

1860, 1860A, 1862, 1864, 1866, 1866A and 1868 Keele Street – Zoning By-law Amendment and Rental Housing Demolition Applications – Decision Report – Approval

Date: June 1, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 5 - York South-Weston

Planning Application Number: 20 109056 WET 05 OZ

Related Applications: 20 241239 WET 05 SA (Site Plan Control) and 20 109561 WET 05 RH (Rental Housing Demolition Application)

SUMMARY

This application proposes to amend city-wide Zoning By-law 569-2013 at 1860, 1860A, 1862, 1864, 1866, 1866A and 1868 Keele Street to permit a 19-storey mixed-use development consisting of 245 dwelling units and 407 square metres of retail space on the ground floor. The total proposed gross floor area (GFA) is 17,667 square metres.

The proposed mixed-use building at this location is supportable intensification adjacent to the Keele Light Rail Transit Station and Bus Terminal.

This report recommends approval of the application to amend the Zoning By-law as it conforms with the Official Plan and is generally consistent with the City's guidelines.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 at 1860, 1860A, 1862, 1864, 1866, 1866A and 1868 Keele Street substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 5 to this report.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

3. City Council approve the Rental Housing Demolition Application (File No. 20 109561 WET 05 RH) under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 to permit the demolition of four existing rental dwelling units at 1862 and 1864 Keele Street.

4. City Council authorize the Chief Planner and Executive Director, City Planning Division to issue preliminary approval of the Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 for the demolition of four rental dwelling units at 1862 and 1864 Keele Street after all the following have occurred:

- a) The Zoning By-law Amendment has come into full force and effect;
- b) The issuance of the Notice of Approval Conditions for Site Plan Control approval pursuant to Section 114 of the City of Toronto Act, 2006;
- c) The issuance of excavation and shoring permits (conditional or full permits) for the approved development; and
- d) The owner has confirmed, in writing, that all existing rental dwelling units proposed to be demolished are vacant.

5. City Council authorize the Chief Building Official and Executive Director, Toronto Building Division to issue a Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code after the Chief Planner and Executive Director, City Planning Division has given the approval referred to in Recommendation 4 above.

6. City Council authorize the Chief Building Official and Executive Director, Toronto Building Division to issue a Residential Demolition Permit under Section 33 of the Planning Act and Chapter 363 of the Toronto Municipal Code for 1862 and 1864 Keele Street after the Chief Planner and Executive Director, City Planning Division has given the approval referred to in Recommendation 5 above, which may be included in the Rental Housing Demolition Permit under Chapter 667 pursuant to section 6.2 of Chapter 363 on condition that:

- a) The owner removes all debris and rubble from the site immediately after demolition;
- b) The owner erects solid construction hoarding to the satisfaction of the Chief Building Official and Executive Director, Toronto Building Division;
- c) The owner erects the proposed building no later than three years from the date on which the demolition of the existing rental dwelling units commences, subject to the time-frame being extended at the discretion of the Chief Planner and Executive Director, City Planning Division; and

d) Should the owner fail to complete the proposed development within the time-frame specified in Recommendation 6. c) above, the City Clerk shall be entitled to enter on the collector's roll, as with municipal property taxes, an amount equal to the sum of \$20,000 per dwelling unit for which a demolition permit is issued, and that such amount shall, until payment, be a lien or charge upon the land for which the Residential Demolition Permit is issued.

7. Before introducing the necessary Bill to City Council for enactment, City Council require the owner to:

a. Submit to the Chief Engineer and Executive Director, Engineering and Construction Services for review and acceptance, revisions required to the Functional Servicing and Stormwater Management Report, Hydrological Review Report, Servicing Report Groundwater Summary Form and Hydrological Review Summary Form.

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

Two pre-application meetings were held on May 14, 2019 and June 6, 2019. The current application was submitted on January 21, 2020 and deemed complete on March 13, 2020. A Rental Housing Demolition Application was received as part of the initial application and deemed complete on April 15, 2020.

A [Preliminary Report](#) on the application was adopted by Etobicoke York Community Council on June 17, 2020, authorizing staff to conduct a community consultation meeting. Two community consultation meetings were held by the City on November 12, 2020 and April 13, 2021. Community consultation is summarized in the Comments section of this report.

On July 22, 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 673 for Keele Station. OPA 570 is currently awaiting approval by the Minister of Municipal Affairs and Housing.

PROPOSAL

Application Description

The application proposes to amend city-wide Zoning By-law 569-2013 for the properties at 1860-1868 Keele Street to permit a 19-storey apartment building having a total residential gross floor area of 17,667 square metres resulting in an overall Floor Space Index (FSI) of 8.96.

The proposed building consists of a tower element having a height of 19 storeys (60.8 metres, excluding the mechanical penthouse) massed to transition toward the northern portion of the site.

The base building includes a six-storey streetwall, with a three-metre step-back along its north façade and a two-metre step-back along its east and south facades. Above the six-storey streetwall, the base rises to eight storeys along the north and west facades of the building.

A total of 245 residential dwelling units are proposed, comprising of: 16 studio units (seven percent), 124 one-bedroom units (50 percent); 74 two-bedroom units (30 percent); and 31 three-bedroom units (13 percent).

Vehicle access to the building would be provided by a private driveway off Keele Street at the eastern portion of the site. The driveway would provide access to the loading areas and a two-level below-grade garage.

The application proposes a total of 68 parking spaces comprising of 56 resident parking spaces and 12 visitor parking spaces, all located in the garage.

A total of 247 bicycle parking spaces would be provided, including: 222 long-term resident spaces; and 25 short-term residential visitor spaces. The 25 short-term and 20 of the long-term bicycle spaces are proposed to be located on the ground floor and the remaining 202 long-term bicycle parking spaces are proposed to be located on the P2 level.

The proposed building would contain one type 'G' loading space.

The building would provide a total of 393 square metres of indoor residential amenity space (1.6 square metres per dwelling unit) and a total of 587 square metres of outdoor amenity space (2.4 square metres per dwelling unit). On the second level, an outdoor amenity area having an area of 144 square metres would be provided along the west side of the building with direct access to the indoor amenity space having an area of 218 square metres. An additional outdoor amenity area with an area of 287 square metres would be located on the ground floor and 9th level.

See Attachment No.1: Project Data Sheet for project details. Additionally, detailed project information can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

Site and Surrounding Area

The site is located north of Eglinton Avenue West and is bounded on the west side by the Keele LRT Station and Bus Terminal; on the north side by Yore Road; on the east side by Keele Street and on the south side by a detached dwelling, then a public laneway (see Attachment No. 2: Location Map). The site has an approximate area of 2000 square metres and consists of seven properties. These properties are comprised of a mix of detached and semi-detached dwellings that are between one and two storeys in height. The existing residential units are a mix of owner-occupied and rental units. In total, there are four rental dwellings of which three are two-bedroom units and one is a one-bedroom unit. As of the date of this report, all of the existing rental units are vacant.

Surrounding land uses include:

North: The site flanks Yore Road to the north. The north side of Yore Road is comprised of low-rise detached dwellings. Further north, along Keele Street, is Charles E. Webster Public School and additional low-rise residential buildings.

South: The property to the immediate south at 1858 Keele Street is a vacant property owned by Metrolinx that is being developed with a pedestrian connection to the Keele LRT Station and two lay-by parking spaces for future Metrolinx staff. 1858 Keele Street is immediately adjacent to a public laneway to the south. Further south and fronting the north and south sides of Eglinton Avenue West are several commercial uses, walk-up apartment and mixed-use buildings.

East: The site flanks Keele Street to the east. On the east side of Keele Street are low-rise one- and two-storey detached and semi-detached dwellings. Further east fronting Eglinton Avenue West is a range of mixed-use buildings.

West: To the immediate west, adjoining the site, is the new Keele Bus Terminal, which flanks Trethewey Drive to the west. On the west side of Trethewey Drive is a four-storey office building occupied by the Toronto Foundation for Student Success and the Toronto District School Board. Further to the west is York Memorial Collegiate High School, The New Generation Youth Recreation Centre, and York Civic Centre.

Reasons for Application

Amendments to city-wide Zoning By-law 569-2013 are required to permit the mixed-use building and to establish site-specific performance standards, including building height, density, mechanical penthouse size and parking, to facilitate the development.

The Rental Housing Demolition Application is required because the proposal involves the demolition of six or more dwelling units, of which at least one is a rental unit.

APPLICATION BACKGROUND

Application Requirements

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

- Digital 3D Model;
- Air Quality Study;
- Arborist Report;
- Community Services & Facilities Study;
- Draft Zoning By-law Amendments;
- Phase I Environmental Site Assessment;
- Phase II Environmental Site Assessment;
- Geotechnical Study;
- Toronto Green Standard Checklist;
- Housing Issues Report;
- Hydrogeological Review Report;
- Noise Impact Study;
- Pedestrian Level Wind Study;
- Planning and Urban Design Rationale Report;
- Public Consultation Strategy Report;
- Stormwater Management and Functional Servicing Report;
- Sun/Shadow Studies; and
- Transportation Impact Study.

Copies of the submitted documents are available on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre>

Agency Circulation Outcomes

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

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe, the Greenbelt Plan, and others.

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as an *Avenue*. The land use designation for the site is *Mixed Use Areas*. See Attachment 3 of this report for the Land

Use Map. The site is also subject to Site and Area Specific Policy 673 relating to the Keele/Sheppard Protected Major Transit Station Area (PMTSA).

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

Zoning

City-wide Zoning By-law 569-2013 zones the site RM (f12.0; u2; d0.8) (x252). The RM zone permits a limited range of residential uses such as detached, semi-detached, and duplex dwellings up to a maximum Floor Space Index of 0.8 times the area of the lot and to a maximum height of 12 metres. The RM zone also limits the number of residential units to two per lot. See Attachment 4 to this report for the existing Zoning-By-law Map.

Design Guidelines

The following Design Guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines;
- Mid-Rise Buildings Performance Standards and Addendum;
- Growing-Up Guidelines: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines;
- Toronto Green Standard; and
- Percent for Public Art Program.

The City's Design Guidelines can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS.

Site Plan Control

A Site Plan Control application has been received and was deemed complete as of February 18, 2022 (File number 21 241239 WET 05 SA).

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020), and find the proposal to be consistent with the PPS and conforms with the Growth Plan.

Land Use

This application has been reviewed against the Official Plan described in this report as well as the policies of the Official Plan as a whole. The proposal conforms with the *Mixed Use Areas* designation, the *Avenues* and Site and Area Specific Policy 673.

The application exceeds the minimum Floor Space Index established by SASP 673 and addresses policies 2.2.3, 4.5.1 and 4.5.2 by: including a mix of commercial and residential uses that reduce automobile dependency, by taking advantage of the nearby Keele LRT Station; locates and masses the proposed building to provide good transition to the nearby *Neighbourhoods* with appropriate setbacks and stepping down of heights; and limits shadow impacts. Moreover, the proposal is located to frame the edges of Keele Street and Yore Road with good proportion and provides an attractive, comfortable pedestrian environment including commercial uses on the ground floor to activate the public realm with good site access, circulation, adequate supply of parking and indoor and outdoor amenities for residents.

Density, Height, Massing

The Official Plan requires tall buildings to be comprised of three parts: a base building, a tower, and a tower top, all to be carefully integrated into a single whole. The tower portion of the building would be placed towards the southern end of the property with appropriate step-backs which provide transition in scale and minimize impacts to the adjacent *Neighbourhoods*. The proposal meets the intent of the performance standards for a tall building and minimizes its impact on the surrounding public realm and the nearby low-rise neighbourhoods.

The location of the building and organization of the site relative to Keele Street and Yore Road provides a suitable streetwall condition, consisting of six storeys and a small step down to four storeys with the equivalent maximum height shown below the 21.5-metre limit along the Yore Road frontage. The eight-storey base building has a three-metre step-back along its north façade and a two-metre step-back above the streetwall along its east and south facades. The tower floorplate would be 754 square metres, which is satisfactory.

Appropriate setbacks have also been incorporated into the proposal including a tower setback of 12.5 metres from the west property line and a seven-metre setback from the south lot line and pedestrian entrance area to the transit station. The proposal includes a tower setback of 19.8 metres from the centreline of the lane located further south of the site, to achieve an appropriate tower separation distance from a potential future development to the south along Eglington Avenue West. The proposed ground floor height is 5.2 metres, which is satisfactory.

The building would be set back 5.5 metres from the south and west property lines to accommodate south- and west-facing windows and would be set back 4.9 metres from the east property line. To the north, the overhang created by the floorplate of the second floor provides a continuous weather-protected area above the retail entrances.

Additional built form has been incorporated in the site design to mitigate visual and noise impacts on the adjacent properties and the public realm through the

internalization of loading, servicing, and vehicular activities within the envelope of the proposed building.

The proposed density of 8.96 FSI exceeds the minimum required density required by SASP 673 for the Keele PMTSA.

Sun, Shadow, Wind

The overall impact of the proposal has been minimized with a well-proportioned streetwall and slender tower form and through the overall tower height and placement on the southern portion of the site furthest from shadow-sensitive areas in the surrounding context. As a result, the incremental shadow impacts created by the proposed building are limited and acceptable.

The Pedestrian Level Wind Study and subsequent addendum for the revised design submitted by Rowan Williams Davies and Irwin Inc. (RWDI) concluded that the future wind conditions affecting most grade-level pedestrian wind-sensitive areas within and surrounding the site will be acceptable for the intended use on a seasonal basis. Several wind mitigation strategies are incorporated into the zoning including recessed design of the entrances along Yore Road and Keele Street, stepped massing of the building, and a large canopy above the south at-grade amenity area. Although the proposed development is not expected to significantly alter the wind conditions at Keele LRT Station, Trethewey Drive and Eglinton Avenue West, accelerated wind speeds may occur around the southwest corner of the proposed building, resulting in uncomfortable wind conditions in the winter. These identified wind impacts will be further evaluated, and the appropriate mitigation measures secured at the Site Plan Control approval stage.

Transportation Impact, Access, Parking and Loading

A Transportation Impact Study (TIS) prepared by BA Group, dated January 24, 2020 and Nextrans, dated November 21, 2021, and an addendum letter prepared by Nextrans, dated November 16, 2022, were submitted to evaluate the transportation impacts of the proposal.

Staff are satisfied that the projected site-generated vehicular trips can be adequately accommodated on the local road network. No road improvements are recommended.

Access

The vehicular access for the site is proposed to be located along the Keele Street frontage via a six-metre wide driveway. The driveway would provide access to the internalized loading area and the two levels of underground parking. Keele Street operates in a one-way northbound direction between Eglinton Avenue West and the southerly limits of the existing east-west public lane that extends along the west side of the site. The remaining portion of Keele Street operates in a two-way manner, including the portion where the proposed site access driveway would be located. Any pick-up and drop-off operations along Keele Street and/or Yore Road would be prohibited.

Parking

The site is located in close proximity to high order transit at the nearby Keelesdale LRT Station. A total of 68 parking spaces are proposed including 56 residential spaces and 12 residential visitor spaces. Parking is proposed to be provided at a ratio of 0.23 residential occupant parking spaces per dwelling unit, and 0.05 residential visitor parking spaces per dwelling unit.

Three accessible parking spaces will be provided. Staff consider the provision of the accessible parking spaces acceptable.

A total of 247 bicycle spaces are proposed, including 222 for long-term residential use, and 25 for short-term residential use. A proposed bike repair station has been added on Parking Level P2. The amount of bicycle parking is satisfactory. The layout and design of the bicycle parking will be further reviewed and secured through the Site Plan Control application review process.

Loading

The proposal includes one Type 'G' loading space, which is satisfactory.

Road Widening

To satisfy the Official Plan requirement of a 27-metre right-of-way for this segment of Yore Road, a 0.4-metre road widening dedication along the Yore Road frontage of the subject site is required and proposed to be conveyed to the City. The land conveyance will be required to be undertaken as part of the Site Plan Control process.

Streetscape

The proposed 407 square metres of retail space which fronts onto Yore Road would provide an attractive and active streetscape frontage.

The proposal has reduced the number of vehicular driveway access points from seven to one. This reduction allows for additional soft landscaping, enhanced sidewalk and tree planting and helps to reinforce a pedestrian-oriented condition between Keele Street and Yore Road. The base building portion of the proposed development facing Yore Road is six storeys and includes an additional step down to four storeys to provide a pedestrian scale streetwall to frame the street.

Currently, there is a 1.5-metre wide concrete municipal sidewalk along the entire Keele Street and Yore Road frontages of the site. The proposed development would provide a continuous 2.1-metre wide public sidewalk along the frontages of the site to comply with current City standards and the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

Along Keele Street and Yore Road, the landscape plans also propose additional tree plantings within the City road allowance to provide a continuous row of street trees in accordance with Toronto Green Standard requirements.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report, dated December 6, 2022 and Servicing Report Groundwater Summary Form, dated December 6, 2022 prepared by Fabian Papa & Partners. The applicant also submitted a Hydrogeological Review Report, dated November 16, 2022 and Hydrological Review Summary Form dated November 18, 2022, prepared by Grounded Engineering.

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

Staff are satisfied that sufficient capacity exists in the municipal water distribution system and municipal sewer infrastructure to service the proposed development without any external upgrades or retrofits.

Staff have identified a number of minor revisions required to the Functional Servicing and Stormwater Management Report, Hydrological Review Report, Servicing Report Groundwater Summary Form and Hydrological Review Summary Form. A recommendation is included in this report to require the revisions be submitted to Engineering and Construction Services to their satisfaction prior to the enactment of the Zoning By-law amendment.

Housing Issues

The site consists of an assembly of seven properties that collectively contain nine residential units, of which four are rental units. The four existing rental units consist of three two-bedroom units and one three-bedroom unit and are located within the houses at 1862 and 1864 Keele Street. All of the former tenants agreed to end their tenancies and vacated the rental units on their own accord. Since the site contains fewer than six rental dwelling units, replacement rental housing is not required pursuant to Policy 3.2.1.6 of the Official Plan. Since all of the existing rental units are vacant, a Tenant Relocation and Assistance Plan is not required pursuant to Policy 3.2.1.12 of the Official Plan.

The application is proposing 16 studio units (7%), 124 one-bedroom units (50%); 74 two-bedroom units (30%); and 31 three-bedroom units (13%). The proposed unit mix for two- and three-bedroom units support the objectives of the Growing-Up Guidelines.

This application involves the demolition of rental housing. Since the development site contains six or more residential units, of which at least one unit is a rental unit, an application is required under Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law. The by-law requires an applicant to obtain approval from the City to permit the demolition of the existing rental housing units. The City may impose conditions on the approval that must be satisfied before a demolition permit is issued.

An application is also required under Chapter 363 of the Toronto Municipal Code, the Building Construction and Demolition By-law, which requires Council approval of any

demolition of a residential property that contains six or more dwelling units (irrespective of whether any are rental) before the Chief Building Official can issue a demolition permit under the Building Code Act, 1992.

Amenity Space

The proposal would provide 1.6 square metres of indoor amenity space and 2.4 square metres of outdoor amenity space per unit. Staff recommend securing these minimum amenity space requirements through the draft Zoning By-law attached to this report (Attachment 5). Through the Site Plan Control application review process, details on the specific locations and layout of the amenity space will be reviewed.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Official Plan shows local parkland provisions across the city. The lands are in an area with zero to 0.42 hectares of local parkland per 1000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

City staff recommend that the owner be required to satisfy the parkland dedication requirement through cash-in-lieu given an on-site park dedication would create a small less functional park. In accordance with Chapter 415-29, Article III of the Toronto Municipal Code, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. The payment must be made prior to the issuance of the first above-ground building permit.

Tree Preservation

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).

As proposed, this project would require the removal of five by-law protected City-owned trees and the injury of one by-law protected City-owned tree. The applicant will be required to submit an Application to Injure or Destroy Trees and pay the applicable fees to Urban Forestry for permission to remove these trees.

The tree planting obligations of the Toronto Green Standard, Version 3, will apply. The tree planting plans would be required to be satisfactory to Urban Forestry. The final number and location of new trees is to be secured through the Site Plan Control application review process.

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 control drawings and through a Site Plan Agreement.

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 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the site-specific Zoning By-law including: cycling infrastructure, vehicle parking and bird friendly design. Other applicable TGS performance measures, including the possibility of achieving Tier 2 or higher levels of sustainability, will be secured through the Site Plan Control process.

School Boards

Toronto Lands Corporation, on behalf of The Toronto District School Board, has advised that there is sufficient capacity at the local schools to accommodate the proposed new development.

The Toronto Catholic District School Board (TCDSB) has advised that the local elementary school is operating close to capacity and may not be able to accommodate additional students. Therefore, the projected accommodation levels at its local schools because of this development would require a TCDSB warning clause in future offers of residential purchase agreements and/or leases, and the posting of signs on the site to advise current and future residents that students may be accommodated in schools outside of the immediate area.

Noise and Vibration Study

A Noise and Vibration Impact Study, dated January 19, 2023, was prepared by J. E. Coulter Associates Ltd., and submitted by the applicant in support of the application.

The predominant sources of transportation noise with the potential to affect the proposed development were identified as road traffic from Keele Street, Tretheway Drive and Eglinton Avenue West, the Metrolinx Keele LRT, and associated Bus Terminal. The study recommended that air conditioning be installed in all suites to allow for windows to remain closed as well as noise mitigation measures including the use of upgraded glazing (STC 34) and a noise barrier on the proposed ninth floor outdoor amenity area on the east side of the building. Also recommended are the inclusion of noise warning clauses in Purchase and Sale Agreements and/or leases related to transportation noise in outdoor amenity spaces and certain indoor areas.

City staff will retain a third-party consultant to undertake a peer review of this study, at the cost of the applicant. The review may be undertaken later in the review process once the design of the building and site are further evolved through the Site Plan Control process.

Air Quality Compatibility/Mitigation Study

The applicant submitted an Air Quality Study, prepared by SLR Consulting (Canada) Ltd., dated January 30, 2023. The purpose of this study was to assess the impact of

adjacent and nearby properties that may be a source of pollutants, dust and/or odour on the proposed development.

The study found that the proposal will be compatible with the surrounding employment land uses from an air quality perspective. The consultant recommended that a warning clause and receptor-based physical mitigation measures be included in the architectural design of the site structures to address traffic-related air pollution. The mitigation measures include strategic location of fresh air intakes on the east side of the building, facing, away from Keele Street/Yore Road, Tretheway Drive and Eglinton Avenue West, installation of mandatory carbon and MERV-rated filters, and positive pressurization of the building.

City staff will retain a third-party consultant to undertake a peer review of this study, at the cost of the applicant through the Site Plan Control process.

Community Consultation

City Planning staff hosted two virtual community consultation meetings on November 12, 2020 and April 13, 2021.

Key concerns identified by the community included: suitability of the built form, including the massing, density and anticipated shadow impacts from the built form, concerns with anticipated traffic impacts and concerns with the amount of parking provided.

Staff worked with the applicant to revise the proposal to adequately address community concerns, with the submission of technical studies, plans, and reports.

Conclusion

Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

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Etobicoke York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan

Attachment 7a: North Elevation

Attachment 7b: East Elevation

Attachment 7c: South Elevation

Attachment 7d: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 1860-1868 Keele Street **Date Received:** January 27, 2020

Application Number: 20 109056 WET 05 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Proposed development of a 19-storey mixed use building with 245 residential units and 407 square metres of retail space. The development would have a total gross floor area of 17,667 square metres.

Applicant	Agent	Architect	Owner
Block Developments #7, 79 Winggold Ave.		Raw Design Inc. 401-317 Adelaide Street West	Block (Keele Eglinton Developments Limited), #7, 79 Winggold Ave.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Y
Zoning:	RM (f12.0; u2; d0.8) (x252)	Heritage Designation:	N
Height Limit (m):	12	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 2,000 Frontage (m): 60 Depth (m): 35

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,877	1,877
Residential GFA (sq m):	1,508		17,260	17,260
Non-Residential GFA (sq m):			407	407
Total GFA (sq m):	1,508		17,667	17,667
Height - Storeys:	2		19	19
Height - Metres:	6		60.8	60.8

Lot Coverage Ratio (%): 93.85 Floor Space Index: 8.96

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 17,260
 Retail GFA: 407
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	5			
Freehold:				
Condominium:			245	245
Other:				
Total Units:	5		245	245

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		16	124	74	31
Total Units:		16	124	74	31

Parking and Loading

Parking Spaces: 68 Bicycle Parking Spaces: 247 Loading Docks: 1

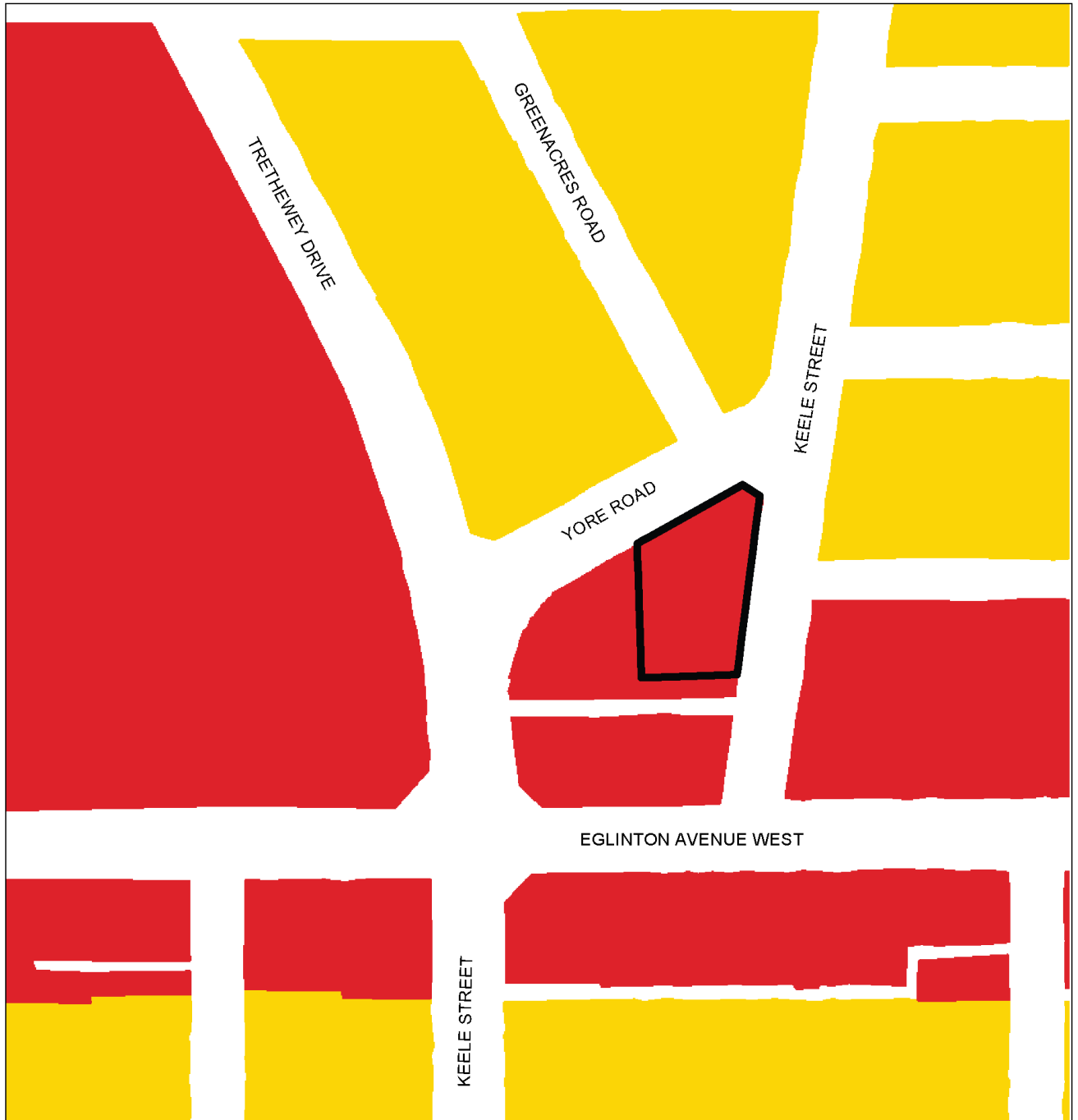
CONTACT:

Prabhat Dahal, Senior Planner
 416-338-7483
 Prabhat.Dahal@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

1860-1868 Keele Street

File # 20 109056 WET 05 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas

↑
Not to Scale
02/07/2020

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1860-1868 Keele Street

File # 20 109056 WET 05 0Z



Location of Application

RM Residential Multiple CR Commercial Residential



See Former City of York By-law No. 1-83

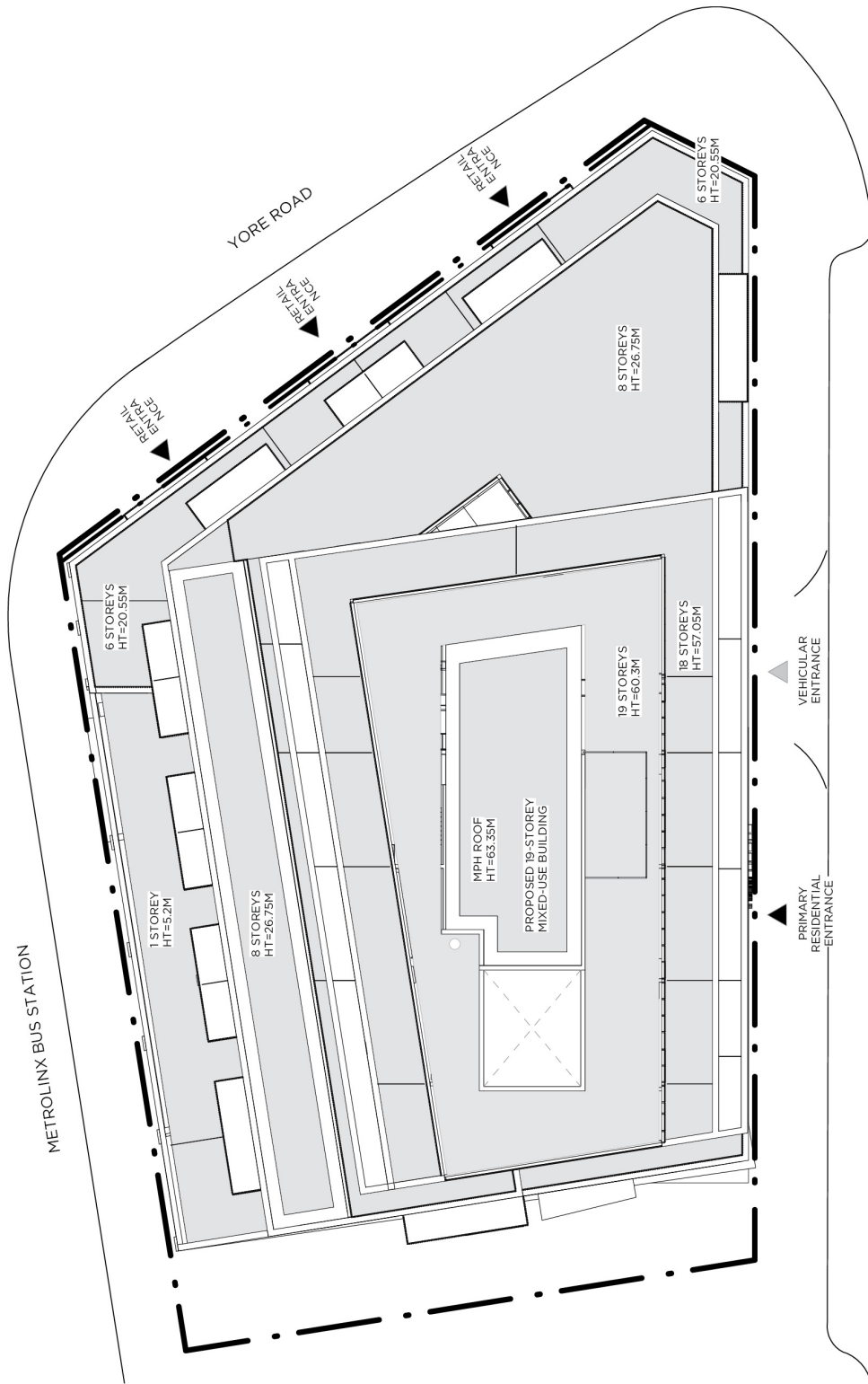
R2 Residential Zone
MCR Mixed Commercial Residential Zone



Not to Scale
Extracted: 02/10/2020

Attachment 5: Draft Zoning By-law Amendment (provided separately)

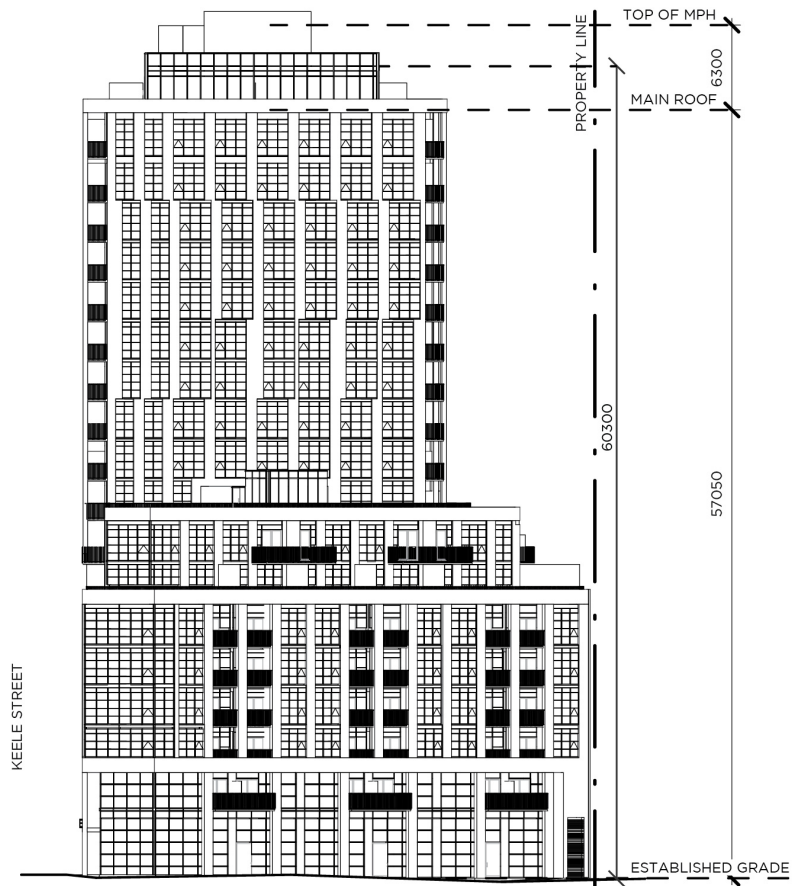
Attachment 6: Site Plan



Site Plan

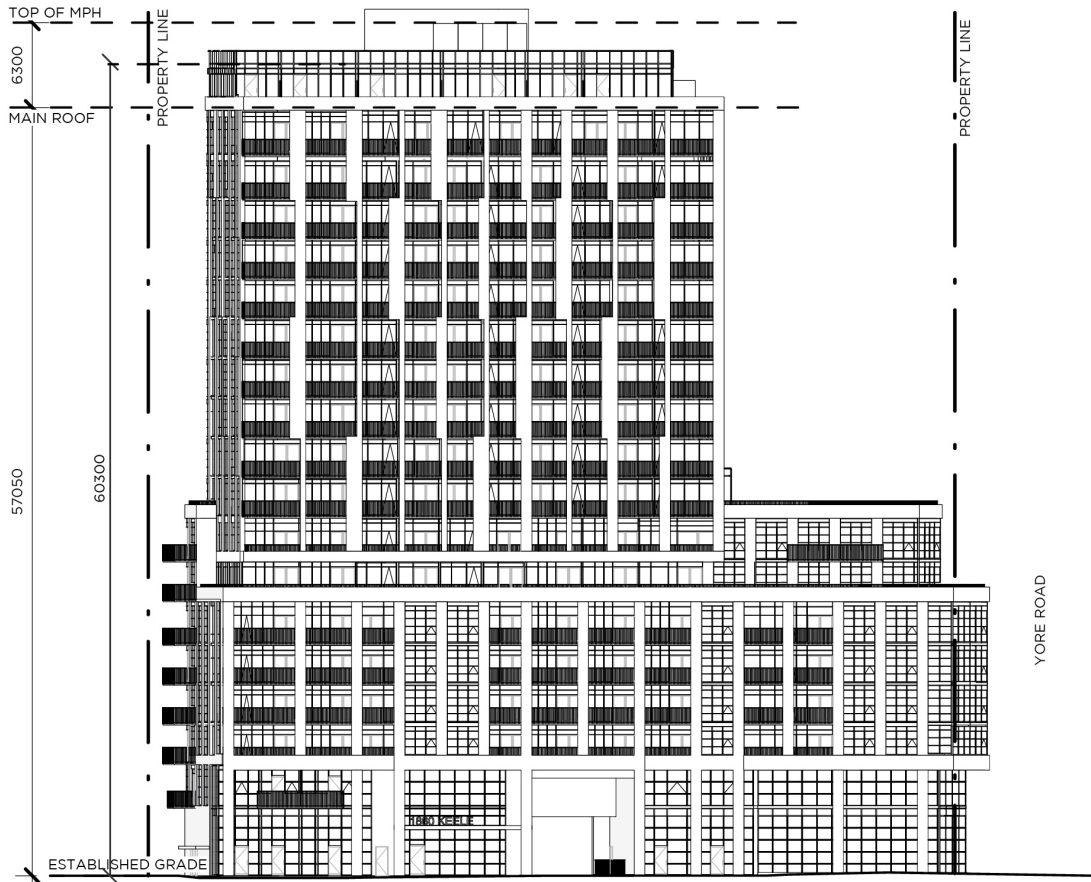


Attachment 7a: North Elevation



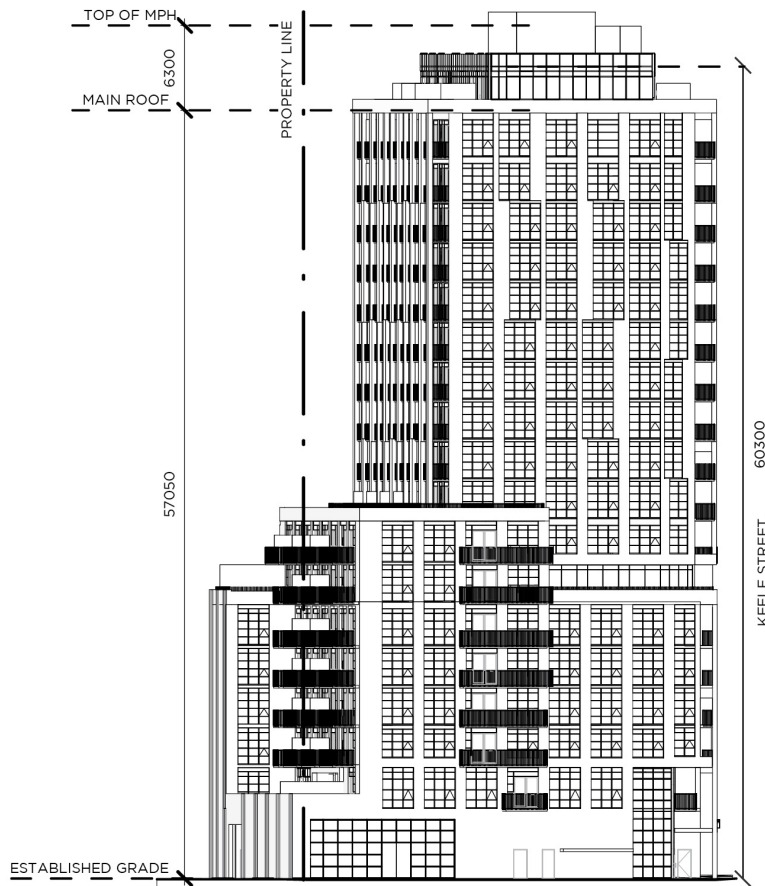
North Elevation

Attachment 7b: East Elevation



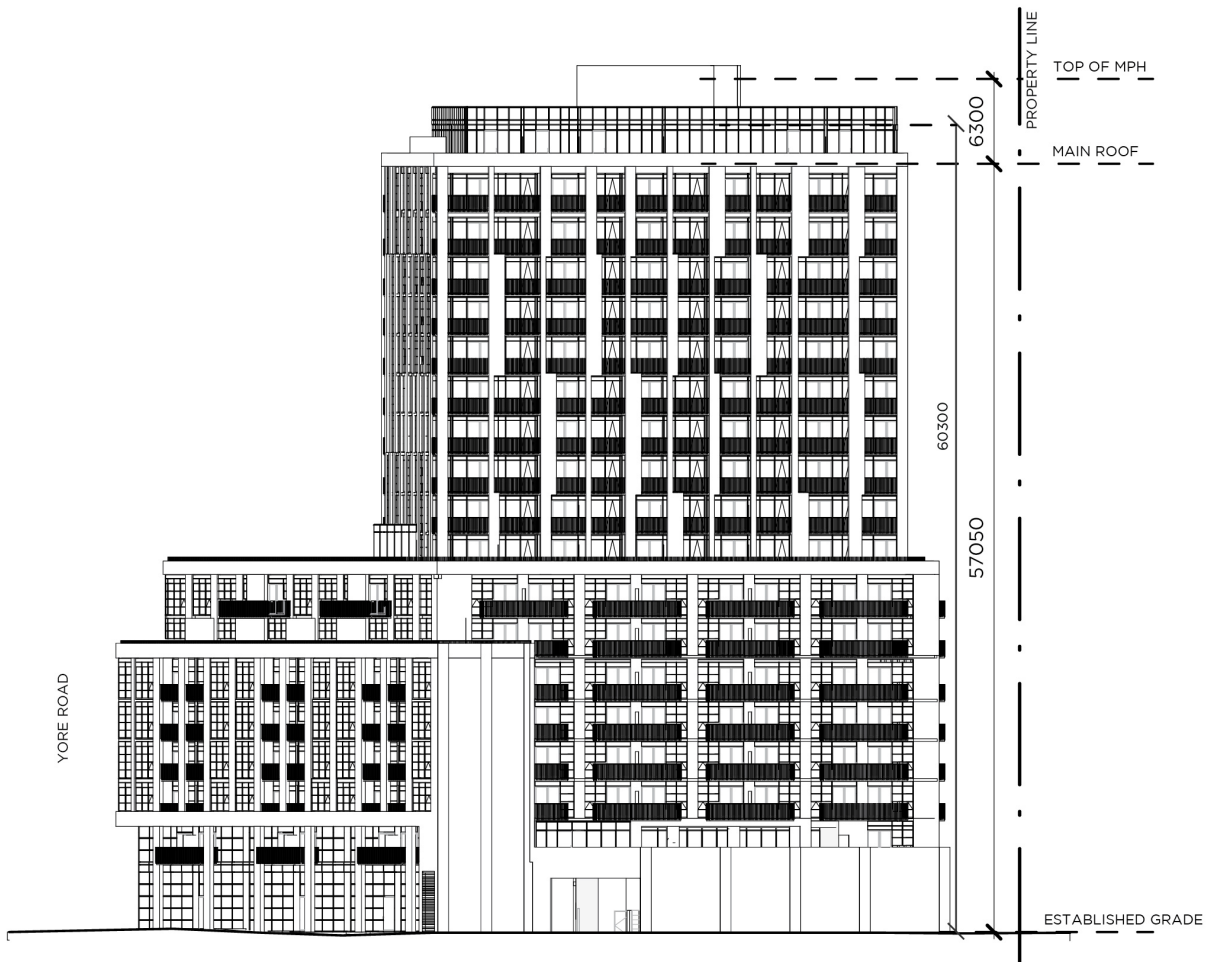
East Elevation

Attachment 7c: South Elevation



South Elevation

Attachment 7d: West Elevation



West Elevation