a surface parking lot.

**South:** A 12-storey apartment building (4400 Jane Street) on the west side of Jane Street. The two-storey Driftwood Community Centre is located on the east side of Jane Street.

**West:** One and two-storey detached houses. Further west is Hullmar Park.

The applicant proposes to retain the existing rental apartment building at 4500 Jane Street and utilize the green space adjacent to Gosford Boulevard, including the area previously occupied by an outdoor swimming pool to accommodate two new six-storey buildings oriented towards Gosford Boulevard.

A total of 135 new units are proposed and includes 20 ground-related units, four (three percent) studio units, 64 (47.4 percent) one-bedroom units, 31 (23 percent) two-bedroom units, and 36 (26.7 percent) three-bedroom units. By comparison, the existing 164-unit rental apartment building would be retained in its present form with 53 (32.3 percent) one-bedroom units, 83 (50.6 percent) two-bedroom units, and 28 (17.1 percent) three-bedroom units. The new development would be supported by 107 new underground parking spaces to complement the existing 107 spaces for the existing apartment building, an additional 24 surface parking spaces, and 115 new bicycle parking spaces. The proposed development will also include a 2,000-square metre outdoor amenity space proposed between the proposed and existing buildings, with walkways, an off-leash dog run, a playground, and an outdoor exercise area with related equipment.

See Attachment 1 for the Application Data Sheet, Attachment 5 of this report for a site plan of the proposal, Attachment 6 for a perspective view, Attachment 7 to 10 for elevations, and Attachment 11 and 12 for three-dimensional representations of the project in context.

### **Reasons for Application**

The proposed development requires an amendment to city-wide Zoning By-law 569-2013 and former City of North York Zoning By-law 7625 and in order to vary several performance standards including but not limited to density, height, setbacks, unit types, and parking spaces.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

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

- Arborist Report
- Architectural Plans
- Draft Zoning By-law Amendments
- Geotechnical Study
- Housing Issues Report
- Hydrogeological Report
- Landscape Plans
- Pedestrian Level Wind Study
- Planning Rationale
- Public Consultation Strategy Report
- Servicing Report
- Stage 1 Archaeological Assessment
- Stormwater Management Report
- Sun/Shadow Study
- Survey Plan
- Transportation Impact Study
- Tree Preservation Plan

The reports and studies listed above can be accessed via the Application Information Centre (AIC): <https://www.toronto.ca/4500JaneSt>.

### **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used in evaluating the application and to formulate planning recommendations and appropriate zoning standards.

### **Community Consultation**

City Planning staff hosted a virtual community consultation meeting on January 26, 2022 using the Webex video conferencing program. In accordance with the direction of Etobicoke York Community Council requiring an expanded notification area, notice of the proposed development was sent to properties within the area bounded Steeles Avenue West to the north, the Black Creek to the east, Finch Avenue West to the south and Highway 400 to the west.

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

hosted a working group meeting attended by City staff, the applicant, and two members of the public.

The key issues and comments from the community consultations are summarized as follows:

- Some community members noted concern regarding the density of the proposed development. Some noted that there is already too much density in the neighbourhood and that the development will contribute to a decline in property values. Community members also stated that increased density ought to be accompanied by improvements to community amenities and services. Residents noted a desire to see improvements to Driftwood Community Centre, Yorkwoods Library, and a new skating rink associated with the proposed development.
- Some community members noted concern regarding the density of the proposed development. members noted the need for affordable housing and healthy and locally sourced food sources and grocers.
- Some community members noted concern regarding the density of the proposed development. members asked questions about the use, access, and programming of the outdoor amenity space and open space between Building A and B.
- Concerns around the prevalence of pets and the need to provide pet amenities and garbages in proximity to relief areas.
- The working group noted concerns regarding the now removed surface parking spaces at the northwest the north side of the site.
- Some community members noted concern regarding the density of the proposed development. members concerns around the limited amount of new parking proposed and whether the new parking is for the exclusive use of future residents.
- Concerns around loading and deliveries, and specifically, questions around where deliveries will occur.
- The working group noted the state of the existing bus shelter at Jane Street and Milo Park Gate and concerns around bus capacity along Jane Street.
- Community members asked about the timing and phasing of construction and whether noise mitigation strategies have been established to help minimize disruption.

Responses received have been used to assist in evaluating the application and to formulate appropriate zoning standards and recommendations.

## **POLICY CONSIDERATIONS**

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

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the

Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision, and site plan control applications.

### **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.

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) (the "Growth Plan") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region (the "GGH"), of which the city forms an integral part.

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

## Toronto Official Plan

This application has been reviewed against the policies of the City's Official Plan as follows:

Map 2 - Urban Structure: *Neighbourhoods and Green Spaces* are identified on Map 2 - Urban Structure of the Official Plan. Unlike the *Downtown, Centres, Avenues*, and other strategic locations, *Neighbourhoods and Green Space* are stable areas that will see little physical change. These areas include neighbourhoods consisting of low-rise building and older apartment buildings, many of which are in need of physical renewal, greening, and social transformation. Though considered physically stable on a city-wide basis, *Apartment Neighbourhoods* with one or more existing apartment buildings and sufficient space may be able to accommodate compatible infill development.

Map 4 - Higher Order Transit Corridors: Jane Street is a planned Transit Corridor for future expansion of the transit network.

Map 5 - Enhanced Surface Transit Network: Jane Street is a Transit Priority Segment for future expansion. Pioneer Village Station (Line 1 - Yonge-University-Spadina) and Jane Station (Line 2 - Bloor-Danforth) are the termini for the Transit Priority Segment.

Map 16 - Land Use Plan: The designated *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents.

Policy 4.5.3 of the Official Plan states that although significant growth is not intended within developed *Apartment Neighbourhoods*, compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings which improves the existing site conditions.

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

- locate and mass new buildings to provide transition between areas of different intensity;
- provide appropriate scale, intensity, and separation distances from the existing apartment building;



- maintain sunlight and comfortable wind conditions for pedestrians on streets and limit shadow impact on adjacent lower scale *Neighbourhoods*, streets, and parks;
- mass new building to frame the edge of streets and parks;
- provide indoor and outdoor recreation space for building residents;
- provide ground floor uses that enhance safety, amenity and animation;
- conform to the principles of universal (i.e. accessible) design; and,
- improve the existing site conditions and livability for existing residents.

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

Supporting the land use designation policies are the city-wide policies at Chapter 3 related to building a successful city. Section 3.1.1. provides direction on creating a well-connected, walkable, attractive, safe, functional, and well-designed public realm. Section 3.1.3. contains policy direction on built form. The built form policies require new development to be located and organized to fit within its existing and planned context. Buildings should generally be located parallel to the street and main building entrances should be located so that they are clearly visible and directly accessible from the public sidewalk.

The built form policies also direct development to fit into the existing and planned context by providing streetwall heights and setbacks that fit harmoniously into the receiving context and reducing building footprints above the streetwall height. Development will also be required to provide good transition in scale between areas of different building heights and intensities.

Section 3.1. (Policy 4.7) provides policies for mid-rise buildings. Mid-rise buildings are intended to be a compact form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. Key elements to the design and massing of mid-rise buildings is establishing street proportion and open views of the sky from the public realm through stepping back of building massing. Appropriately designed mid-rise buildings with appropriate facing distances, building heights, angular planes and step-backs allow for sufficient sunlight and privacy for existing and new residents.

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

### **Jane Finch Initiative**

The site is within the Jane Finch Initiative study area, generally bounded by Steeles Avenue West to the north, Black Creek to the east, Sheppard Avenue West to the south and Highway 400 to the west.

The Jane Finch Initiative is a resident-informed project to plan for the future of the Jane and Finch area. A community development plan and a land use plan are being prepared so that residents and businesses are supported as the area grows and changes over time with the opening of the Finch West LRT. The aim of the Jane Finch Initiative is to develop two integrated plans that advance social equity and economic inclusion for current and future residents, encourage the appropriate kinds of growth and development in the area, and guide investment in community improvements.

At its meeting on June 2020, Council gave direction to begin the Jane Finch Initiative and directed three divisions, City Planning, Social Development, Finance & Administration and Economic Development & Culture, to take an inter-divisional approach to the work.

Since 2020, the Jane Finch Initiative has been underway and has included a partnership with the Jane Finch Centre to carry out a community engagement process. The [Jane Finch Initiative Community Advisory Committee](#), composed of a diverse representation of residents, meets monthly to provide community oversight and accountability in the creation of the engagement strategy and the development of a Community Development Plan and an updated land use planning framework. In [May of 2022, City Council](#) received the [Jane Finch Initiative Ideas Report](#) and directed staff to:

- Use the Jane Finch Initiative Ideas Report as the basis for a second phase of community engagement.
- Use the Jane Finch Initiative Ideas Report to evaluate current and future development applications within the study area.
- Report back with a proposed Jane Finch Secondary Plan and draft Urban Design Guidelines by 2023.

Further information on the JFI can be found here: [www.toronto.ca/janefinch](http://www.toronto.ca/janefinch).

## **Zoning**

The lands are subject to city-wide Zoning By-law 569-2013, which zones the site Residential Apartment Commercial (RAC). The RAC zone permits a range of uses including apartment buildings, and small-scale commercial uses to support residential population. It also permits a maximum building height of 24 metres, a maximum lot coverage of 35 percent and density of 1.5 times the area of the lot.

They are also subject to the former City of North York Zoning By-law 7625, which zones the site as Multiple Family Dwellings Sixth Density Zone (RM6). The RM6 zone permits a range of residential building types including detached dwellings, semi-detached dwellings, and apartment buildings.

City-wide Zoning By-law 569-2013 may be found here:

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

### **Avenues and Mid-rise Buildings Study and Performance Standards**

City Council adopted the Mid-rise Guidelines and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview requirements, pedestrian realm conditions, and transitions to *Neighbourhoods* and *Parks and Open Space Areas*. The link to the guidelines is here:

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

City Council also adopted a revised Mid-rise Building Performance Standards Addendum for staff to use together with the 2010 approved Mid-rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications where mid-rise buildings are proposed. Council's decision is here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

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

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

The objective of these guidelines is for new development to deliver tangible outcomes to increase livability for larger households, including families with children at the neighbourhood, building, and unit scale. These guidelines are intended to implement the housing policies of the Official Plan.

The link to the guidelines is here:

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

The accompanying staff report is available here:

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

### **Site Plan Control**

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

## COMMENTS

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### **Provincial Policy Statement and Provincial Plans**

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

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

### **Land Use**

This application has been reviewed against the Official Plan policies described in the Policy Considerations section of this report as well as the policies of the Official Plan as a whole. Within the *Apartment Neighbourhoods* designation, a broad range of land uses are contemplated. Residential uses such as apartment buildings, along with lower-scale uses such as detached houses, semi-detached houses, duplexes, triplexes, townhouses, and walk-up apartments are contemplated. Parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents are also permitted.

The proposed development will result in 14,300 square metres of new residential gross floor area, creating 135 new dwelling units. The proposed land use conforms to the policy direction for compatible infill and represents an appropriate use of land in the *Apartment Neighbourhoods* designation in the Official Plan.

### **Building Heights and Massing**

This application has been reviewed against the Official Plan policies and Mid-rise Guidelines described in the Policy Considerations section of this report.

Section 4.2 (Policy 2.(a)) calls for new buildings to provide a transition between areas of different development intensity and scale. Section 4.2 (Policy 3.(b)) states that new infill development should be compatible with the scale, including height and massing, of the existing apartment buildings on and adjacent to the site.

The scale of uses to the west and north was the primary determinant of the heights and massing of the proposed buildings. At six storeys or 20 metres with an additional five metres for the mechanical penthouse, the proposed mid-rise buildings offer sensitive and compatible transition between the lower scale dwellings and the existing 14-storey rental apartment building. The 20-metre building heights also have appropriate regard for Mid-rise Performance Standard 1, which states that the height of a mid-rise building should be no taller than the street's right-of-way. Gosford Boulevard and Milo Park Gate both measure 20 metres. The proposed building heights are in direct response to the right-of-way widths of the aforementioned streets and are considered appropriate.

## **Mechanical Penthouses and Roof Level**

The mechanical penthouses have been sculpted and limited in height with regard to the Mid-rise Guidelines. Performance Standard 13 seeks to limit the visual and solar impacts of mechanical penthouses by controlling their height, location on the roof, and design.

City staff worked with the applicant to sculpt the mechanical penthouses to limit their impacts on the public realm and implement the Mid-rise Guidelines. Detailed elevations were submitted with the application, demonstrating that the height and siting of the mechanical penthouses fall within the angular planes for Buildings A and B.

To support the implementation of the Mid-rise Guidelines, the recommended zoning by-law amendment permits a maximum height of five metres. The siting and scale of the mechanical penthouses is complemented and enhanced thanks to their proposed design. The applicant has put forward a proposed design that is complementary and well-integrated with the architecture of the building.

Appropriate controls are recommended that prevent the mechanical penthouses from projecting excessively beyond the permitted maximum building height in order to avoid shadowing and visibility from the sidewalk. Taken together and supported by the green roof requirements in the Green Roof By-law, the resulting roof level is well-designed, appropriately scaled, and serves as a positive example of implementing the Mid-rise Guidelines.

## **Sun and Shadows**

The Official Plan policies and the Mid-rise Guidelines seek ensure that new buildings are designed to maintain access to sunlight for surrounding streets, parks, and open spaces to maximize thermal comfort. This is in part achieved by limiting shadow impacts from new buildings.

Shadow studies submitted in support of the application show shadows cast on 2 Fletcherdon Crescent and 74 Secroft Crescent at 9:18 a.m. during the spring and fall equinoxes. By 11:18 a.m., during both equinoxes, shadows cast from Building A and B are fully contained within the property boundaries, moving from west to east as the sun moves. During the afternoon on the spring and fall equinoxes, shadows are directed towards the centre of the site towards the outdoor amenity space. Shadows begin to cast onto the outdoor amenity space at 2:18 p.m. until the end of the day. They are modeled to occur for less than five hours during the equinoxes and are further reduced during the summer months.

Staff are satisfied the resulting incremental and minimal shadows on the public realm and private amenity spaces will promote the use of such spaces and provide pedestrians access to sunlight.

## **Pedestrian Wind Impact**

The Pedestrian Level Wind Study submitted in support of the application conclude that the development proposal would mostly result in comfortable wind conditions. The study noted that the outdoor amenity space between the existing rental apartment building and Buildings A and B is the sole exception where design intervention represents the most effective mitigation strategy to create comfortable wind conditions. The study recommends locating active uses towards the centre of the site, where wind conditions are more appropriate for standing or walking, and locating passive spaces, such as seating areas, towards the building facades where moderated conditions were observed.

Staff are satisfied the wind impact resulting from the proposed development will not adversely affect the public realm or amenity spaces. Detailed wind studies will be required at the Site Plan Control stage, at which point mitigation measures can be approved through the final approved plans and drawings.

## **Built Form and Streetscape**

The Official Plan and Mid-rise Guidelines provide principles for the location, organization, massing, and design of new developments.

Beyond the *Avenues*, *Apartment Neighbourhoods* are appropriate locations for mid-rise development provided the existing built context supports the form. As stated above, the recommended building height of 20 metres matches the right-of-way width of both Gosford Boulevard and Milo Park Gate and serves as an appropriate transition between the 14-storey apartment building fronting onto Jane Street and the lower scale residential uses to the north and west. The introduction of the mid-rise typology along Gosford Boulevard and Milo Park Gate at the recommended scale is respectful of the existing context and has appropriate regard for the Mid-rise Guidelines.

Separation distances to the existing apartment building have appropriate regard for the Mid-rise Guidelines. Performance Standard 5D calls for separation distances between buildings of 20 metres or greater in order to protect the privacy of residents within adjacent buildings. Along the majority of the rear façades of Building A and B, a separation distance of more than 24 metres is secured. Pinchpoints at Building A and Building B result in separation distances of 11.3 metres and 17.5 metres respectively. In both cases, the distances are measured from the rear façade of the existing apartment building to the two-storey portions of Building A and B. On the ground floor of Building A the two-storey portion consists of the enclosed ramp to the underground parking garage and townhome units oriented towards Milo Park Gate. At Building B the two-storey portion contains indoor amenity spaces. On the second floor of Buildings A and B the two-storey portion contains residential units; however, the off-centered angling of the existing building at 4500 Jane Street does not facilitate direct sight lines between the buildings. Despite minor pinchpoints, the separation distances are not anticipated to result in negative impacts are considered appropriate.

Within a suburban context - in this case, a context stemming back to the 1960s and 1970s - new infill development can help contribute to creating a better connected and more walkable communities. For its part, the proposed development will contribute to the urban tree canopy through the planting along both the Gosford Boulevard and Milo Park Gate frontages, helping to enhance the landscape character of both streets and creating a well-connected, walkable, attractive, safe, functional, and well-designed public realm.

Building setbacks have been designed to provide sufficient space for a double row of tree planting and landscaping, along with a clearway for a 2.1-metre wide sidewalk along Gosford Boulevard and Milo Park Gate, an appropriate width along a local road. Space for tree planting and landscaping within the setback, along with careful articulation, help break up the buildings' massing along Gosford Boulevard.

Setbacks help provide appropriate transition and shadow impacts on *Neighbourhoods*. At its narrowest, there is proposed a 15.9-metre setback between the north building façade at Building B and the north lot line adjoining 75-89 Gosford Boulevard. The sun/shadow study demonstrates that as shadows shift northward, they remain wholly contained within the subject lands and resulting in no shadow impacts on adjacent lower-scale *Neighbourhoods* during the spring and fall equinoxes and the summer.

Performance Standard 4A states that a building's mass should fit within an angular plane of 45 degrees after a building height of 80 percent of the abutting street's right-of-way. The recommended massing and zoning standards were informed by the application of an angular along the front façade. As proposed, the development prevents shadowing on both sides of the street from March 21 to September 21, helping to contribute to a comfortable pedestrian environment and thermal conditions.

The careful treatment of the public realm and streetscape will be marred by the buildings' massing and siting. Taken together, the planned tree plantings, sidewalk improvements, and the setbacks and articulation of the proposed building demonstrates the development has appropriate regard for Mid-rise Performance Standard 7A and 9 respectively and contributes to an attractive, more urbanized, and greener built environment for current and future residents.

## **Housing**

Section 3.2. (Policy 1.5) and Section 4.2. (Policy 3) of the Official Plan states that compatible infill development that improves the existing site conditions and livability for existing residents may be permitted on a site containing existing rental buildings. The policies contemplate securing the rental tenure of the existing rental units, securing needed improvements and renovations to extend the life of any retained buildings to contribute to quality of life and revitalization efforts, and promoting environmental sustainability.

Staff conducted a site visit on August 4, 2022. A tenant survey was administered in February 2023 and received 28 responses. Tenant responses indicated concern with lobby seating, hot water service to units, and accessibility improvements to the laundry room (a ramp from the elevator to the laundry room entrance) as priority improvements. In response, the applicant has stated that a ramp between the elevator and laundry room is not feasible due to the corridor width but has identified that the planned conversion of galvanized risers to copper risers will improve hot water service to units. As result, the owner has agreed to construct and provide the following:

- Access for tenants of the existing rental apartment building to new outdoor amenities and ground floor indoor amenities in Buildings A and B;
- Plumbing, boiler, and mechanical upgrades, including upgraded heat exchanger, mixing valves, gate valves, and sump pump, and the upgrading of existing galvanized risers to copper risers; and
- Parking garage and exterior asphalt upgrades, including pavement rehabilitation and garage roof repair, with completion expected in 2023.

The applicant has agreed that the costs of all the improvements to the existing rental building and associated spaces listed above, including those already completed, will not be passed on to tenants of the existing building in any form, including by way of an application to the Ontario Landlord and Tenant Board for the purpose of obtaining an increase in residential rent above the applicable guideline.

As part of the recommendations to Council, the applicant will also be required to submit a Construction Mitigation Strategy and Tenant Communication Plan prior to the issuance of a Notice of Approval Conditions for Site Plan Control approval. The submission would propose interventions to mitigate and minimize construction impacts on existing residents.

### **Unit Mix and Size**

The development proposal provides for a total of 135 new residential units, consisting of four (three percent) studio units, 64 (47.4 percent) one-bedroom units, 31 (23 percent) two-bedroom units, and 36 (26.7 percent) three-bedroom units. The existing rental apartment building, which contains 164 rental units, would be retained in its present form. Combined, the proposal would contain a total of 299 dwelling units.

In terms of unit mix and size, the proposed development is a positive example of accommodating the needs of all households, including multi-generational households with children. Units vary in layout and size. Two-bedroom units range in size from 76 to 107 square metres. Three-bedroom units vary from 99 to 142 square metres. Large units containing two- and three-bedrooms account for 50 percent of the total unit count of the proposed new units. By comparison, the direction in the Growing Up Guidelines is for large units to account for 25 percent of all units.

The proposed unit mix and sizes adequately support the unit mix objectives of the Growing Up Guidelines, the Official Plan housing policies, and the Growth Plan's growth Decision Report - Approval - 4500 Jane Street



management and housing policies to accommodate within new development a broad range of households, including families with children. Moreover, it responds to the ongoing work of the Jane Finch Initiative, which noted a need to support larger households and family-sized units in new buildings across the Black Creek and Glenfield-Jane Heights neighbourhoods.

### **Residential Amenity Space**

Section 3.1 (Policy 2.11) of the Official Plan indicates that amenity spaces are encouraged to be of a high-quality and well-designed. Policy 3.1.2.13 states that outdoor amenity spaces should have access to daylight and direct sunlight, and have comfortable wind, shadow, and noise conditions, and promote use in all seasons. Guideline 2.3 of the Growing Up Guidelines indicates that development should locate and protect amenity spaces from shadow and wind impacts. Guideline 4.1.1 of the Pet Friendly Guidelines recommends that 10 percent of outdoor amenity space should be allocated as pet-friendly spaces. These spaces may include pet relief areas, wash stations and off-leash areas.

The proposal provides for a total of 563 square metres of indoor amenity space. Building B contains amenity spaces within the first and second storey and is expected to be provided to residents of Building A and B. The distribution of amenity space exceeds the Zoning By-law's ratio of two square metres for indoor amenity space. The proposal also includes a total of 2,510 square metres of outdoor amenity space located primarily between the existing buildings and the new development.

In support of the Pet Friendly Guidelines, an off-leash dog run is proposed, forming part of the outdoor amenity space between Building A and B and the existing rental apartment building.

Through Site Plan Control, City staff will continue to work with the applicant on refining the design and programming of the amenity spaces. The outdoor amenity space also includes walking paths, various seating areas, a playground, and outdoor exercise equipment. Complementing the at-grade outdoor amenities are two third-storey outdoor amenity spaces at Building A and B. The distribution of outdoor amenity space far exceeds the Zoning By-law's ratio of two square metres for outdoor amenity space and are expected to contribute to the enjoyment and improved livelihood of current and future residents.

### **Community Services and Schools**

Community Services and Facilities are an essential part of vibrant, strong and complete communities. Community services and facilities consist of the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as hard services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies, and the development community.

The applicant submitted a Community Services and Facility Study in support of the application. The report assessed the general health of local community infrastructure within the Black Creek neighbourhood. The Black Creek neighbourhood is one of 31 Neighbourhood Improvement Areas where locally based, sustainable, and strategically targeted investments and initiative to improve neighbourhood well-being.

The applicant's study and internal comments from City Planning, Toronto Lands Corporation (on behalf of Toronto District School Board), and the Toronto Catholic District School Board noted that schools are operating well within their capacity. Nearby York Woods Library, currently located at York Gate Mall, is under renovation. Also, the Jane/Sheppard Branch is located in close proximity to and serves nearby residents.

Social infrastructure needs include licensed child care spaces and facilities within the vicinity of the site, improvements to nearby community recreation facilities, and capital improvements to parks-based amenities. Although direct financial contributions are not proposed, the proposed development will be reviewed under the new Community Benefits Charges framework and provide funding towards parks and recreation, community facilities, public realm improvements, and waste management, to name a few. Development Charges, required at the time of the issuance of a building permit, may also be required and offers growth-related funding towards hard and social infrastructure.

## **Parkland**

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

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 15 percent parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Corporate Real Estate Management. The appraisal will be conducted upon the submission of an application for the first above grade building permit. Payment will be required prior to the issuance of said permit.

### **Tree Preservation**

City of Toronto by-laws provide for the protection of trees that are situated on both private and City property. The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). Additionally, City Council has adopted the objective of increasing the existing 28 percent tree canopy coverage to 40 percent.

The applicant submitted a Tree Inventory and Preservation Plan Report and Landscape Plan in support of the application. The report proposes to preserve 19 City trees, remove two protected privately-owned trees along with two additional City trees. The Landscape Plan shows the planting of 69 new trees: 11 in the City's right-of-way and 58 large shade trees on private property.

Staff have reviewed the documentation and find the proposed tree removals and replanting acceptable. The applicant is required to submit an Application to Injure or Destroy Trees and pay the applicable fees to Urban Forestry for permission to remove these trees.

### **Toronto Green Standard**

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

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner.

### **Servicing**

A Functional Servicing and Stormwater Management Report was submitted in support of the application. Buildings A and B are proposed to be serviced by two water connections on the east side of Gosford Boulevard (200 mm). Sanitary sewage is proposed to be connected to sanitary sewers under Gosford Boulevard (250 mm).

The proposed development will be serviced by new storm connections to both Gosford Boulevard and Milo Park Gate. The City's Wet Weather Flow Management Policy

identifies performance objectives for runoff from new development sites including water quantity, quality and water balance. No servicing capacity issues have been identified through the technical review of the proposed development. Improvements and connections to municipal infrastructure will be further reviewed and refined through Site Plan Control.

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

A consolidated Transportation Impact Study was submitted in support of the application assessed loading, parking, traffic, and transportation impacts resulting from the proposed development.

Section 3.1 (Policy 2.4) of the Official Plan directs new development to locate and organize vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties, and to improve the safety and attractiveness of adjacent streets, parks and open spaces. Mid-rise Performance Standards 16A and 17 directs loading and servicing functions to be provided from local roads and rear lanes, rather than from major streets or Avenues so they do not detract from the pedestrian realm.

Transportation Services identified a series of revisions to be made to the submitted plans and studies, which have been incorporated into the final recommendations and zoning by-law amendments. These include:

- the establishment of a minimum resident parking rate of 0.66 parking spaces per dwelling unit and visitor parking spaces at a minimum rate of 0.16 parking spaces per dwelling unit;
- appropriately dimensioned parking spaces;
- the appropriate provision of sufficient accessible parking; and
- the provision of loading spaces.

Section 4.2 (Policy 3.(g)) calls for the consolidation and relocation of parking and servicing areas where they are not visible from streets, parks and landscaped open spaces. The original application included surface parking visible from Jane Street, which has since been removed and relocated adjacent to the north lot line. In total, City staff are satisfied with the retention of 24 surface parking spaces. The outcome sees over 30 parking spaces relocated below-grade. The Site Plan Control process offers an additional opportunity to enhance landscape buffers around surface parking areas to ensure that they are not visible from Jane Street, Milo Park Gate, and Gosford Boulevard.

### **Bicycle Parking**

The existing building did not provide formal bicycle parking spaces. The new development will result in the provision of 115 bicycle parking spaces consisting of 104 long-term and 11 short-term spaces. The total number of bicycle parking spaces is beyond the standard requirement in the Zoning By-law for the proposed new buildings.

The required number of bicycle parking spaces will be secured as ratios based on the residential unit and non-residential gross floor area in the amending zoning by-laws.

### **Archaeological Assessment**

An Archaeological Resource Assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. The subject site has archaeological resource potential. The Stage 1 Archaeological Resource Assessment, dated May 11, 2021, prepared by ASI Heritage, and submitted in support of the application has been reviewed by staff and considered to be satisfactory.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS, the Growth Plan, and the Toronto Official Plan. Staff have determined that the proposal is consistent with the PPS and does not conflict with the Growth Plan. Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to intensification in *Apartment Neighbourhoods* and applicable Mid-rise Guidelines.

Staff worked with the applicant and the community to secure an appropriate mix of unit types and sizes, remove surface parking in proximity to Jane Street, reduce the building height to align with the right-of-way width of Gosford Boulevard, reduce the size of the mechanical penthouse, and improve the well-being of residents of the existing apartment building.

Staff recommend that Council support approval of the application.

### **CONTACT**

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### **SIGNATURE**

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

## **ATTACHMENTS**

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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: Site Plan

Attachment 6: Perspective View

Attachment 7: East Elevation

Attachment 8: West Elevation

Attachment 9: North Elevation

Attachment 10: South Elevation

Attachment 11: 3D Model of Proposal in Context (Looking Northwest)

Attachment 12: 3D Model of Proposal in Context (Looking Southeast)

Attachment 13: Draft Zoning By-law 569-2013 Amendment

Attachment 14: Draft By-law 7625 Amendment

## Attachment 1: Application Data Sheet

Municipal Address: 4500 JANE STREET Date Received: July 22, 2021

Application Number: 21 188070 WET 07 OZ

Application Type: Rezoning

Project Description: Proposal for a Zoning By-law Amendment to permit an infill development consisting of two new six-storey buildings fronting onto Gosford Boulevard. A total of 135 rental units are proposed resulting in a residential gross floor area of 14,209 square metres. The existing rental apartment building at 4500 Jane Street is to be retained.

Applicant	Agent	Architect	Owner
Bousfields Inc.			GF II 4500 Jane Street Ltd.

### EXISTING PLANNING CONTROLS

Official Plan Designation:	<i>Apartment Neighbourhood</i>	Site Specific Provision:	N
Zoning:	RAC (f30; a1375; d2.1) RM6	Heritage Designation:	N
Height Limit (m):	24 m	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 14,195 Frontage (m): 129.14 Depth (m): 82.15

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	2,844	2,844	2,120	4,964
Residential GFA (sq m):	14,935	14,935	14,207	29,142
Non-Residential GFA (sq m):	0	0	0	0
Total GFA (sq m):	14,935	14,935	14,207	29,142
Height - Storeys:	14	14	6	6
Height - Metres:	38	38	20	20

Lot Coverage Ratio 34.97 Floor Space Index: 2.05  
 (%):

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	29,142	
Retail GFA:	0	
Office GFA:	0	
Industrial GFA:	0	
Institutional/Other GFA:	0	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	164	164	135	299
Freehold:	0	0	0	0
Condominium:	0	0	0	0
Other:	0	0	0	0
Total Units:	164	164	135	299

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		0	53	84	27
Proposed:		4	64	31	36
Total Units:		4	117	115	63

Parking and Loading

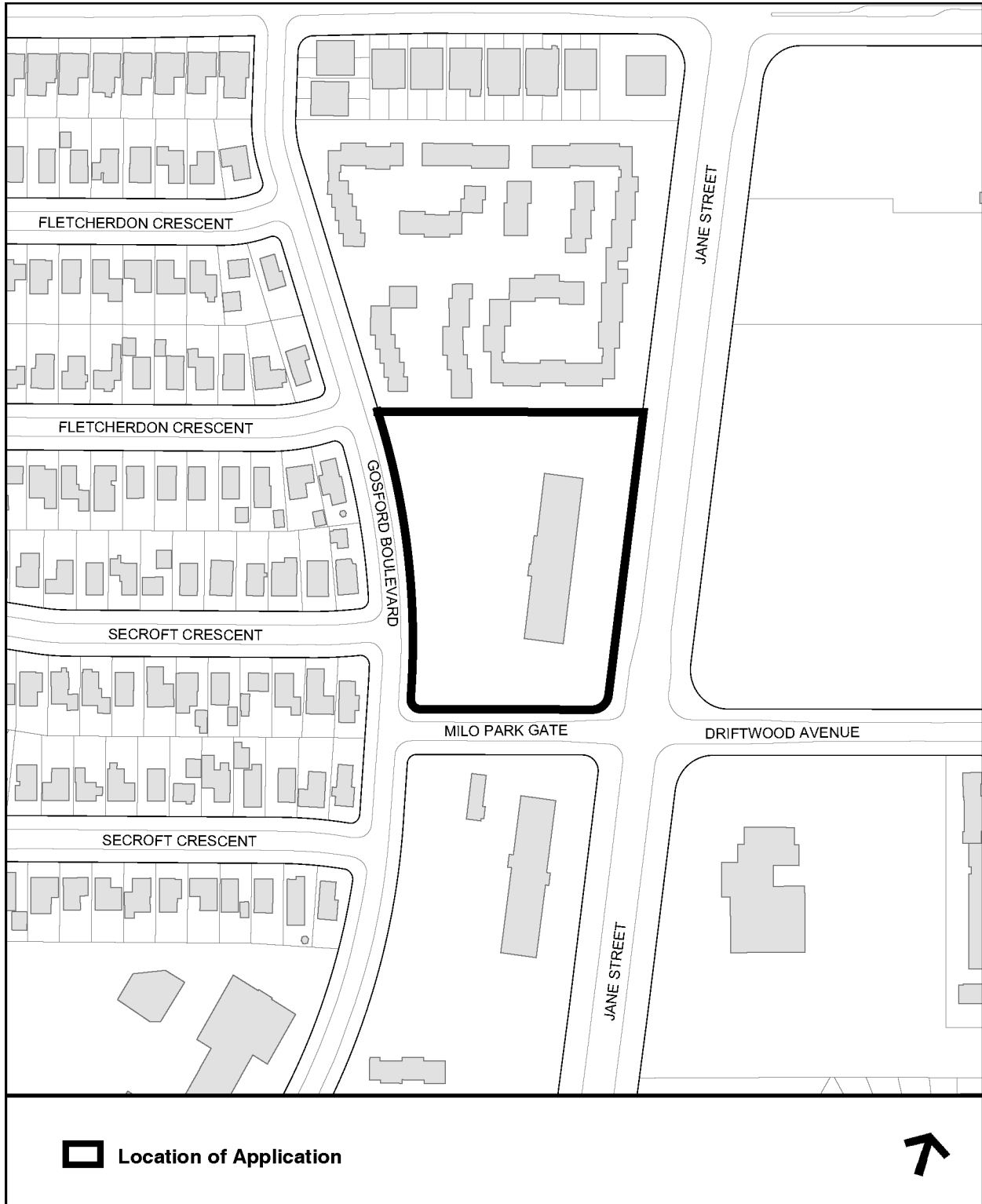
Parking Spaces:	238	Bicycle Parking Spaces:	115	Loading Docks:	1
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CONTACT:

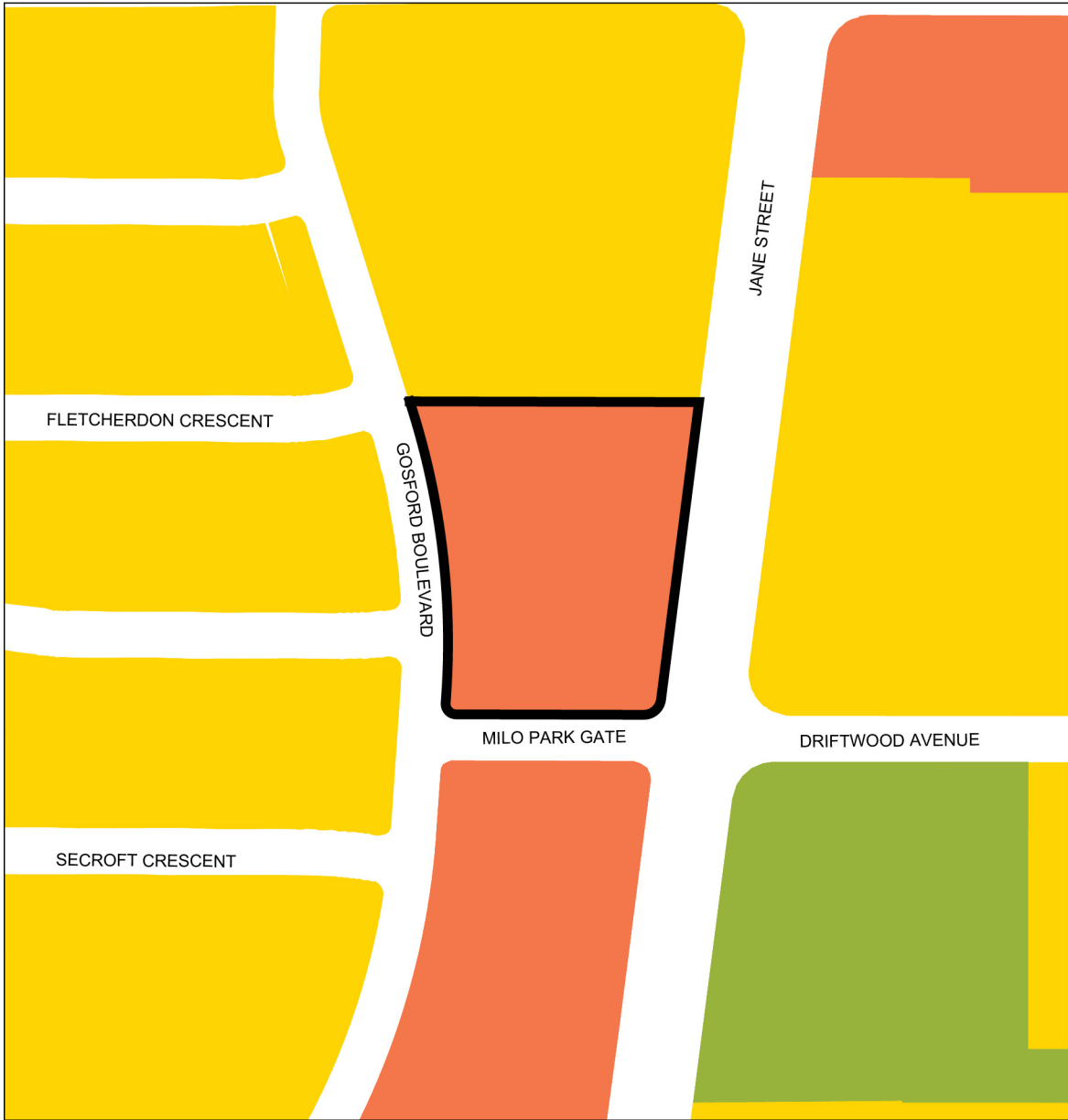
Daniel Hahn, Planner  
 416-394-8071  
 Daniel.Hahn2@toronto.ca



Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



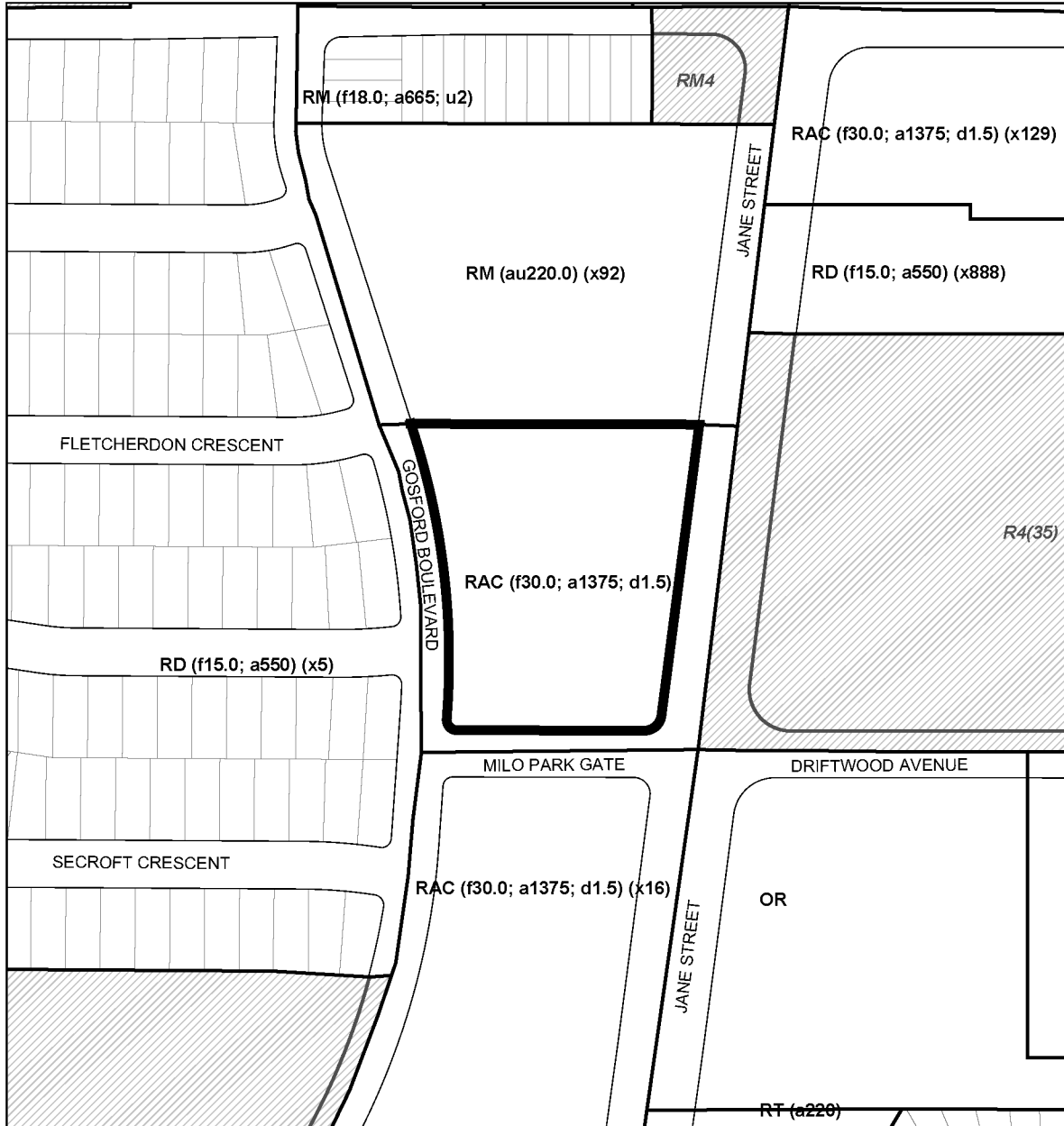
Official Plan Land Use Map #16

4500 Jane Street  
File # 21 188070 WET 07 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Parks

  
Not to Scale  
Extracted: 07/26/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

4500 Jane Street

File # 21 188070 WET 07 0Z



Location of Application

- RD** Residential Detached
- RT** Residential Townhouse
- RM** Residential Multiple
- RAC** Residential Apartment Commercial
- CR** Commercial Residential
- OR** Open Space Recreation

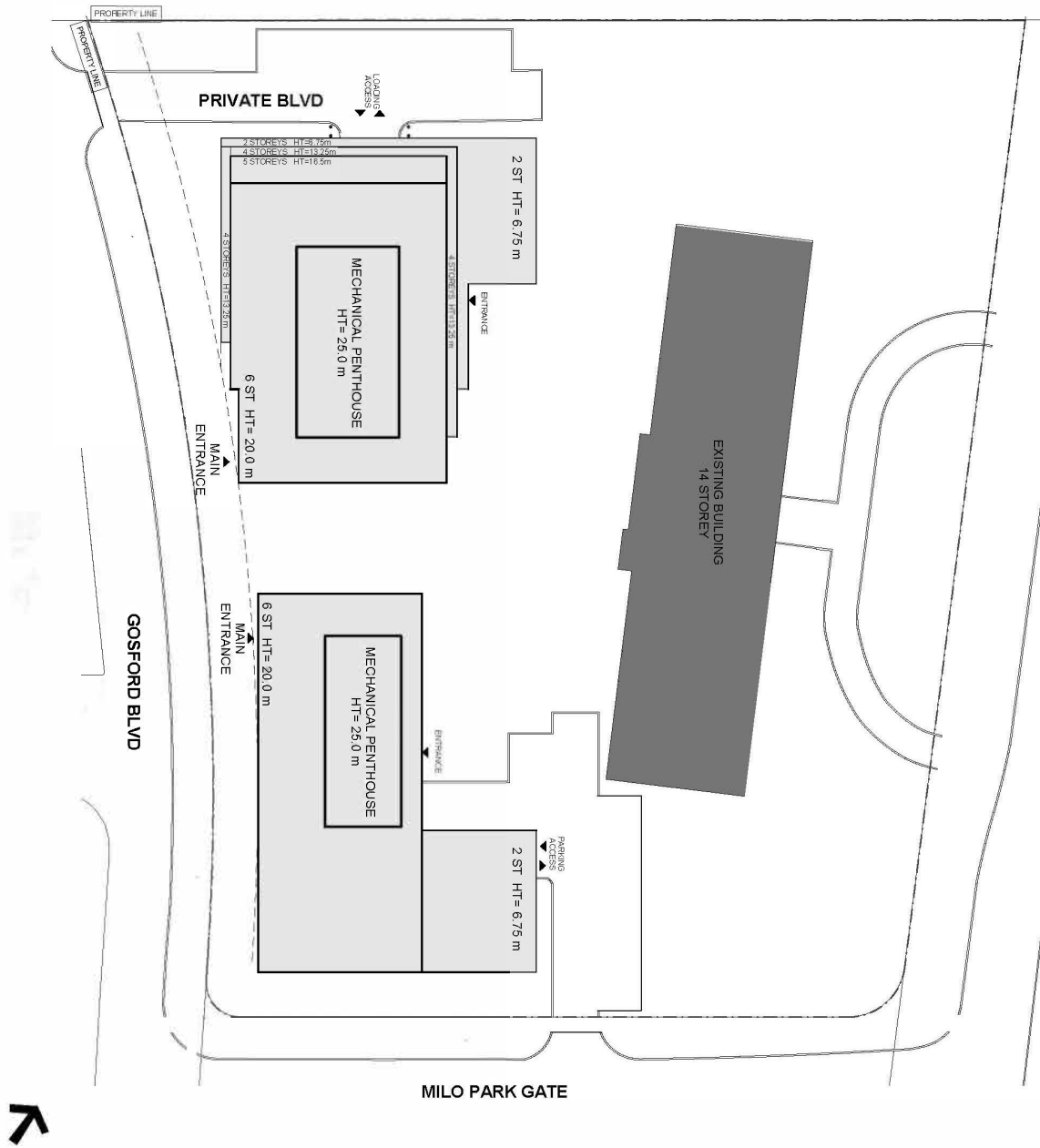


See Former City of North York By-law No. 7625  
**R4** One-Family Detached Dwelling Fourth Density Zone  
**RM4** Multiple-Family Dwellings Fourth Density Zone



Not to Scale  
 Extracted: 07/26/2021

Attachment 5: Site Plan



Site Plan

Attachment 6: Perspective View



Perspective View

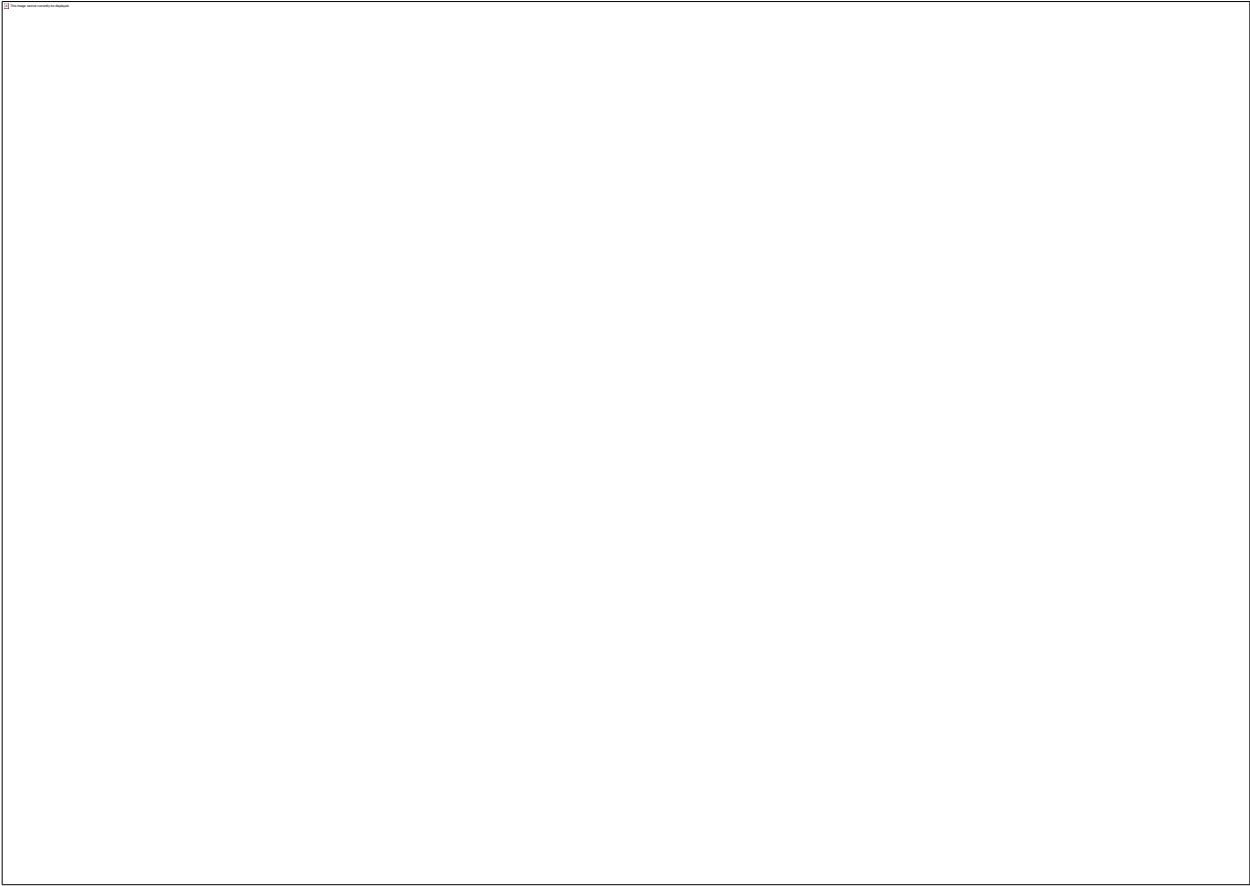


# Attachment 7: East Elevation

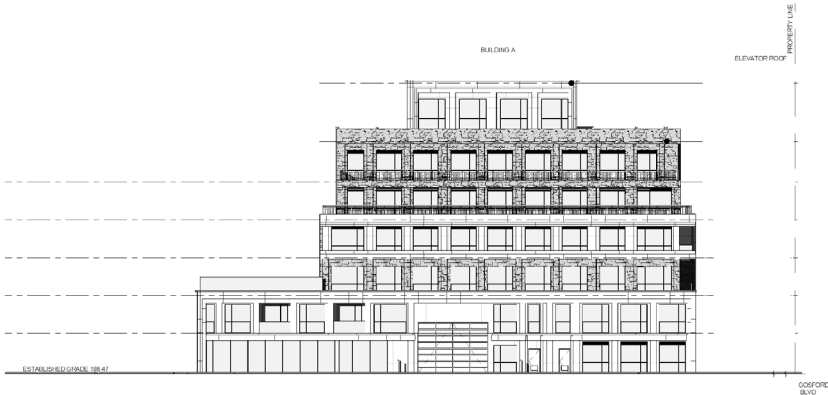


East Elevation

Attachment 8: West Elevation



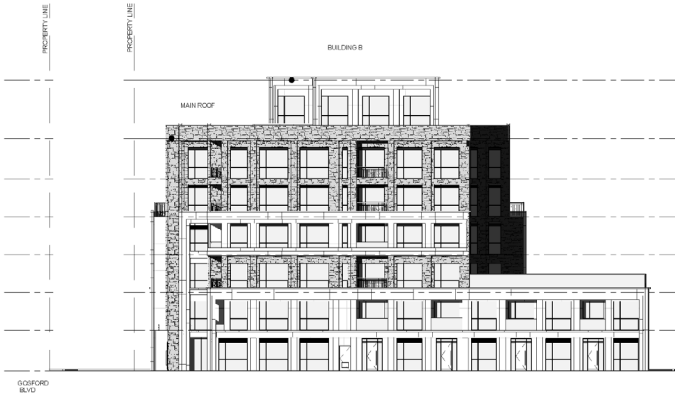
Attachment 9: North Elevation



North Elevation

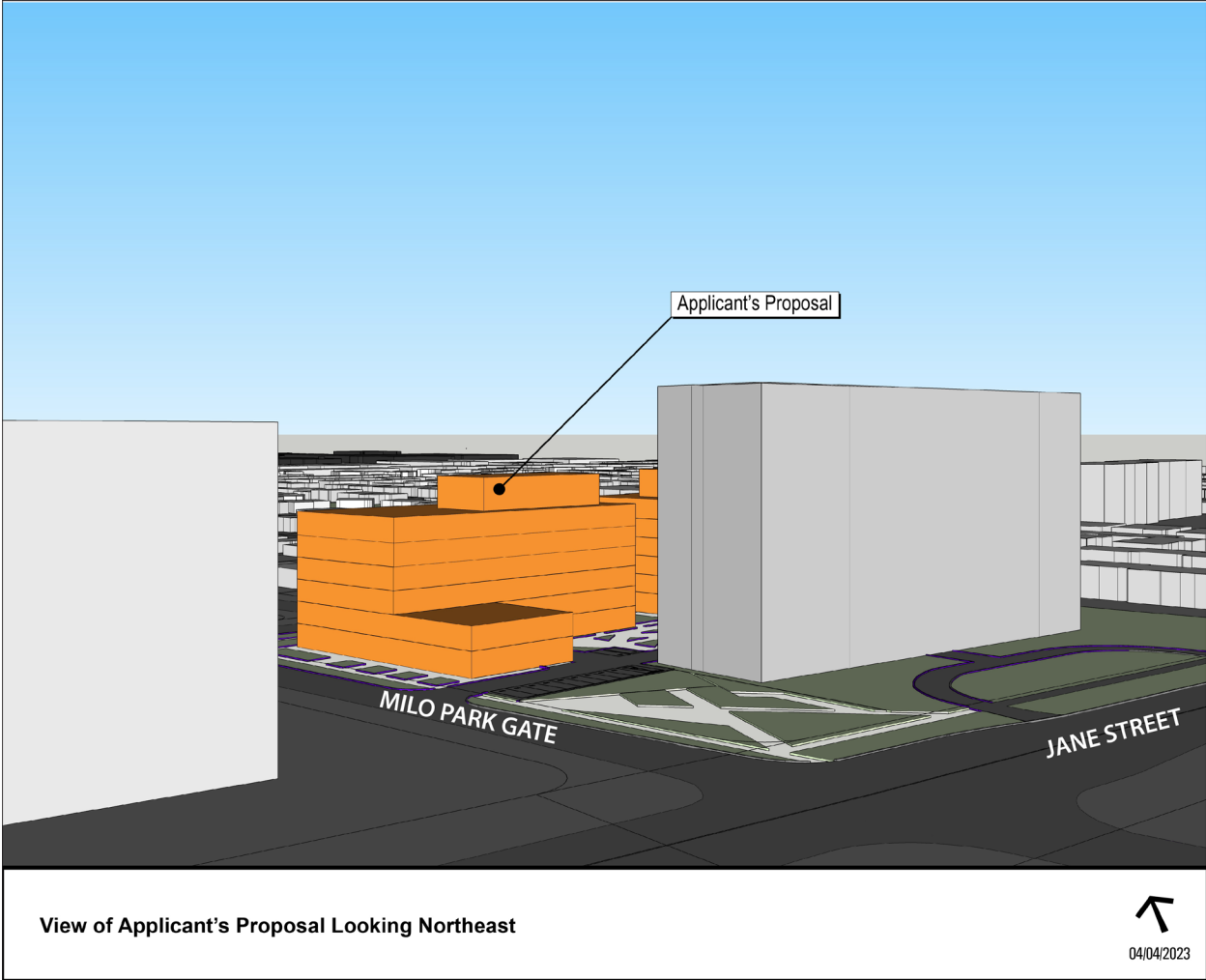


Attachment 10: South Elevation

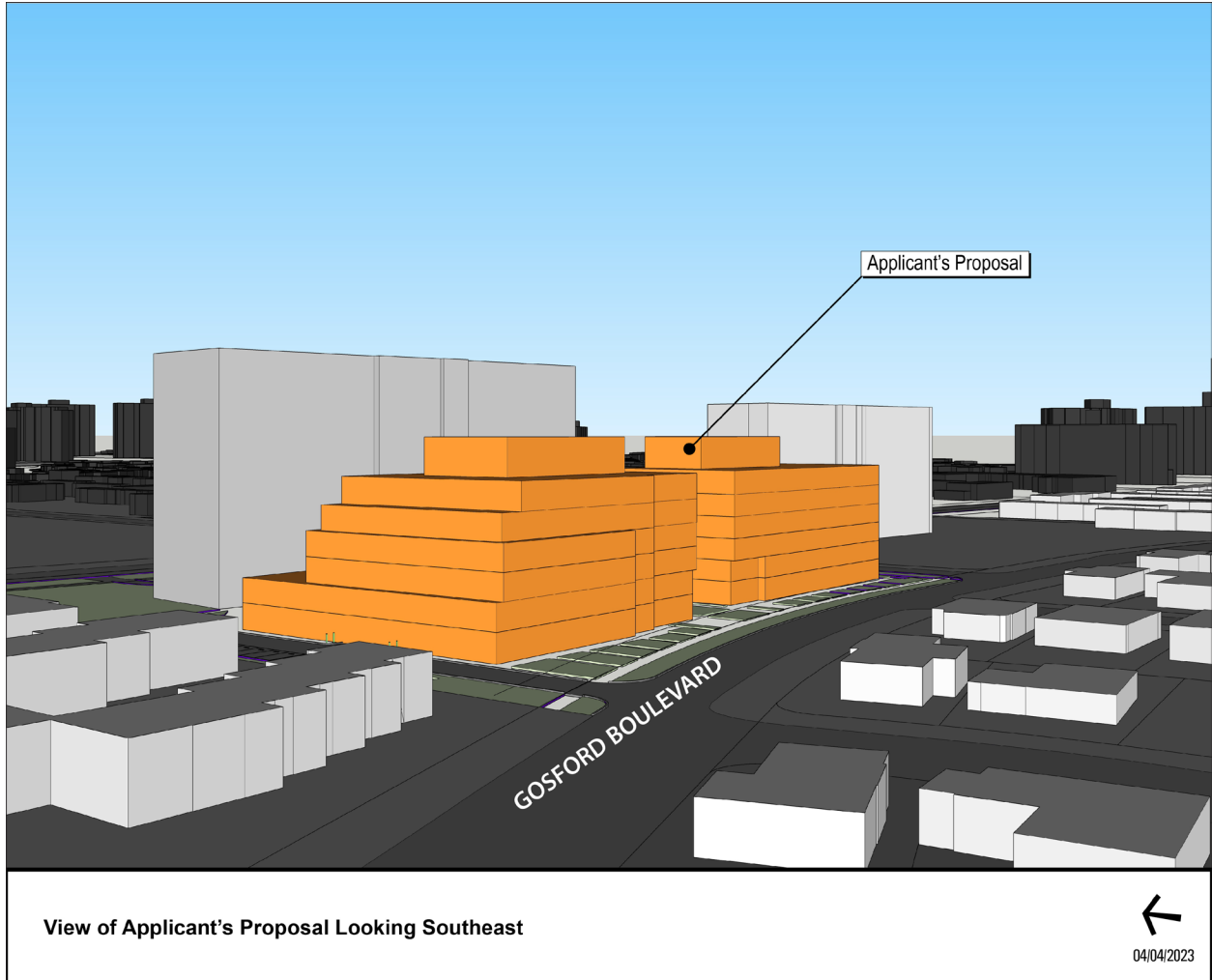


South Elevation

Attachment 11: 3D Model of Proposal in Context (Looking Northwest)



Attachment 12: 3D Model of Proposal in Context (Looking Southeast)



Attachment 13: Draft Zoning By-law 569-2013 Amendment  
(separate attachment)

Attachment 14: Draft Zoning By-law No. 7625 Amendment  
(separate attachment)