

15 Canmotor Avenue – Zoning By-law Amendment Application – Decision Report – Approval

Date: August 29, 2023

To: Etobicoke York Community Council or City Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 3 - Etobicoke-Lakeshore

Planning Application Number: 23 149933 WET 03 OZ

SUMMARY

This application proposes to demolish the existing one-storey banquet hall and permit a new two-storey medical office and cardiology clinic with an associated surface level parking lot. A proposed parking lot will contain 92 parking spaces at 15 Canmotor Avenue and an additional 14 parking spaces are proposed within the Caven Street municipal right-of-way utilizing a commercial boulevard parking permit.

This report reviews and recommends approval of the application to amend the Zoning By-law. The application conforms to key development policies of *Core Employment Areas* in the Official Plan and will contribute to the creation of competitive, attractive, and highly functional *Employment Areas*.

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. City Council amend Zoning By-law 569-2013 for the lands at 15 Canmotor Avenue 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. Before introducing the necessary Bill to City Council for enactment, require the applicant to:
 - a. Submit a revised Functional Servicing Report to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction

Services, to determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development; and

b. Make arrangements satisfactory to the Chief Engineer and Executive Director of Engineering and Construction Services to secure all improvements that may be required in the accepted Functional Servicing Report.

FINANCIAL IMPACT

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

DECISION HISTORY

A pre-application consultation (PAC) meeting for the proposed development was held on July 27, 2022, prior to the City's mandatory PAC meeting process implemented on April 3, 2023. The current application was submitted on June 9, 2023 and deemed complete on July 19, 2023. City staff conducted a Community Consultation Meeting for the application on July 25, 2023. Community consultation is summarized in the Comments section of this report.

PROPOSAL

The applicant proposes to amend city-wide Zoning By-law 569-2013 for the property at 15 Canmotor Avenue to permit a new two-storey medical office and cardiology clinic with an associated surface level parking lot.

Riverside Cardiology, the owner, has been operating a cardiac care and diagnostic imaging clinic at 5 Junction Road in the west end of Toronto since 2010. Riverside Cardiology employs over 40 full-time staff, and has over 20,000 patient visits per year for clinical and diagnostic services. With referrals from over 1400 family physicians it is the only cardiac centre serving patients in the west end of the city. The current Riverside Cardiology facility is seeking to relocate from the 5 Junction Road site to The Queensway and Islington Avenue area at 15 Canmotor Avenue.

The proposed building height is 10 metres, plus a three-metre mechanical service structure on the roof, with a total gross floor area of 1707.5 square metres and 92 surface level parking spaces on site. The proposed building would result in a floor space index of 0.41 times the area of the lot. The existing one-storey banquet hall and associated surface level parking lot would be demolished.

The applicant also proposes a 52 square metre second-floor outdoor amenity area. An additional 32 square metres of indoor space would be dedicated to staff amenity spaces inclusive of a staff lounge, lunch room, kitchen, locker room, laundry room, and nine staff washrooms.

The site's access and egress points are proposed via one six-metre-wide driveway from the Canmotor Avenue frontage and one six-metre-wide driveway from the Caven Street frontage. The application proposes a total of 92 surface level parking spaces on site to service the medical office. An additional 14 parking spaces are proposed within the City's right-of-way along the flanking Caven Street frontage utilizing a commercial boulevard parking permit.

The applicant proposes to construct a new 2.1-metre municipal sidewalk across the Canmotor Avenue frontage to improve pedestrian safety and connectivity with eleven new trees located within the City boulevard.

See Attachment 6 for the site plan and Attachments 7-10 for the elevations of the proposed development.

Site and Surrounding Area

The site is a rectangular in shape with an area of 4188 square metres. The site is a corner lot and is located on the northeast corner of Canmotor Avenue and Caven Street. The site has a frontage of 103.5 metres across Canmotor Avenue and a frontage of 40.5 metres across the flanking Caven Street. The site is generally bound by low-rise industrial uses within a *Core Employment Areas* land use designation.

North: A one-storey automobile service shop with associated surface level parking. Further north is a *Mixed Use Areas* designation along The Queensway.

East: Two one-storey industrial and manufacturing buildings with large associated surface level parking lots for loading and passenger vehicles.

South: A two-storey industrial equipment supply business with associated parking along Caven Street. Caven Street terminates at the southeast corner of 15 Canmotor Avenue. Further south is the Gardiner Expressway.

West: Multiple one-storey industrial processing, storage, and packaging business with associated surface level parking and loading.

Reasons for Application

The application, which is currently subject to city-wide Zoning By-law 569-2013 Employment Industrial Zone (E), is required to permit the proposed medical office use and to establish appropriate zoning standards, including building setbacks, height, and parking. Zoning By-law 569-2013 can be found here: [Zoning-By-law 569-2013](#)

APPLICATION BACKGROUND

Application Requirements

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

- Arborist Report;
- Architectural Plans;
- Civil and Utilities Plans;
- Context Plan;
- Erosion and Sediment Control Plan;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Investigation;
- Hydrogeological Report;
- Landscape and Lighting Plans;
- Plan of Survey/Topographical Survey;
- Planning Rationale;
- Public Consultation Strategy Report;
- Public Utilities Plan;
- Project Data Sheet;
- Toronto Green Standard;
- Toronto Green Standard Checklist and Statistics;
- Transportation Impact Study; and
- Tree Inventory and Preservation Plan.

The reports and studies submitted by the applicant are available on the City's Application Information Centre (AIC) at the following link:

[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 or conditions of Site Plan Control approval.

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 land use designation for the site is *Core Employment Areas*. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found here: [Official Plan](#).

Zoning

The site is zoned Employment Industrial (E) under city-wide Zoning By-law 569-2013. The E zoning category permits a range of employment uses including storage, cold storage, manufacturing, vehicle servicing, research, financial and warehousing. A medical office, as proposed by the applicant, is not a permitted use in the Employment Industrial (E) zone. See Attachment 4 of this report for the existing Zoning By-law Map.

Zoning By-law standards in the E zone regulate minimum front yard setbacks of three metres, minimum side yard setbacks of three metres, and minimum rear yard setbacks of 7.5 metres. The E zone also regulates maximum parking rates at six parking spaces per 100 square metres of gross floor area. The current zoning has a maximum floor space index of one times the area of the lot and there is no lot coverage requirement in this zone. The maximum building height for an office building in this zone is 20 metres.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Streetscape Manual;
- Complete Streets; and
- Design Guidelines for 'Greening' Surface Parking Lots.

Toronto Green Standard

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.

Site Plan Control

This application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

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). Staff find the proposal to be consistent with the PPS and conforms with the Growth Plan.

Land Use

The site is designated *Core Employment Areas*, see Attachment 3, and the proposed medical office is a permitted use within *Core Employment Areas* as identified in Policy 4.6.1, although not permitted by Zoning By-law 569-2013. The site is surrounded by a range of employment type uses with the same *Core Employment Areas* land use designation.

The proposed development also conforms with Policy 4.6.7, which provides that development will contribute to the creation of competitive, attractive, highly functional *Employment Areas* as further discussed below.

Density, Height, Massing

The proposed development conforms with Building Shape, Scale, and Massing Policies in section 3.1.3.5 to 3.1.3.7 of the Official Plan.

Given the existing and planned context for the property and the surrounding area, the proposed built form, including the density, height, and massing is appropriate and is supported by City Planning staff.

Within the immediate and broader area of the *Core Employment Areas* designation, the built form consists of low-rise one-storey and two-storey industrial buildings that generally meet the required building height and density requirements under the applicable Zoning by-law. The proposed density of the site is 0.41 times the area of the lot, whereas the zoning permits a maximum density of one times the area of the lot.

The proposed building length of 53 metres is approximately 51% of the site's lot frontage, which measures 103.5 metres. As proposed, the lot coverage would be approximately 22%, which limits the impact of the building's massing and scale while providing opportunity for additional soil volume and tree planting on site.

The applicant proposes an appropriate distribution of the gross floor area on site through building length and building height. The two-storey building would be 10 metres in height, which fits within the maximum height requirement of 20 metres for office buildings in the E zone.

City Planning staff are satisfied that the proposed two-storey building fits in with the surrounding context. The proposed application does not result in a built form, height, or massing that is uncommon for *Core Employment Areas* and conforms with Built Form Policy sections 3.1.3.5 to 3.1.3.7 of the Official Plan.

Site Organization and Setbacks

The proposed site organization is consistent with policies 3.1.3.1 to 3.1.3.4 of the Official Plan on site organization, that provide for buildings to be placed to frame the streets, for consolidated and minimized driveway widths and curb cuts, and for pedestrian safety. The proposed development facilitates a balance of on-site

commercial density, soft landscaping, driveway access, outdoor amenity space, and parking for the operations of the business.

The proposed two-storey building would be located three metres from the front property line, as measured from the front main wall to Canmotor Avenue, while providing a three-metre-wide landscape setback across the Canmotor Avenue frontage. The proposed soft landscaping front yard setback is compliant with zoning. The proposed location will assist in framing the street, provides a safe and comfortable pedestrian connection from the public sidewalk as well as screens vehicular parking spaces located generally in the rear and side yard of the lot.

The applicant proposes setbacks for the side yard and rear yard which comply with zoning. The north side yard setback, which is measured from the north side main wall of the building to the north property line, would be 15.2 metres. The south side yard setback, which is measured from the south side main wall to the south property line, would be 35.4 metres. The rear yard setback, which is measured from the rear main wall to the east property line, would be 19.9 metres. The proposed rear yard and side yard setbacks allow for an appropriate separation distance from the proposed building in relation to the existing buildings within the surrounding context while providing opportunity for soft landscaping along the side lot lines.

The proposed building orientation and setbacks resulting from the building placement are appropriate, and respect and reinforce the public realm, surrounding context as well as the planned context of *Core Employment Areas*.

Traffic Impact, Access, Parking

The application has been reviewed by the City's Transportation Services Division with comments provided on the proposed traffic impacts, site access, parking, loading, and site layout. Further, through this development application, critical municipal infrastructure upgrades will be required along Canmotor Avenue by way of a new 2.1-metre-wide public sidewalk.

The applicant has submitted a Transportation Impact Study prepared by RA Engineering Inc., dated May 15, 2023, to provide justification for the proposed medical office use from a traffic impact, parking, loading, site layout, and site access perspective. The analysis undertaken herein was prepared using the site plan submitted with the application. The proposed industrial development can be supported from a traffic safety, operations, and vehicle circulation perspective.

Traffic Impact

The study concluded that the traffic generated by the proposed development can be accommodated by the surrounding road network without any mitigation measures and the proposed medical office is not anticipated to have a substantial impact on the road network. Transportation modes such as the local TTC bus routes, TTC Wheel Trans, ride sharing, active transportation modes, as well as personal vehicles have all been studied in the Transportation Impact Study. The analysis has been accepted by City Planning staff.

Access

The site is a corner lot which provides opportunity for driveway access and exit points off the main street, Canmotor Avenue, and the flanking street, Caven Street. The applicant proposes one six-metre-wide driveway location along Canmotor Avenue toward the north property boundary. The secondary driveway is located at the south end of the site off Caven Street and is also six metres wide. The proposed access points are supported by City Planning staff.

Parking

Parking space requirements for a medical office are identified under regulation 200.5.10.1(1) of the city-wide 569-2013 Zoning By-law, which permits a maximum number of parking spaces at a rate of six spaces per 100 square metres of gross floor area. As such, the maximum permitted parking rate would be approximately 102 spaces. The applicant proposes 92 parking spaces within private property, and 14 additional parking spaces within the City right-of-way along the flanking Caven Street frontage. Under the city-wide Zoning By-law, the 14 spaces within the Caven Street right-of-way are not legal as they require commercial boulevard parking permits and, therefore, not included within the total amount of parking spaces proposed. As such, the applicant proposes 92 parking spaces whereas a maximum of 102 spaces are permitted. The boulevard parking along Caven Street will be subject to review by Transportation Services through the Commercial Boulevard Parking Permit application process.

The applicant proposes a total of four accessible parking spaces. As per the City's accessible parking space rates, the required minimum number of accessible spaces is defined as 10% of the "effective rate," rounded up to the nearest whole number. The "effective rate" is the greater of the number of permitted parking spaces provided and the number of effective parking spaces calculated using the rates in Table 200.15.10.5. As such, the total permitted parking spaces provided, 92, is greater than the effective rate in the table, 34, and, therefore, a minimum of 10 accessible spaces are required to service the medical office. The applicant will be required to meet the minimum through the Site Plan Control process.

The applicant has provided a Justification Report to support the total number of parking spaces proposed. Part of the rationale for the proposed parking supply is due to the age demographics and health conditions of the Riverside Cardiology patients. The Justification Report notes that many patients visiting the site use personal vehicles and do not rely on walking, cycling, transit or ride sharing.

As per Table 230.5.10.1(1) in city-wide Zoning By-law 569-2013, the medical office use requires minimum bicycle parking space rates in Zone 1 and Zone 2; however, 230.5.10.1(3) states that any use on a lot that does not include a dwelling unit with less than 2000 square metres of interior floor area is not required to provide bicycle parking spaces. The proposed development has an interior floor area that is less than 2000 square metres. Despite this regulation in the Zoning By-law, City Planning staff have requested the applicant provide a minimum of two long-term bicycle parking spaces and

six short-term bicycle parking spaces. The applicant has agreed to this request and has been secured in the attached draft Zoning By-law. Location of bicycle parking will be determined through the Site Plan Control process.

One Type B loading space is required as per the Zoning by-law. The applicant proposes to amend the Zoning By-law to not require a Type B loading space. Transportation Services has accepted the rationale to eliminate the requirement of a Type B loading spaces as all deliveries to the site would be facilitated by smaller passenger vehicles.

City Planning and Transportation Services staff have accepted the justification provided by the transportation consultant's Transportation Impact Study. Site specific zoning relief for parking and loading are set out in the draft zoning by-law.

New Infrastructure

The applicant proposes to construct a new 2.1-metre-wide municipal sidewalk across the site's Canmotor Avenue frontage. As proposed, the total length of the sidewalk would be approximately 104.5 metres, inclusive of the six-metre driveway off Canmotor Avenue. The existing condition on both sides of Canmotor Avenue, south of The Queensway, does not include public sidewalks in the City right-of-way. The introduction of a new public sidewalk within this development application is a significant improvement to the City's infrastructure and will increase pedestrian safety over the coming years.

Streetscape

The applicant proposes a variety of public realm and streetscape improvements along the Canmotor Avenue frontage which support development policies of *Employment Areas* in section 4.6.7 of the Official Plan.

The existing condition of the site fronting Canmotor Avenue consists of significant amounts of hard landscaping, commercial boulevard parking, no dedicated driveway access minimal soft landscaping, few trees, a deep front yard building setback, and no public sidewalk. A majority of Canmotor Avenue maintains the existing condition described above.

The applicant proposes 11 trees within the City Boulevard as well as a three-metre-wide landscape setback across the front yard within private property. An additional five trees are proposed along the Canmotor Avenue frontage within private property which further enhances the streetscape through screening of on-site surface level parking at-grade.

The proposed building location, in combination with the proposed front yard landscaping improvements, will help to frame the street along Canmotor Avenue to ensure an attractive, comfortable pedestrian environment with adequate site access, ground floor animation, cohesive site circulation, and to screen on-site parking by providing most parking spaces behind the building.

All existing front yard parking spaces along Canmotor Avenue that overhang onto the City right-of-way are eliminated through this application. Further, one dedicated access

driveway is proposed along Canmotor Avenue which conforms to Official Plan policy 4.6.7 g), minimizes the number of driveways along one street frontage and encourages sharing driveways where possible. A secondary access driveway is proposed along the flanking Caven Street frontage as the site is a corner lot. The applicant proposes additional parking spaces within the City right-of-way along the Caven Street frontage.

The application significantly improves upon the site's existing conditions, conforms to *Employment Areas* and Built Form policies in the Official Plan, and achieves key City objectives such as Vision Zero and Complete Streets through the proposed streetscape improvements.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report prepared by MGM Consulting Inc., dated July 11, 2023. A Geotechnical Report dated April 28, 2023, and Hydrogeological Report dated May 1, 2023, both prepared by Fisher Engineering, were submitted in support of the planning application.

These reports evaluated existing subsurface conditions and the effects of the development on the City's municipal servicing infrastructure and watercourses and provided rationale for any possible new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development.

Engineering and Construction Services staff have reviewed the servicing reports. A provision has been made for final technical details related to servicing to be dealt with before introducing the necessary Bill to City Council for enactment. Additionally, site-specific improvements and connections to municipal infrastructure will be further reviewed and refined through the Site Plan Control application process.

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.

In accordance with Section 42 of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28 requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

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).

The applicant submitted an Arborist Report, prepared by Kuntz Forestry Consulting Inc., dated May 9, 2023, indicating the applicant proposes to remove a total of three

protected trees on private property. An additional two protected trees would be injured from the proposed development which are defined as neighbour-owned trees. The proposed landscape plan shows 11 new trees to be planted within the City boulevard and an additional 11 trees to be planted on private property.

Pursuant to the Private Tree Protection By-law, the owner will be required to submit a tree injury and removal permit application to remove and injure the impacted trees and will be required to fulfill all additional conditions as outlined in the permit.

Prior to Site Plan Control approval, the owner shall submit to the Supervisor, Urban Forestry, Tree Protection and Plan Review, Etobicoke York District, a Tree Planting Security Deposit equivalent of \$583 per tree, equal to the cost of tree planting and maintenance for two years, to ensure the initial planting of new trees within the City-owned road allowance and their survival in a healthy condition. Further, prior to Site Plan Control approval, the owner shall submit confirmation that the tree planting and continuous soil trench infrastructure proposed within the Canmotor Avenue road allowance is approved by the utility providers circulated on the Public Utilities Coordination Committee (PUCC).

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.

Performance measures for the Tier 1 development features will be secured through automobile infrastructure, cycling infrastructure, storage and collection of recycling and organic waste, and soil volume for tree canopy availability. The applicant is proposing 22 Electronic Vehicle parking spaces which is above the minimum requirement of 21. The applicant proposes above the minimum requirement of soil volume through a combination of on-site and City boulevard tree planting areas.

City staff will continue to work with the applicant during the site plan control process to secure additional measures of the TGS, which will be secured through a Site Plan Agreement and registered on title.

Community Consultation

The applicant provided a Public Consultation Strategy Report, prepared by C& Partners Architects Inc., dated July 11, 2023. A virtual community consultation meeting was held for the Zoning By-law Amendment application on July 25, 2023. Community members also had the opportunity to provide written comments to City staff before and after this meeting; however, no written comments were received.

Only one member of the public participated in the virtual meeting, along with the local Councillor's office, the applicant, their consulting team and City staff. City Planning staff presented the planning policy framework and an overview of the application. No comments or concerns were raised by the attendee.

Conclusion

City Planning staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

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

Applicant Submitted Drawings

Attachment 6: Site Plan
Attachment 7: North Elevation
Attachment 8: South Elevation
Attachment 9: East Elevation
Attachment 10: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 15 Canmotor Avenue Date Received: May 24, 2023

Application Number: 23 149933 WET 03 OZ

Application Type: Rezoning

Project Description: A Zoning By-law Amendment application has been submitted for 15 Canmotor Avenue to demolish the existing one-storey restaurant/banquet hall and permit a new two-storey medical office and cardiology centre totaling 1707 square metres of gross floor area and 92 surface level parking spaces within the property.

Applicant

C& Partners
Architects Inc.
720 Bathurst Street
Toronto, ON
M5S 2R4

Agent

C& Partners
Architects Inc.
720 Bathurst Street
Toronto, ON
M5S 2R4

Architect

C& Partners
Architects Inc.
720 Bathurst Street
Toronto, ON
M5S 2R4

Owner

Riverside
Cardiology Real
Estate Holdings
Inc.
31 Queen Anne
Road, Toronto, ON
M8X 1T1

EXISTING PLANNING CONTROLS

Official Plan Designation: Core Employment Areas

Zoning: Employment Industrial (E)

Height Limit (m): 20

Site Specific
Provision: N
Heritage
Designation: N
Site Plan Control
Area: Y

PROJECT INFORMATION

Site Area (sq m): 4188.3 Frontage (m): 103.5 Depth (m): 40.5

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1987.4		901.6	901.6
Residential GFA (sq m):				
Non-Residential GFA (sq m):	1987.4		1707.5	1707.5
Total GFA (sq m):	1987.4		1707.5	1707.5
Height - Storeys:	1		2	2
Height - Metres:	8		10	10

Lot Coverage Ratio (%): 22.2 Floor Space Index: 0.41

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:		
Retail GFA:		
Office GFA:	1707	
Industrial GFA:		
Institutional/Other GFA:		

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

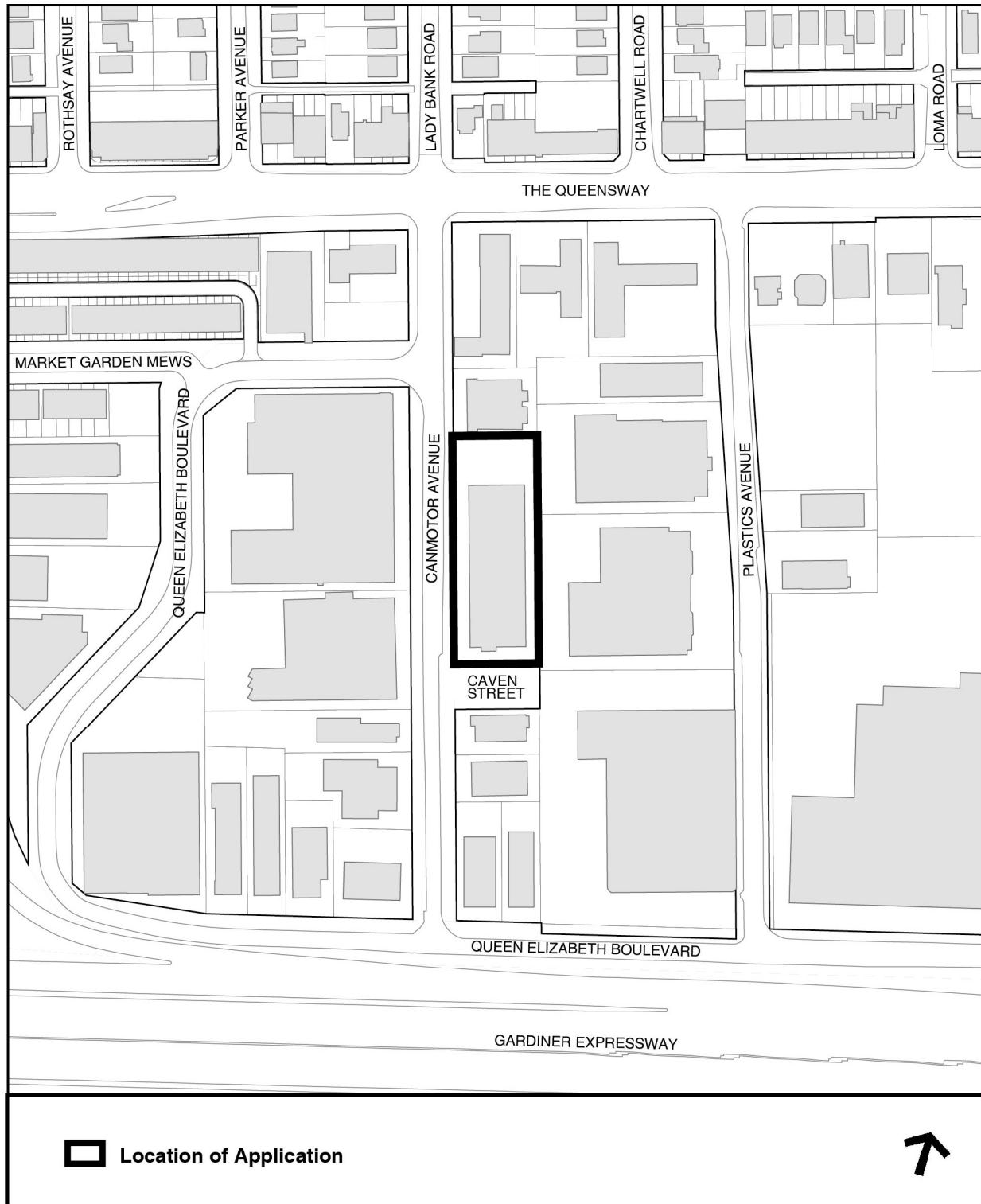
Total Residential Units by Size

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

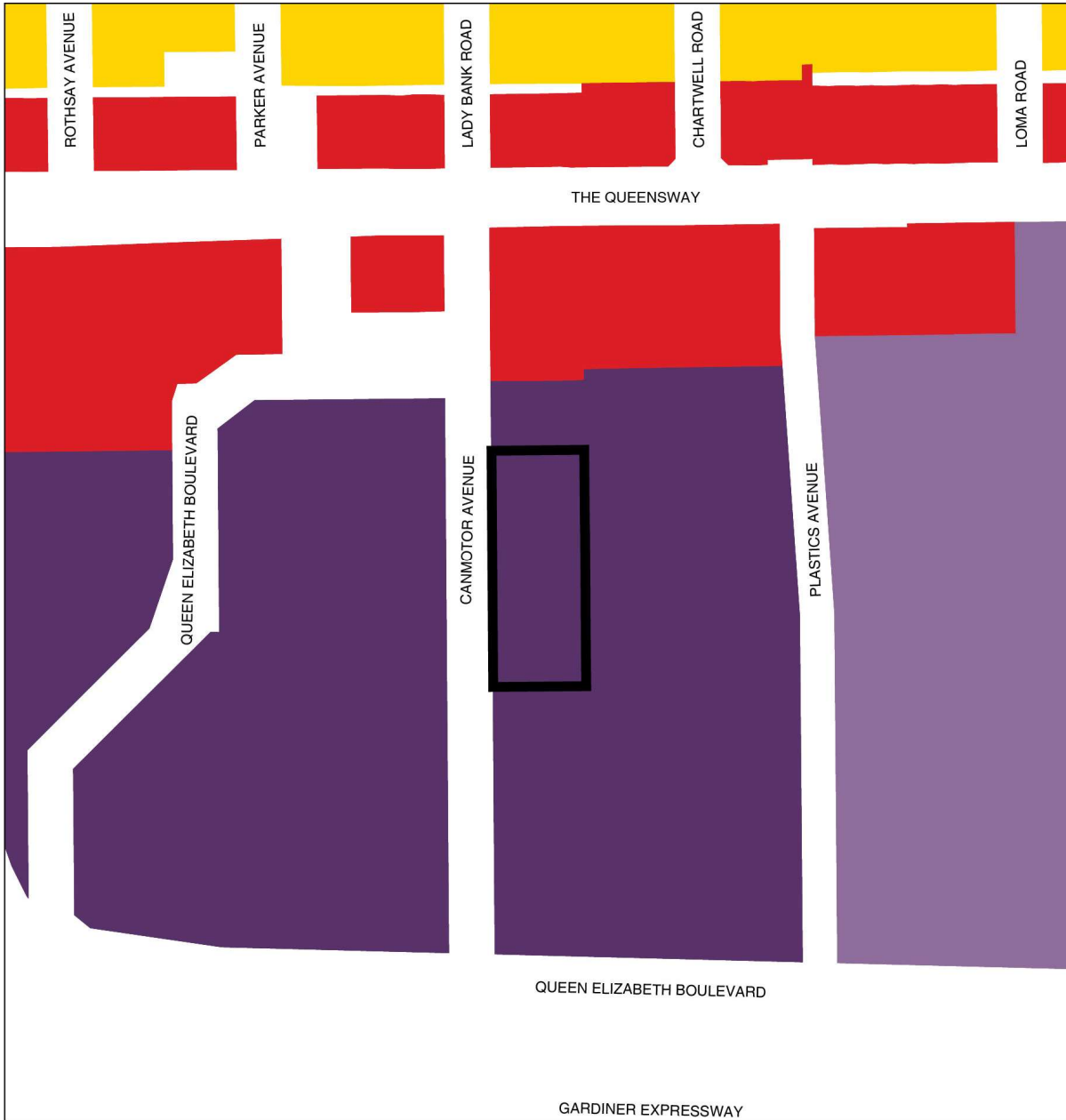
Parking and Loading

Parking Spaces:	92	Bicycle Parking Spaces:	08	Loading Docks:	0
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 15

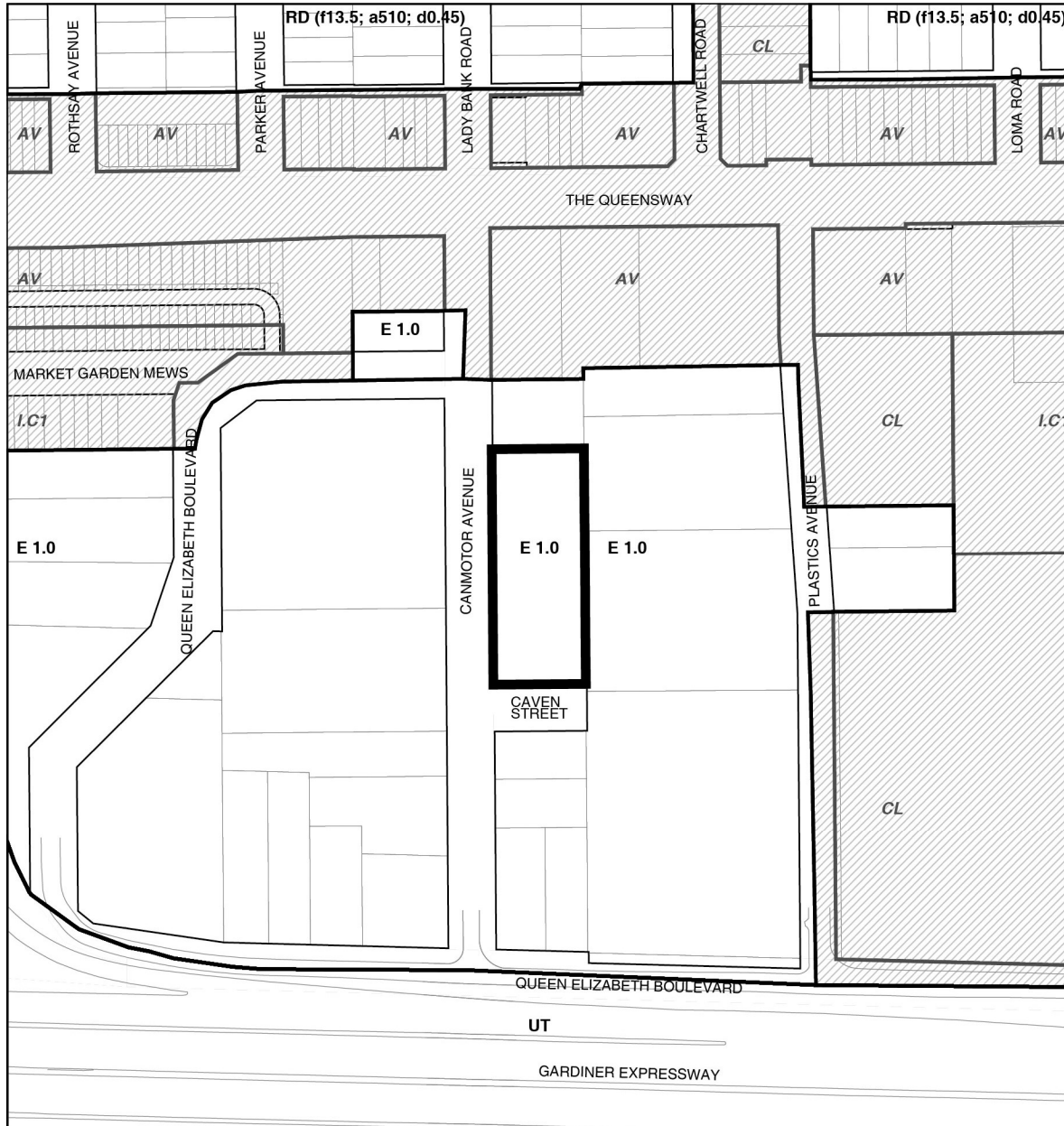
15 Canmotor Avenue
File # 23 149933 WET 03 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  General Employment Areas
-  Core Employment Areas



Not to Scale
Extracted: 05/29/2023


Attachment 4: Existing Zoning By-law Map




Zoning By-law 569-2013

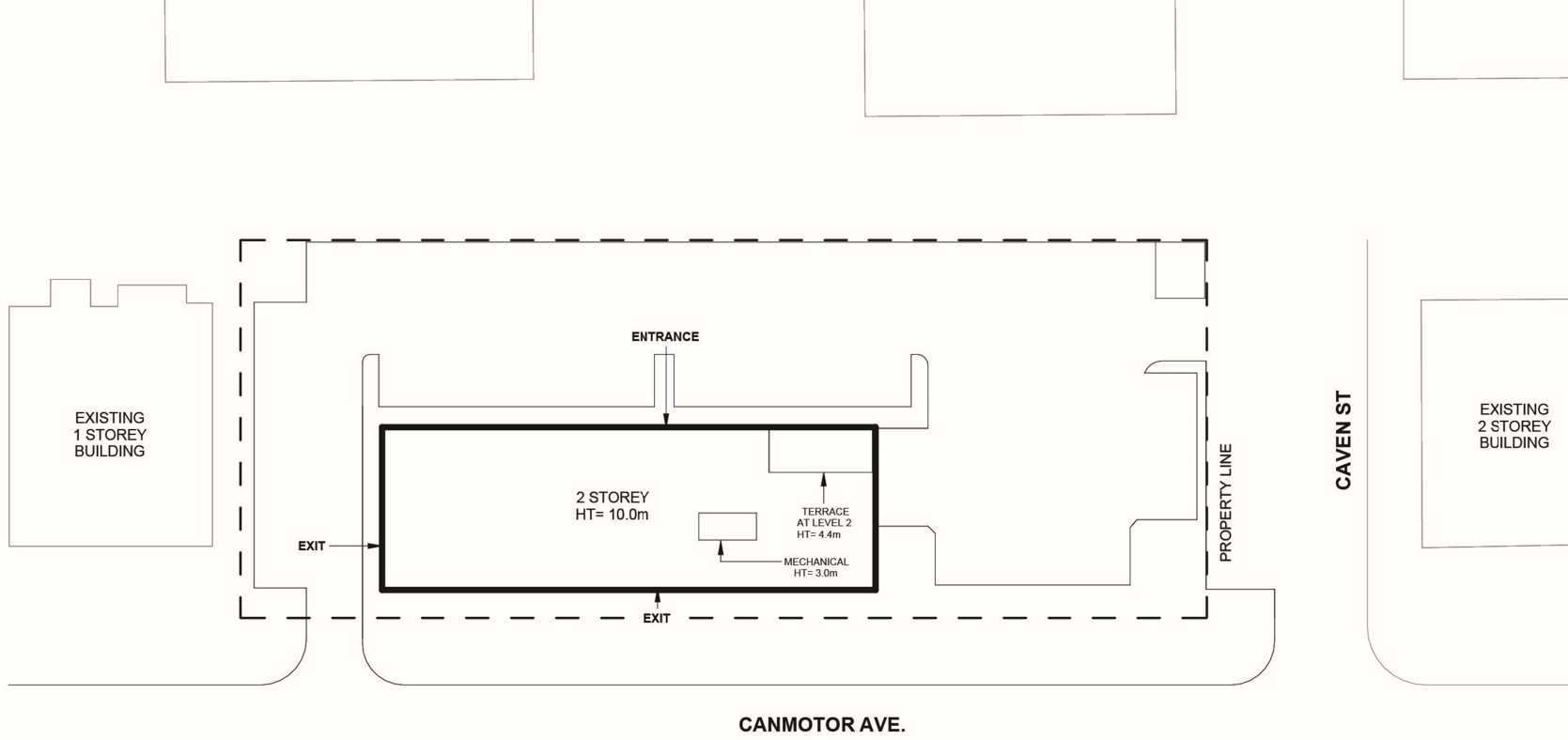
15 Canmotor Avenue

File # 23 149933 WET 03 02

	Location of Application		See Former City of Etobicoke By-Law No. 11,737
RD	<i>Residential Detached</i>	I.C1	Class 1 Industrial Zone
RT	<i>Residential Townhouse</i>	AV	Limited Commercial-Avenues Zone
E	<i>Employment Industrial</i>	CL	Limited Commercial Zone
UT	<i>Utility and Transportation</i>		


 Not to Scale
 Extracted: 05/29/2023

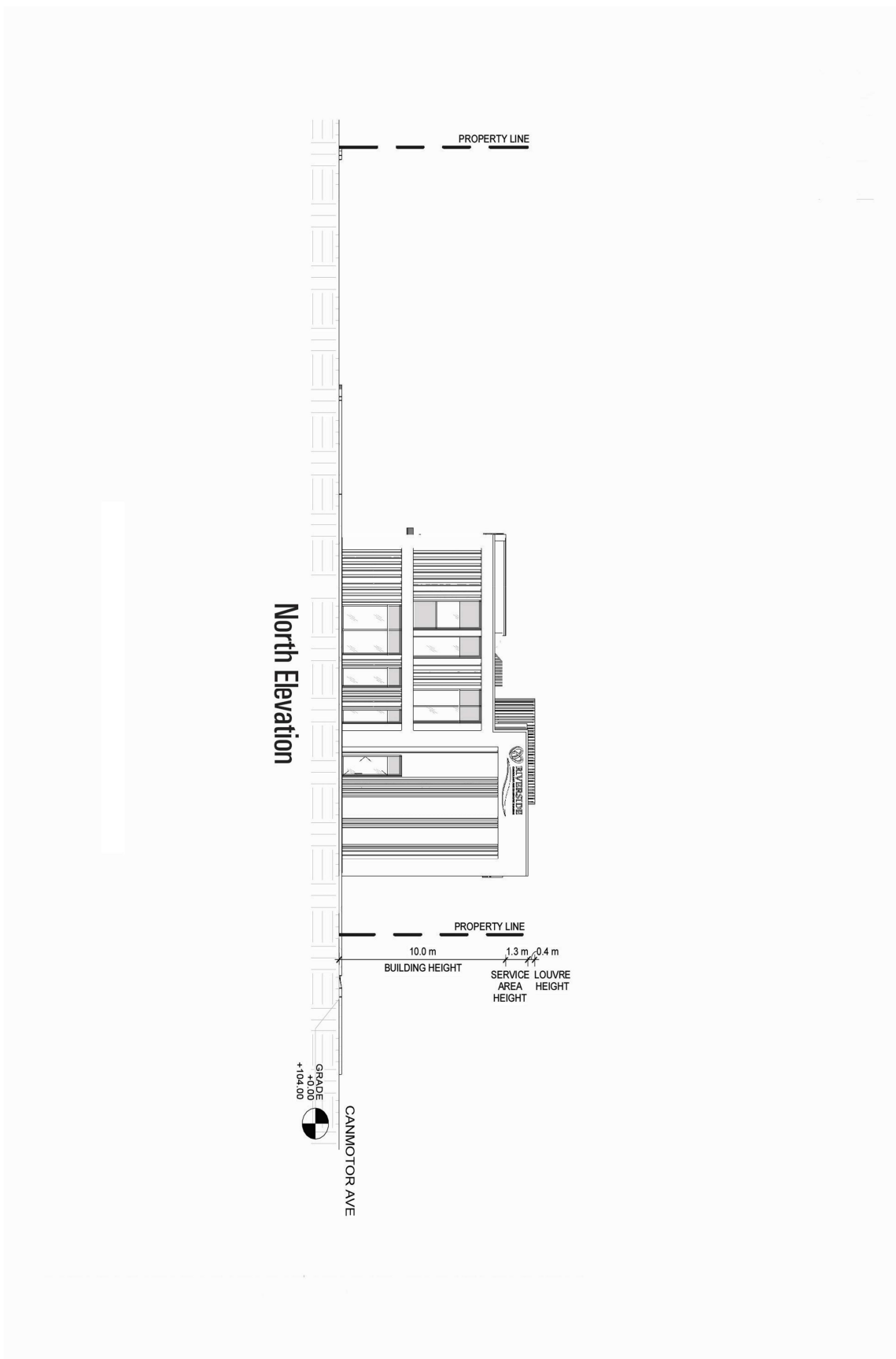
Attachment 5: Draft Zoning By-law Amendment



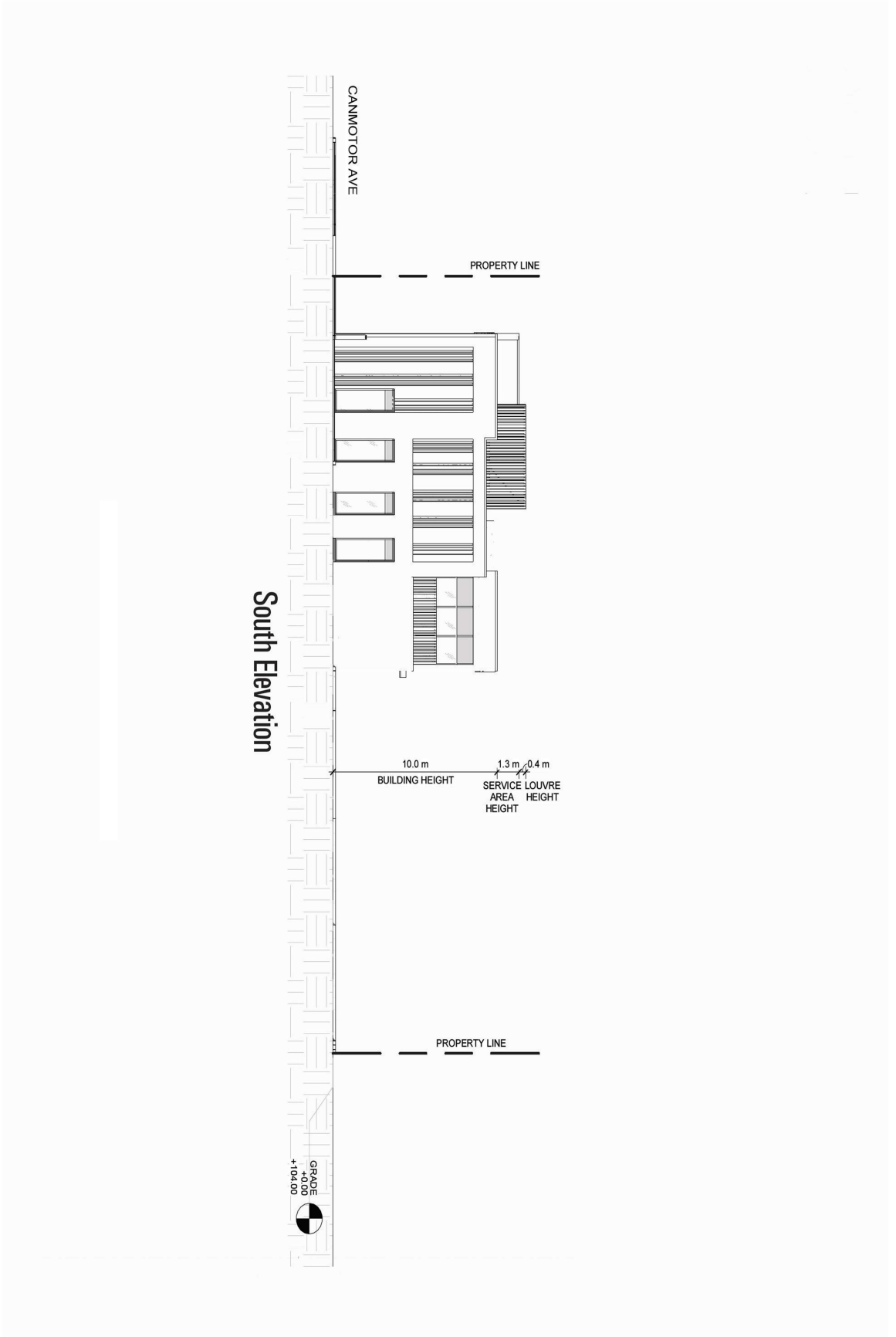
Site Plan



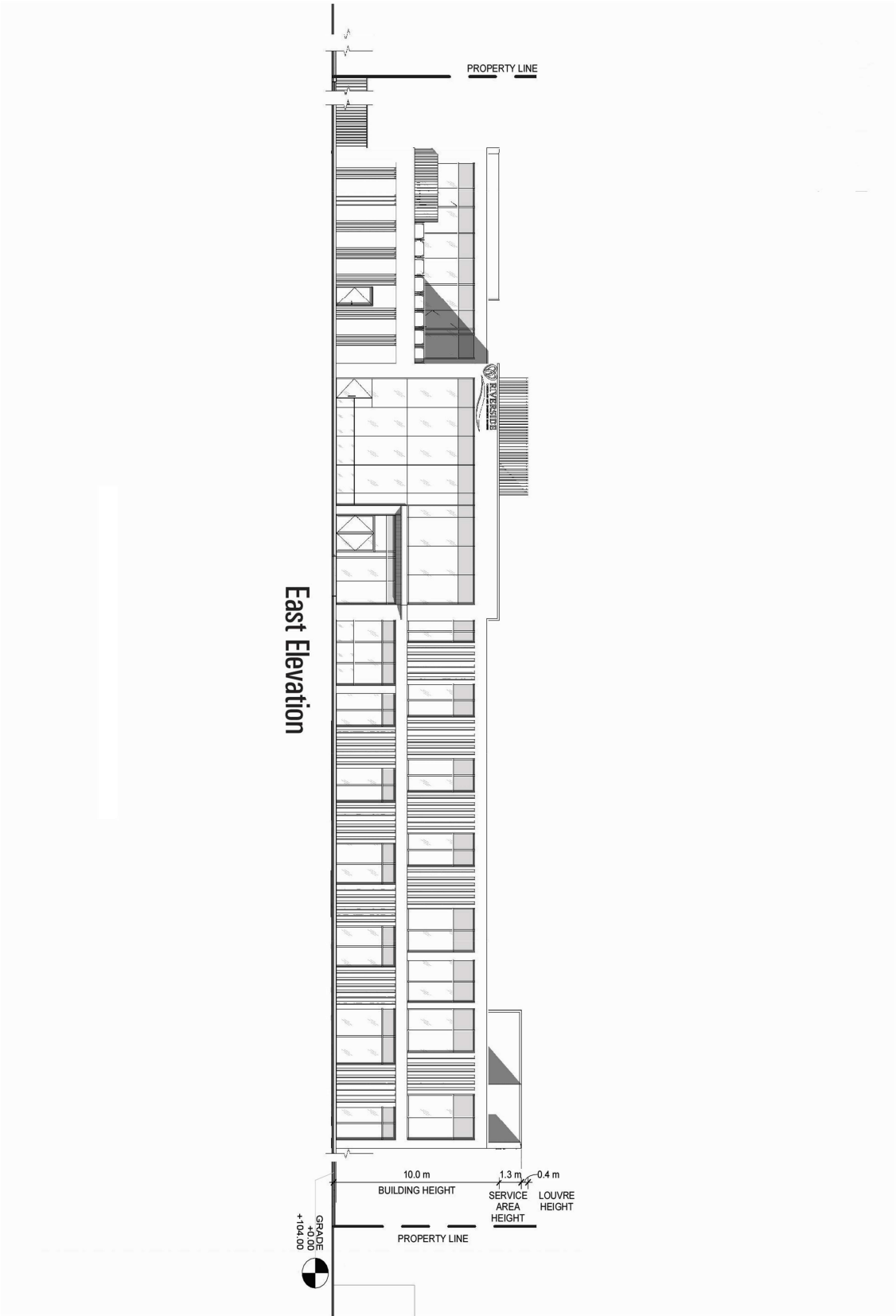
Attachment 7: Elevation (North)

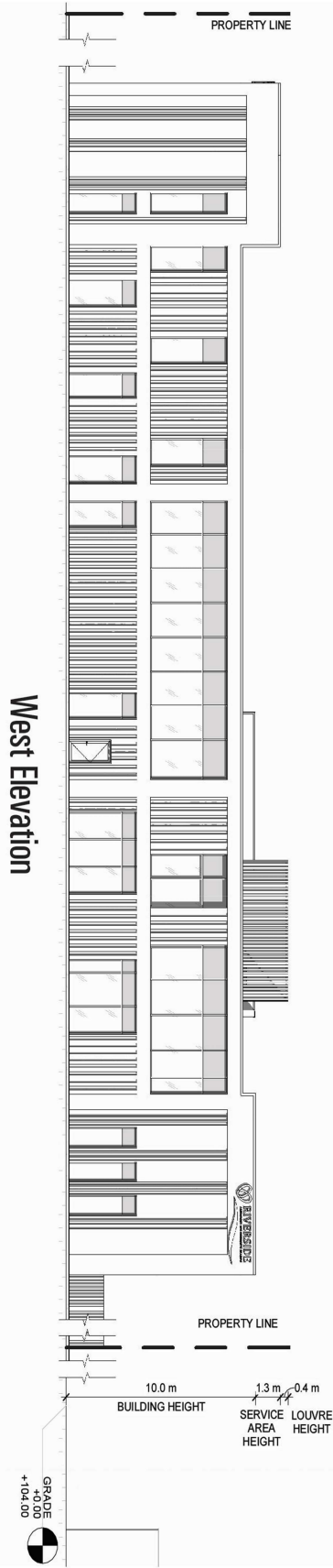


Attachment 8: Elevation (South)



Attachment 9: Elevation (East)





Attachment 10: Elevation (West)