

596 Renforth Drive – Zoning By-law Amendment Application – Decision Report – Approval

Date: September 27, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 2 - Etobicoke Centre

Planning Application Number: 21 192018 WET 02 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit the development of 140 residential units in five stacked, back-to-back, three-storey apartment buildings. The proposed development has a building height of 10.3 metres and a floor space index of 1.6 times the area of the lot.

This report reviews and recommends approval of the application to amend the Zoning By-law. The proposal conforms with the Official Plan and is consistent with the City's urban design guidelines. The proposed development represents an appropriate level of intensification and infill housing that is compatible with the surrounding context.

RECOMMENDATIONS

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

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 596 Renforth Drive 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.

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 meeting on the application was held on November 23, 2020. The application was received on July 30, 2021 and deemed complete on September 17, 2021. A Preliminary Report on the application was adopted by Etobicoke York Community Council on November 22, 2021, and is available [here](#). Staff conducted a Community Consultation Meeting for this application on February 22, 2022, details of which are summarized in the Comments section of this report.

PROPOSAL

Application Description

The application proposes to amend the Zoning By-law to permit the development of 140 residential dwelling units grouped in five blocks of stacked, back-to-back, three-storey apartment buildings (see Attachment 6). The height of the proposed blocks will be 10.3 metres with a 2.9-metre mechanical penthouse providing access to a rooftop terrace. Blocks contain groupings ranging from 20 units to 32 units each. Units which front onto Centennial Park Drive, Centennial Park Gate and Renforth Drive have direct access from those streets. All units within the development have two bedrooms. The proposed development has a total gross floor area of 12,413 square metres and approximately 2476 square metres of soft landscaping.

Vehicular access to the site and the below grade parking is proposed from Centennial Park Gate via a central private driveway between Building Blocks B and C. A total of 177 parking spaces are proposed in an underground parking garage level, including 149 residential parking spaces and 28 visitor parking spaces (including seven accessible parking spaces) and a total of 106 bicycle parking spaces (96 long-term and 10 short-term). Two at-grade lay-by drop-off parking spaces are also proposed for deliveries. One Type G loading space is proposed at-grade.

A shared outdoor amenity area measuring 296 square metres is located south of Block C and west of Block D. In addition, a 50 square metre pet relief area is proposed south of Block D, to be screened from the adjacent underground parking ramp by a landscape buffer. An 80.9 square metre shared indoor craft/woodworking or bicycle repair workshop space is proposed in the below grade garage.

Site and Surrounding Area

The site is located on the west side of Renforth Drive and is occupied by a one-storey building within the east quadrant of the site, formerly used by the Etobicoke Masonic Temple. Within the west quadrant of the site there is a wooded area. The site is bound by Renforth Drive to the east, Centennial Park Road to the west and Centennial Park Gate to the north (see Attachment 2: Location Map). The site is rectangular in shape, with a total lot area of 7785 square metres. The site has a frontage of 55 metres on Renforth Drive, 144 metres on Central Park Gate and 55 metres on Centennial Park Drive.

The surrounding land uses include:

The lands directly to the north of the site, across Centennial Park Gate, are the Centennial Park soccer fields. The built form further north along Renforth Drive consists of a mix of institutional (various schools and community services) uses and one- and two-storey detached and semi-detached residential uses.

The properties directly south of the site consist of one-storey buildings for the Graceview Presbyterian Church and the Revera Centennial Park Place Retirement Residence. Further south towards Rathburn Road is the Centennial Park Town Homes complex with units ranging in height from two to three storeys.

The properties east of the site, on the east side of Renforth Drive, consist of detached one- and two-storey dwellings which front onto the internal local streets.

Directly west of the site is Centennial Park and park trail system.

Reasons for Application

The proposed use and performance standards are not permitted by the in-force former City of Etobicoke Zoning Code and city-wide Zoning By-law 569-2013. The application proposes to amend city-wide Zoning By-law 569-2013 to permit the proposed Residential Multiple use through establishing site-specific performance standards including building height, number of storeys, main wall separation distances, building setbacks and parking rates.

APPLICATION BACKGROUND

Application Requirements

The materials and studies submitted in support of the application can be found by visiting the [Application Information Centre](#).

Agency Circulation Outcomes

The application together with applicable materials and submitted studies 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 & 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.

Official Plan

The land use designation for the site is *Neighbourhoods* on Map 14 of the Official Plan. See Attachment 3 of this report for the Land Use Map. Additionally, Renforth Drive is identified as a major street on Map 3 of the Official Plan. 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](#).

Zoning

The site is zoned Institutional General (I) under Zoning By-law 569-2013. The Institutional General zoning category permits a range of uses such as art galleries, community centres, libraries, religious residences, retirement home, and wellness centres, among other uses. The zoning on the site permits a maximum building height of 15 metres. The maximum permitted lot coverage on the site is 35 percent of the total lot area. See Attachment 4 of this report for the existing Zoning By-law Map.

The site is also subject to the former City of Etobicoke Zoning Code and is zoned Limited Commercial (CL). Despite the uses permitted in the CL zone, there is a site-specific by-law (13,550) applicable for the site. By-law 13,550 specifies that only institutional buildings are permitted on the site.

Toronto/Lester B. Pearson International Airport Zoning Regulations

The site is subject to the Toronto/Lester B. Pearson International Airport Zoning Regulations (Government of Canada Regulation SOR/99-123). The site is subject to obstacle zoning restrictions, which provides for a maximum allowable elevation above sea level resulting in a height limit for any proposed development on the lands. The maximum allowable elevation is 219.49 metres above sea level for the site.

Design Guidelines

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

- Townhouse and Low-Rise Apartment Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings; and
- Streetscape Manual.

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 TGS.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has been received and was deemed complete on April 29, 2022 (file number 22 139974 WET 02 SA) and is currently under review.

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

The Official Plan envisions lands within the *Neighbourhoods* designation to remain stable over time, while allowing for redevelopment and new development that respects and maintains the existing character of the surrounding neighbourhood. Allowable residential uses within the *Neighbourhoods* designation include low-scale residential uses such as detached dwellings, semi-detached dwellings, townhouses and walk-up apartments that are no higher than four storeys. Significant change is not intended in these areas of the city, and where new development is proposed, the Built Form policies of the Official Plan emphasize the importance of ensuring that new development fits within its existing and/or planned context, while limiting impacts on neighbouring streets, parks and open spaces. The *Neighbourhoods* policies establish a number of site-related development criteria that must be met. The Official Plan also states that a full range of housing should be provided and maintained to meet the needs of current and future residents.

The proposed development conforms to the policy direction for gentle intensification which maintains the residential character of the neighbourhood along a major street and represents an appropriate use of land in the *Neighbourhoods* designation in the Official Plan.

Density, Height, Massing

The proposed development introduces an appropriate scale of intensification in the form of three-storey apartment buildings containing stacked, back-to-back units, in keeping with Official Plan policy 4.1.5 due to its location along Renforth Drive. Official Plan policy 4.1.5 allows lands fronting onto major streets to be considered for a more intense form of development. Lands fronting onto major streets are typically distinct from lands within the interior of a neighbourhood through differing lot patterns, better access to transit, exposure to greater traffic volumes, and adjacency to developments of varying heights, massing and scale.

Section 3.1.3 of the Official Plan addresses built form considerations and directs new infill development to be designed to fit with the existing and planned context of the neighbourhood, provide appropriate transition to adjacent parks and open spaces, and support a lively public realm by fronting building entrances along public streets. Policy 3.1.3.8 directs development that is adjacent to a park or open space to be designed to provide good transition in scale to the parks or open spaces in order to provide access to direct sunlight and daylight.

Official Plan section 3.1.4 discusses building scale and typology. Low-rise apartment buildings, under four storeys, are considered to provide a desirable form of grade-related housing that can provide a more intensive form of development than detached or semi-detached housing, while maintaining compatibility with lower-scale areas. Policy 3.1.4.2 (c) directs that daylight and privacy should be maintained at ground floor units by providing appropriate separation distances and building heights. The proposed building separation distances and proposed heights are considered appropriate as they fit within the existing and planned context along a major street, are compatible with the low-rise one- and two-storey buildings to the south and east, and maintain good access to light and privacy for residents. The proposed development also provides an appropriate scale of transition to the park and open spaces, and, in keeping with policy 3.1.4.2 (a), it provides active street frontages along all three public roads with unit entrances fronting onto each of Renforth Drive, Centennial Park Gate and Centennial Park Road.

Transportation Impacts, Access, Parking

A Transportation Impact Study prepared by BA Consulting Group, dated June 2021, and an addendum dated December 2022, were submitted in support of the Zoning By-law amendment application. Staff are satisfied that the projected increase in vehicular trips generated by the proposed development can be adequately accommodated by the existing road network.

Official Plan policy 3.1.3.4 directs development to locate and organize vehicle access, parking, loading and servicing to minimize the impact on the public realm. All vehicular access to the site is through a single driveway access curb-cut along Centennial Park Gate leading to an interior driveway, which connects to the underground parking ramp and Type G loading space to the rear of the site. All parking except for a lay-by pick-up and drop-off area is located underground, accessed through a ramp at the interior, rear end of the lot and screened from public view by way of its location. No surface parking is proposed, aside from the lay-by parking area. Further, an elevator will be incorporated into the design to connect the underground parking to the outdoor amenity area and interior walkway in order to support accessibility on the site.

Transportation Services and Transportation Planning staff identified revisions to improve the pedestrian experience, reduce transportation impacts and support a functional site and vehicle circulation pattern, and these revisions have been made to the proposal, including:

- Provision of a dedicated pick-up and drop-off lay-by parking area at-grade to accommodate ride share and food delivery vehicles, to ensure these functions do not disrupt the public right-of-way;
- the establishment of a minimum resident parking rate of one parking space per dwelling unit;
- the establishment of a minimum visitor parking rate of 0.2 parking spaces per dwelling unit;
- overall reduction in vehicular parking spaces to meet new City of Toronto standards;
- new 2.1-metre sidewalk along Centennial Park Gate and a new curb-bump at the intersection of Centennial Park Gate and Centennial Park Road to provide a safer pedestrian crossing;
- provision of tactile walking surface indicators at the intersection of Renforth Drive with Centennial Park Gate and the intersection of Centennial Park Road and Centennial Park Gate; and
- provision of bicycle lanes along Centennial Park Gate.

The proposed development provides 149 resident parking spaces and 28 visitor parking spaces, exceeding the required minimum residential parking rate and meeting the minimum visitor parking rate.

Zoning By-law 569-2013 also requires the provision of accessible parking spaces. The proposed development provides seven accessible parking spaces, exceeding the required minimum. Accessible parking spaces must be a minimum of 3.9 metres by 5.6 metres. The proposed accessible parking spaces meet these dimensional requirements.

Bicycle Parking

A total of 106 bicycle parking spaces are proposed on the site, with 96 spaces proposed for long term bicycle storage and ten spaces for short-term bicycle parking. The proposed development is providing the minimum required number of bicycle parking spaces.

Road Widening

There are no road widenings required. Six-metre corner roundings are required at the intersections of Renforth Drive and Centennial Park Gate and Centennial Park Road and Centennial Park Gate. These will be dedicated to the City at a nominal sum.

Streetscape

The site has frontage on three public roads, including Renforth Drive on the east, Centennial Park Gate to the north and Centennial Park Road to the west. Existing public sidewalks along all three public roads are to be removed and reconstructed as new 2.1-metre-wide public sidewalks free of any obstructions. A 3.8-metre landscaped boulevard is proposed along a portion of Renforth Drive. Ten trees are proposed to be planted within the landscaped boulevard to help meet sustainability objectives and enhance the comfort for pedestrians along the street. The existing curb-cuts along Centennial Park Gate and Renforth Drive are proposed to be removed and replaced with newly re-constructed curbs to City standards. A new curb-cut along Centennial Park Gate will provide vehicular access to the site.

The landscaped boulevard tapers towards the intersection of Centennial Park Gate and Renforth Drive to meet the newly reconstructed pedestrian sidewalk. Two 3.3-metre lanes, one each for left turning vehicles and right turning vehicles, are proposed to be provided at the Centennial Park Gate and Renforth Drive intersection. New bicycle lanes are proposed along Centennial Park Gate to connect with the existing bicycle lane along Renforth Drive.

Unit entrances fronting onto the public street connect directly to the public sidewalk in keeping with Official Plan policy 3.1.3.1 (c) which directs locating main building entrances on the prominent building facades so that they face onto the public street, park or open spaces, and are clearly visible and directly accessible from a public street.

Amenity Space

The proposed development includes 296 square metres of outdoor amenity space and 80.9 square metres of indoor amenity space. An additional 50 square metres of space for pet relief is also provided outdoors.

The outdoor amenity space is located to the rear and centre of the development, adjacent to both Building C and Building D. Both the outdoor amenity area and the pet

relief area are accessible via an internal concrete walkway running along the interior driveway off of Centennial Park Gate.

The indoor amenity space is provided within the underground parking garage, and is proposed as a craft/woodworking and bicycle repair room.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Implementation Report prepared by Counterpoint Engineering, dated July 2021, with subsequent revisions and a Hydrogeological Report prepared by Groundwater Environmental Management Services Inc., dated June 2021, with subsequent revisions, in support of this development application.

The purpose of these reports is to evaluate existing sub-surface 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 the municipal sewer infrastructure to service the proposed development without any external upgrades or retrofits.

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 which are the subject of this application are in an area with more than 28 square metres of local parkland per 1000 people, comparable to the city-wide average provision of 28 square metres of parkland per 1000 people. The site is approximately a 50-metre walk from Centennial Park, a 214-hectare regional park.

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, 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.

Archaeological Assessment

Archaeological Resource Assessments were undertaken to identify and evaluate the presence of archaeological resources. The Stage 1 Archaeological Assessment concluded that there was a high possibility of Indigenous and Euro-Canadian archaeological resources being present on the site; therefore, a Stage 2 Archaeological Resource Assessment was recommended. The Stage 2 Archaeological Assessment

entailed a test-pit survey which found no archaeological resources and concluded that further testing was not required.

Staff reviewed the Stage 1 and Stage 2 Archaeological Resource Assessments and agree with the conclusions of the reports' authors. Any conditions, to provide for possible archaeological resources found during construction, can be made at Site Plan Control approval stage.

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 injury of one by-law protected City street tree and the injury of one and removal of nine by-law protected privately owned trees.

Urban Forestry received a landscape plan indicating 37 new planting trees within the site and 11 trees on right-of-way. The applicant must comply with Tier 1: Ecology elements of the Toronto Green Standard, Version 3. Submitting satisfactory plans/revisions will be a condition of Urban Forestry's approval of the subsequent Site Plan Control application.

School Boards

Both the Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) staff have reviewed the development proposal. The local TDSB schools in the area include Wellesworth Junior School, Hollycrest Middle School and Silverthorn Collegiate Institute. Local TCDSB schools include Nativity of Our Lord Catholic School, Michael Power/St. Joseph High School and Bishop Allen Academy.

TDSB staff determined that there may be insufficient capacity to accommodate students from the proposed residential development at Hollycrest Middle School. TCDSB staff determined that local secondary schools are already at capacity, whereas sufficient capacity exists within local elementary schools.

The TDSB requests that the owner be required to erect a sign on-site to communicate the accommodation situation and that warning clauses be included in purchase-of-sale/lease/rental/tenancy agreements. As the proposed development is across the street from Hollycrest Middle School, located at 630 Renforth Drive, the TDSB provided construction mitigation measures to be secured through Site Plan Control.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS), which 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. 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 or Registered Plan of Subdivision.

Performance measures for the Tier 1 development features to be secured through the site-specific zoning include electric vehicle parking, soil volume on site and solid waste storage rooms. 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.

Noise and Air Quality

The subject property lies within the 25-30 Noise Exposure Forecast/Noise Exposure Projection (NEF/NEP) of the composite contour map for Toronto Pearson International Airport. The site lies outside the Airport Operating Area. The proximity to the airport results in a high level of exposure to aircraft noise and potential for adverse air quality impacts. To assess the potential impacts of these adverse environmental conditions, an Environmental Noise Assessment, prepared by YCA Engineering Ltd., dated July 2021, and an Air Quality Review, prepared by SLR Consulting Ltd., dated April 2023 were submitted. These reports were reviewed on behalf of the City by an external peer reviewer.

The Environmental Noise Assessment found that air and road traffic surrounding the development would result in noise levels that may be higher than the applicable limits. Mitigation measures in the form of mandatory air conditioning for each unit within Block E, and provision to provide air conditioning for each unit in Blocks A, B, C and D were recommended. Sound Transmission Class (STC) ratings for windows, walls and roof at each floor of the development were recommended, summarized within the Environmental Noise Assessment report. Warning clauses to be included in all offers of purchase, sale and lease informing potential residents and buyers of the noise levels are also recommended.

The Air Quality Review found that no sources with potential air emissions were found in the vicinity of the development, and no mitigation measures are required.

Community Consultation

A virtual community consultation meeting was held for this application on February 22, 2022. City staff, the Ward Councillor, the applicant's team along with approximately 34 members of the public were in attendance. Community members also wrote to City staff with comments following the community consultation meeting. Key comments and concerns raised at the community consultation meeting included:

- Concerns with impacts of the additional noise generated by the proposed development on existing residents;

- Concerns with introducing more residential units within the flight path and potential impacts of noise and pollution on new residents;
- Concerns with the impact of additional traffic in the area, and particularly with respect to increased traffic in an area with multiple schools and students in close proximity;
- Concerns with the proximity of the development to Centennial Park and the potential of the development to exacerbate existing traffic congestion and a lack of parking in the area;
- Questions regarding the strategies to mitigate noise impact during construction on the residents of the neighbouring retirement home;
- Concerns with compatibility of the proposed building typology with surrounding residential buildings;
- Concerns that the development represents an over-development of the site;
- Questions whether the proposed development is providing any affordable units;
- Concerns with the level of public consultation and questions on how to provide feedback to the planning review process;
- Concerns that the site is being converted from a public use site to a private use;
- Concerns about the overall increase in density in the community, lack of investment in community facilities, and the larger impacts this could have on the community, including but not limited to the development proposal in question;
- Concern that the proposed development may limit/restrict access to Centennial Park;
- Recommendation to increase setbacks along public street frontages and provide open views throughout the development site to Centennial Park;
- Questions about the choice to only provide two-bedroom units;
- Questions about any community benefits related to the proposal; and
- Questions on the details of the proposal, such as the number and configuration of units, planned start date of construction, and estimated cost and tenure of the new units.

City Planning staff worked with the applicant to address these concerns, where feasible. Features on the site to address community concerns include: introducing a lay-by parking area in order to contain the development's traffic circulation on the site; securing improvements to the streetscape, additional bicycle lanes and boulevard tree planting to create a safe and comfortable pedestrian and cyclist experience along the public realm; and maintaining open views throughout the site and a direct connection of street-facing units with the street to mitigate any visual block the site may create between the surrounding areas and Centennial Park.

Conclusion

The proposal is consistent with the PPS (2020), conforms to the Growth Plan (2020) and conforms to the Official Plan. Staff worked with the applicant to secure improvements to the public realm surrounding the site, contain traffic circulation on the site, provide an elevator and accessible parking spaces within the development, and

provide a pet relief area on site. The proposal would provide new infill housing at an appropriate scale along a major street.

Staff recommend that Council approve 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 7a: Block A Elevations
Attachment 7b: Block B Elevations
Attachment 7c: Block C Elevations
Attachment 7d: Block D Elevations
Attachment 7e: Block E Elevations

Attachment 1:

APPLICATION DATA SHEET

Municipal Address: 596 Renforth Drive Date Received: July 30, 2021

Application Number: 21 192018 WET 02 OZ

Application Type: Rezoning

Project Description: Proposed Zoning By-law Amendment to redevelop the site with a 140 unit, stacked, back-to-back, three-storey townhouse development, grouped in five blocks.

Applicant	Architect	Owner
Aisha Jallow Bousfields Inc. 3 Church Street, Suite 300 Toronto, ON, M5E 1M2	Vincent J. Santamaura Vincent J. Santamaura Architect Inc. 23 Parnell Crescent, Whitby, ON, L1R 2L4	Jared Bensky Vogue Wycliffe (Renforth) Ltd. 1118 Centre Street. Suite 208 Thornhill, ON, L4J 7R9

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	(I) Institutional General Zone	Heritage Designation:	N
Height Limit (m):	15.0 m	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 7,785 Frontage (m): 55 Depth (m): 144

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	253		3,430	3,430
Residential GFA (sq m):			12,413	12,413
Non-Residential GFA (sq m):	253			
Total GFA (sq m):	253		12,413	12,413
Height - Storeys:	1		3	3
Height - Metres:	5		10.3	10.3

Lot Coverage Ratio (%) 44 Floor Space Index: 1.6

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	12,413	6,669.8
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			140	140
Other:				
Total Units:			140	140

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:				140	
Total Units:				140	

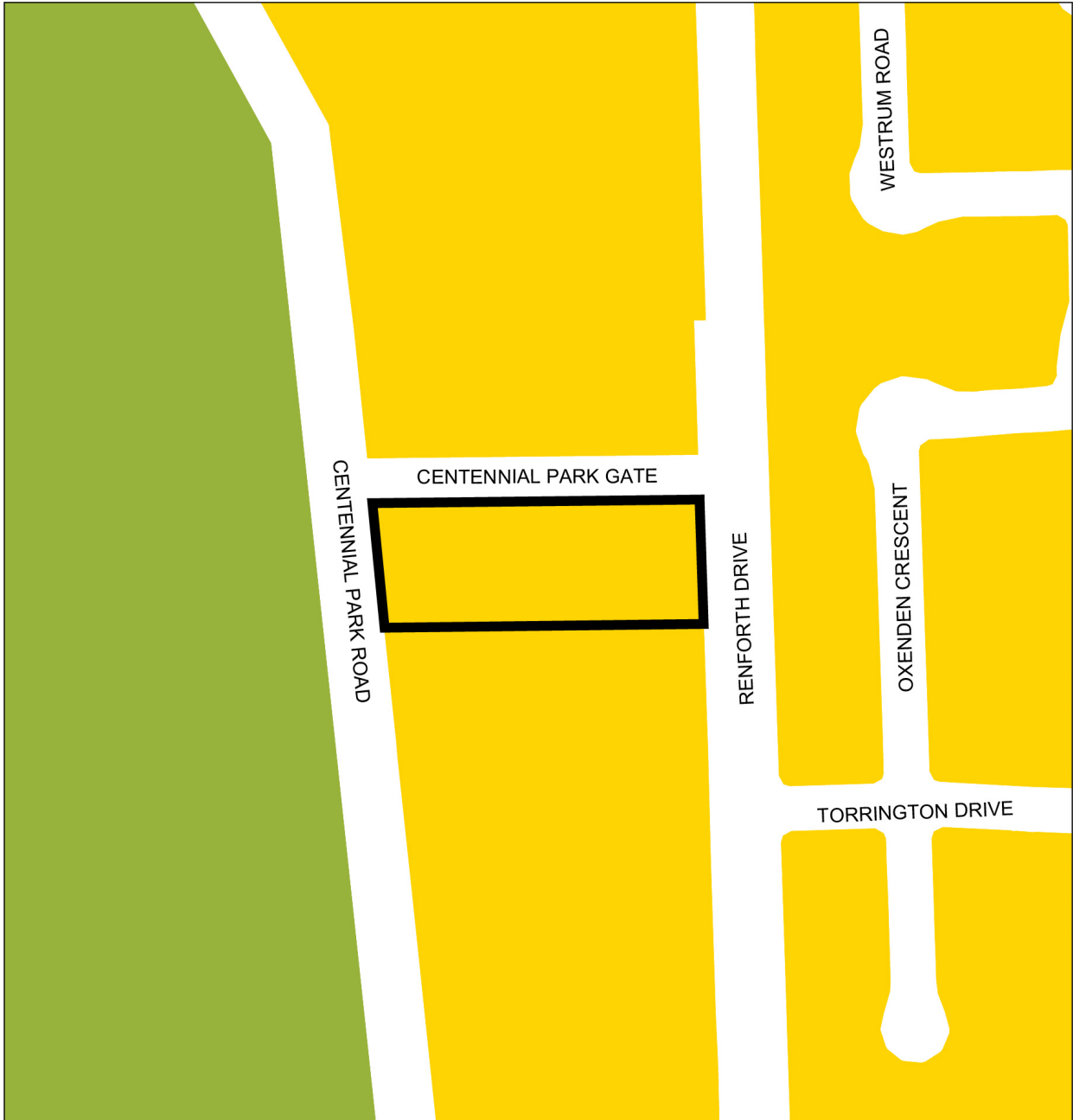
Parking and Loading

Parking Spaces:	177	Bicycle Parking Spaces:	106	Loading Docks:	1
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #14

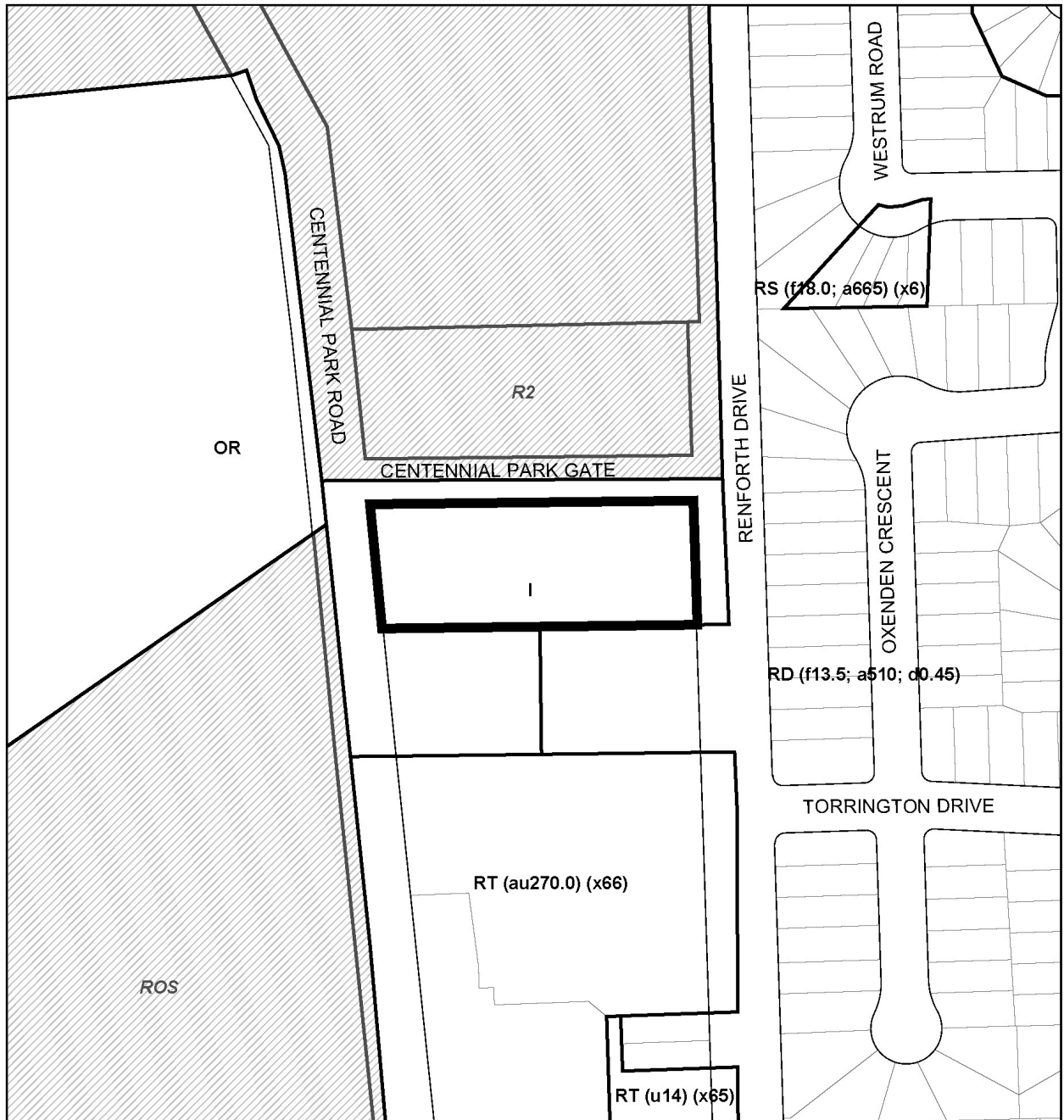
596 Renforth Drive
File # 21 192018 WET 02 0Z

-  Location of Application
-  Neighbourhoods
-  Parks



Not to Scale
Extracted: 08/03/2021

Attachment 4: Existing Zoning By-law Map




Zoning By-law 569-2013

596 Renforth Drive

File # 21 192018 WET 02 0Z

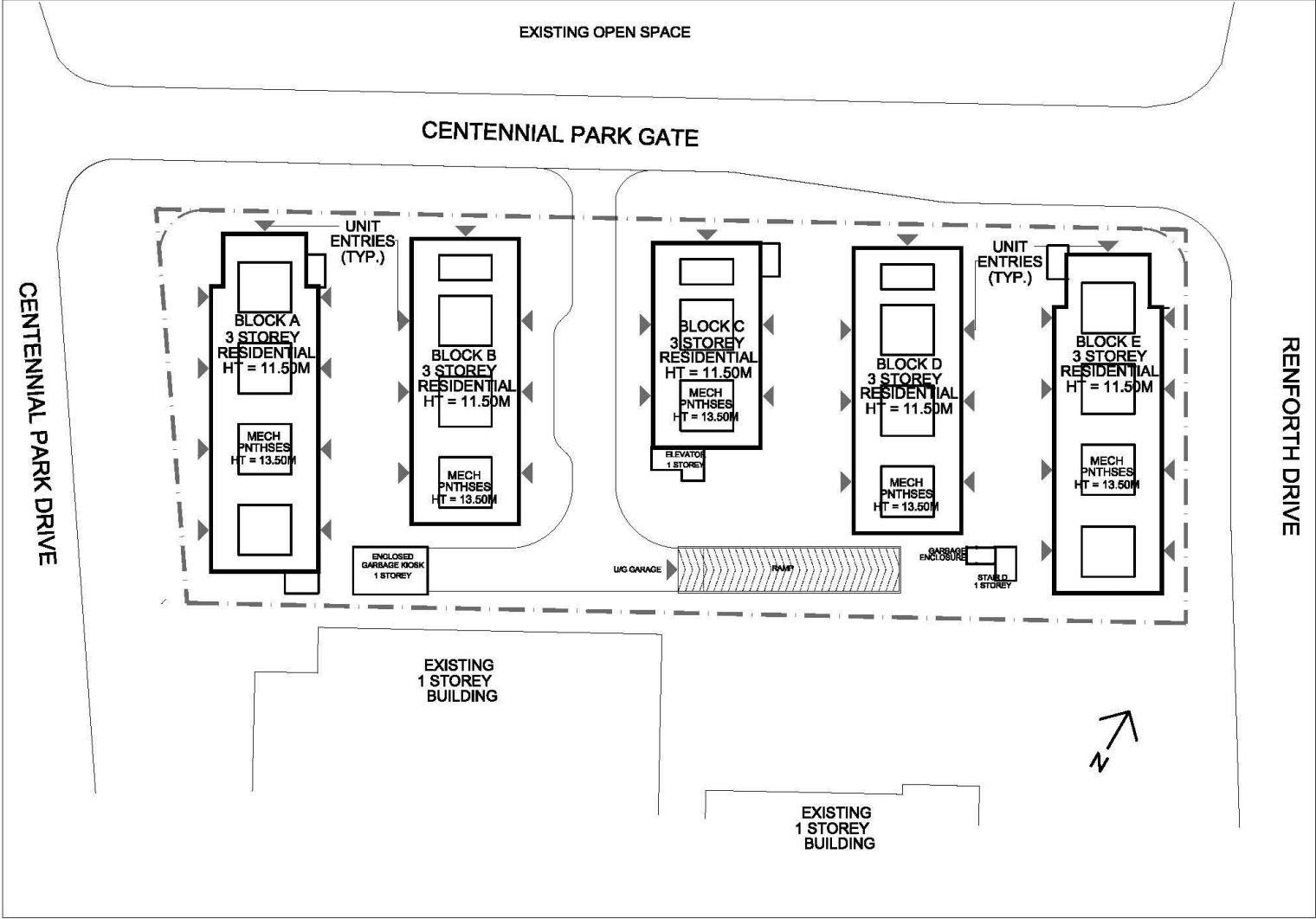
-  Location of Application
- RD** Residential Detached
- RS** Residential Semi-Detached
- RT** Residential Townhouse
- I** Institutional
- OR** Open Space Recreation

-  See Former City of Etobicoke By-Law No. 11,737
- R2** Second Density Residential Zone
- ROS** Regional Open Space Zone
- A.8** Agricultural Minimum Lot Area 0.8ha

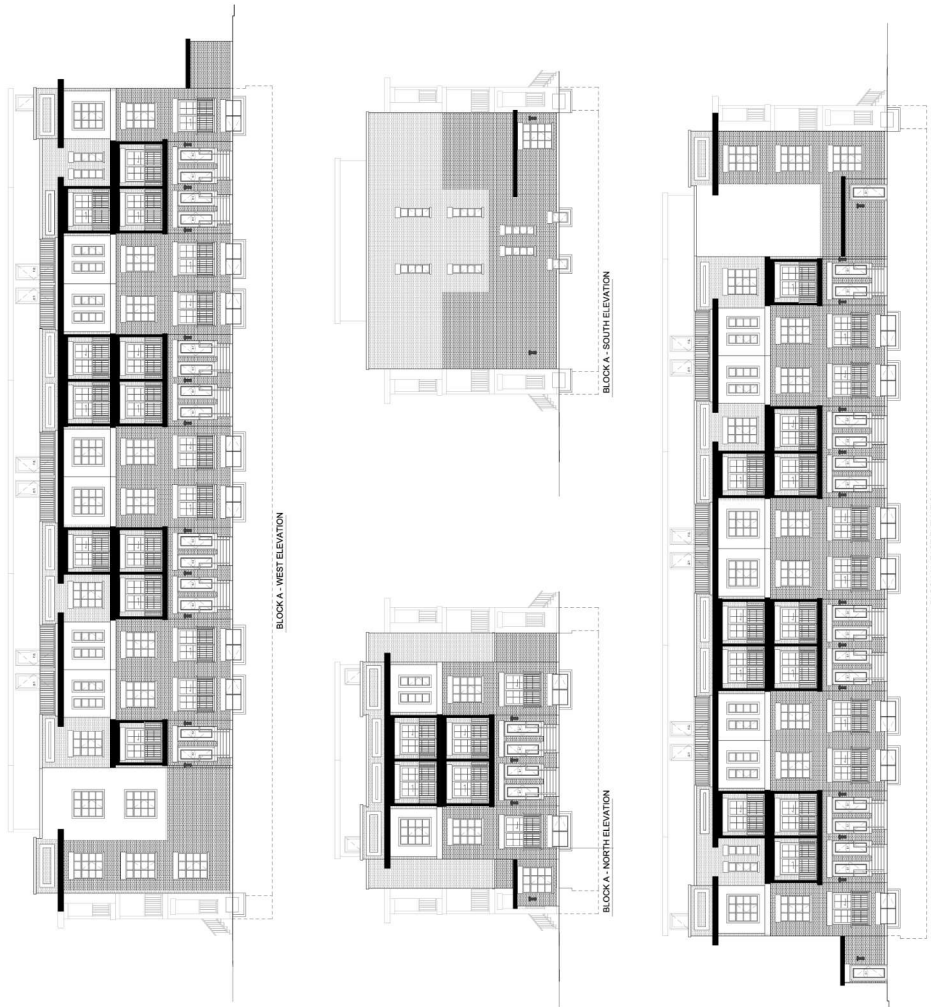


Not to Scale
Extracted: 08/03/2021

Attachment 5: Draft Zoning By-law Amendment
(Attached under separate cover)

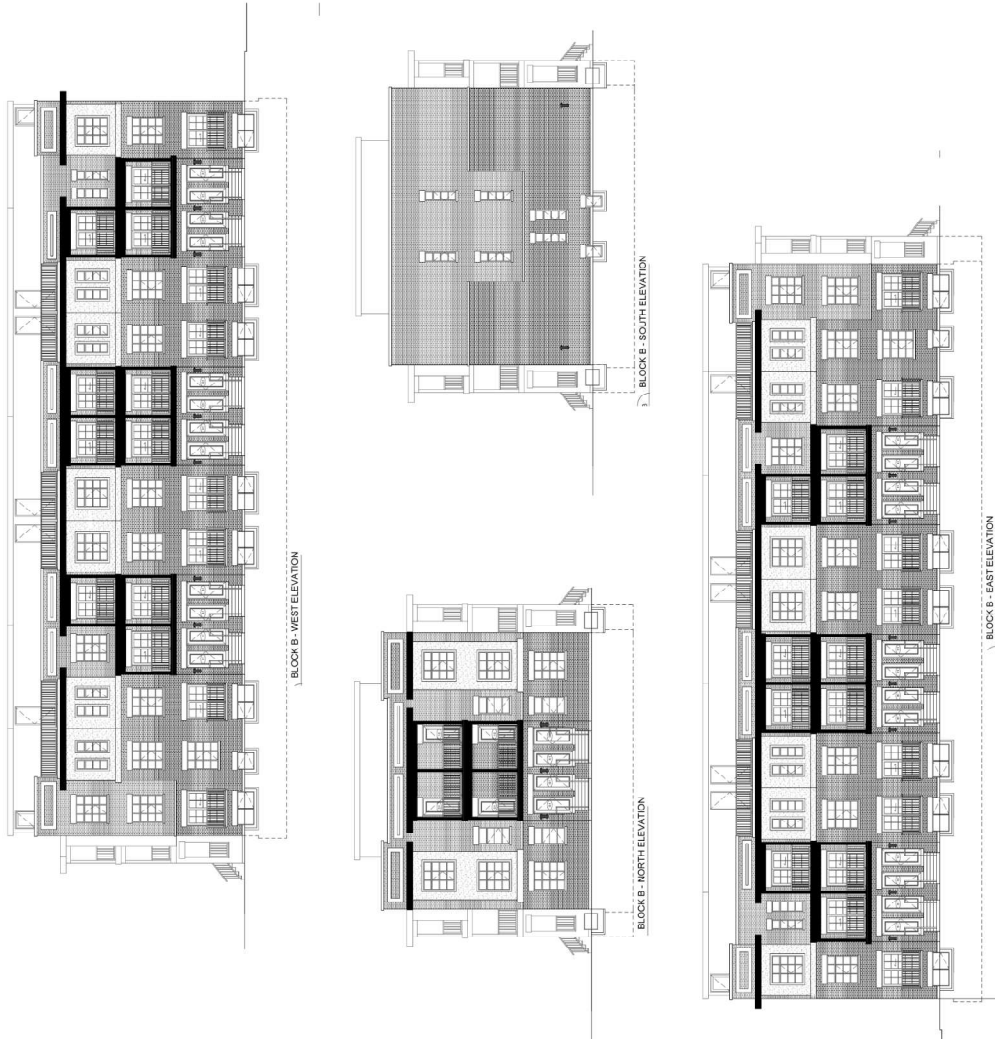


Attachment 7a: Block A Elevations



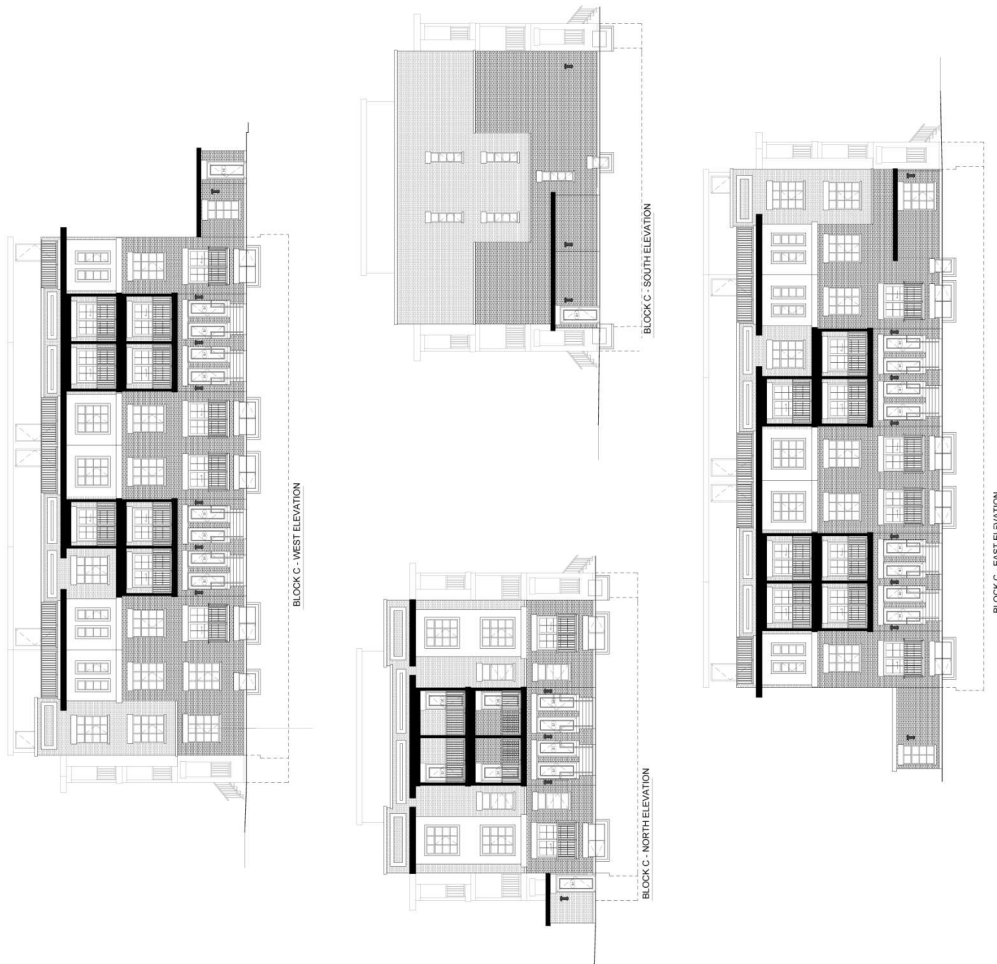
Block A Elevations

Attachment 7b: Block B Elevations



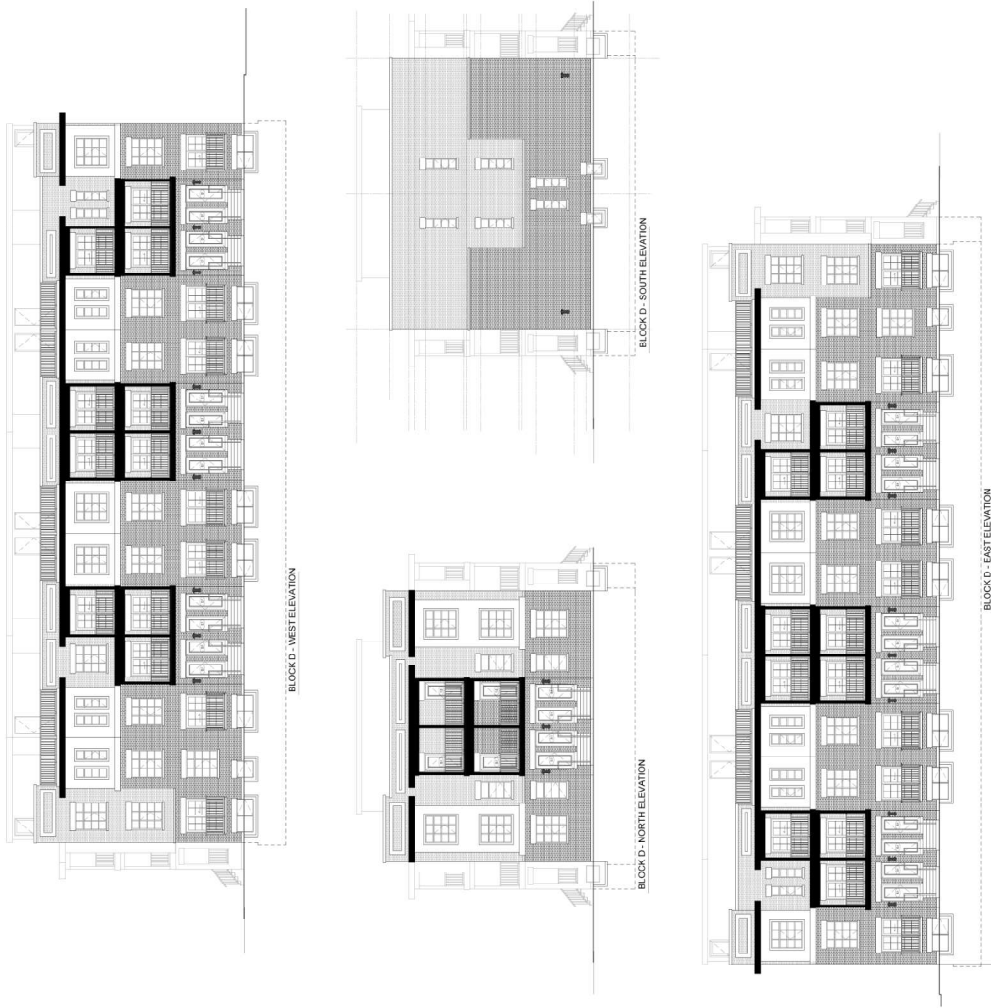
Block B Elevations

Attachment 7c: Block C Elevations



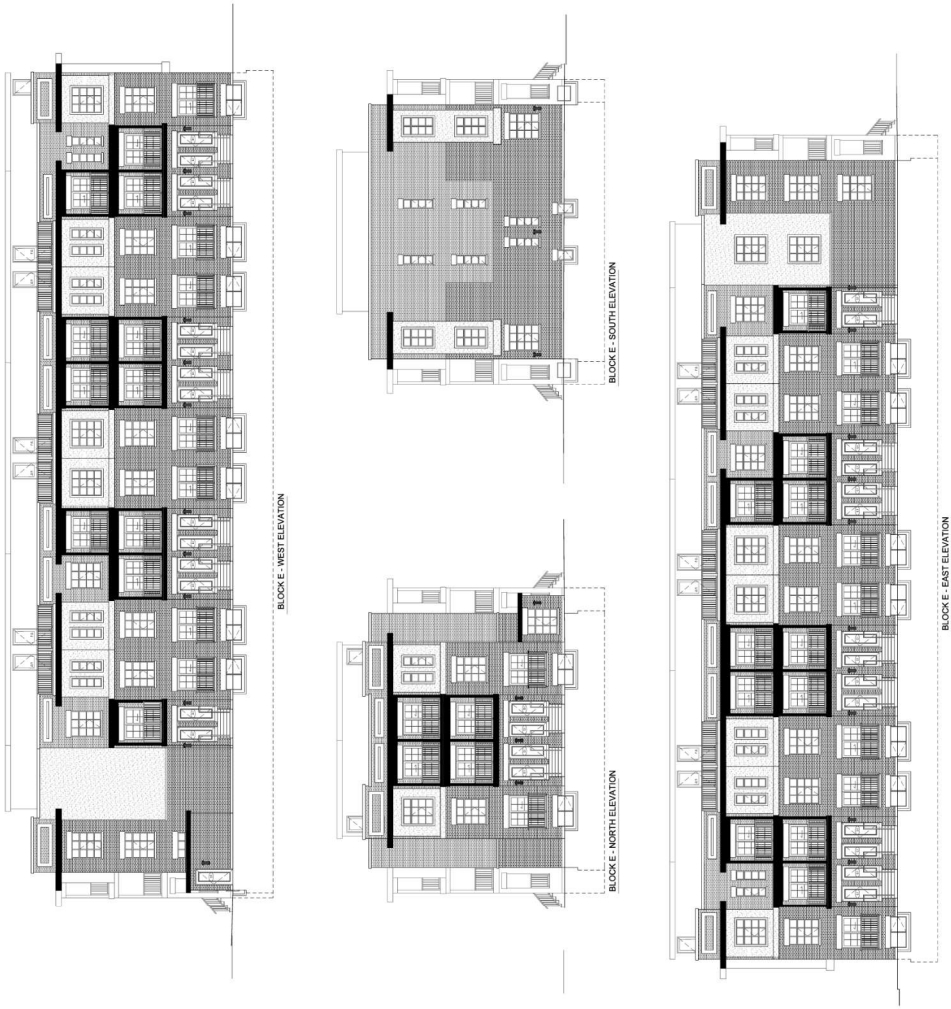
Block C Elevations

Attachment 7d: Block D Elevations



Block D Elevations

Attachment 7e: Block E Elevations



Block E Elevations