

## **699 – 711 Lawrence Avenue West – Zoning By-law Amendment Application – Appeal Report**

Date: January 30, 2023

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 8 - Eglinton-Lawrence

**Planning Application Number:** 22 110042 NNY 08 OZ

**Related Planning Application Number:** 22 139862 NNY 08 SA

### **SUMMARY**

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On February 2, 2022, a Zoning By-law Amendment application was submitted to permit a 40-storey (131.6 metres) residential building containing 360 dwelling units and 162.8 square metres of retail space at the ground level.

On July 7, 2022, the applicant appealed the Zoning By-law Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the 90-day time frame in the Planning Act. The first case management conference is scheduled for February 9, 2023.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve outstanding issues.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current Application regarding the Zoning By-law Amendment appeal for the lands at 699 - 711 Lawrence Avenue West and to continue discussions with the applicant in an attempt to resolve outstanding issues.
2. In the event that the Ontario Land Tribunal allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Order(s) be withheld until such time as the City Solicitor advises that:
  - a) the final form and content of the draft Zoning By-law are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;

- i. provisions for a holding by-law pursuant to Section 36 of the Planning Act regarding the provision of an acceptable sanitary system solution constructed and operational as determined by the Chief Engineer & Executive Director, Engineering and Construction Services which may include the applicant obtaining MECP Environmental Compliance Approval and upgrading the existing municipal infrastructure off site;
- b) the owner has satisfactorily addressed the Transportation Services and Engineering and Construction Services matters in the Engineering and Construction Services Memorandum dated April 21, 2022, and any outstanding issues arising from the ongoing technical review (including provision of acceptable reports and studies), as they relate to the Zoning By-law Amendment application to the satisfaction of the General Manager, Transportation Services and Chief Engineer and Executive Director, Engineering and Construction Services;
- c) the owner has submitted a revised Travel Demand Management Plan acceptable to, and to the satisfaction of, the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services;
- d) the owner has addressed all outstanding issues raised by Urban Forestry, Tree Protection and Plan Review as they relate to the Zoning By-law Amendment application, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor;
- e) Submit to the Chief Engineer and Executive Director of Engineering and Construction Services for review and acceptance, prior to approval of the rezoning application, a Functional Servicing Report to determine the storm water 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;
- f) Make satisfactory arrangements with Engineering and Construction Services and enter into the appropriate agreement with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services;
- g) Provide space within the development for installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.10.
- h) the owner has provided financial securities for any upgrades or required improvements to the existing municipal infrastructure identified in the acceptable Functional Servicing Report and Stormwater Management Report, to support the development, all to the satisfaction of the Chief Engineer and Executive Director,

Engineering and Construction Services, and General Manager, Toronto Water, where it has been determined that improvements or upgrades are required to support the development. In requiring any off site municipal infrastructure upgrades, the owner is to make satisfactory arrangements with Engineering & Construction Services for Work on the City's Right-of-Way.

- i) the owner has submitted architectural plans reflecting the proposal as approved in whole or in part, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- j) the applicant submit a Rental Housing Demolition and Conversion Declaration of Use and Screening Form and if there are any affected rental housing units and/or dwelling rooms with existing tenants, that the owner has submitted a tenant relocation and assistance plan to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor in accordance with Official Plan Policy 3.2.1.12;
- k) if a Rental Housing Demolition Application is necessary, that City Council, or the Chief Planner and Executive Director, City Planning where authorized to do so, has authorized the Rental Housing Demolition Application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006, as applicable; and
- l) the owner has submitted an updated complete Toronto Green Standards (TGS) Checklist and Statistics Template, to the satisfaction of the Chief Planner and Executive Director, City Planning.

3. City Council authorizes the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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A pre-application consultation meeting was held on June 29, 2021. The application was submitted on February 2, 2022 and deemed complete on February 11, 2022. The application was circulated to relevant departments and agencies for comments and the issues raised have been summarized in this report.

### **Our Plan Toronto – Protected Major Transit Station Area Delineations**

At its meeting on July 19-22, 2022, City Council adopted a staff report and recommended Official Plan Amendments (“OPA”), as part of the Municipal Comprehensive Review (“MCR”) to conform with the Growth Plan (2020). The Growth Plan (2020) requires municipalities to delineate areas around higher order transit stations or Major Transit Station Areas (“MTSA”), and implement policies to achieve minimum population and job density targets for each MTSA. The City’s conformity

exercise has delineated 115 MTSA's, of which a subset has been designated to allow inclusionary zoning; this subset of MTSA's are known as Protected Major Transit Station Areas ("PMTSA").

The Site is located approximately 260 metres west of Lawrence West subway station and, therefore, falls within the Lawrence West PMTSA (SASP 714).

In addition, the final report advises that a total of seven MTSA and PMTSA Station Areas require additional study before staff can bring forward policies that would set out appropriate densities and other MTSA or PMTSA related policies. In this regard, Glencairn subway station area was identified as being below the minimum requirement of 200 people and jobs per hectare as prescribed by the Growth Plan (2020) and requiring additional study.

On July 19, 2022, City Council adopted Official Plan Amendments (OPA) 540, OPA 544, and OPA 570 with 115 MTSA/PMTSA's as part of Growth Plan Conformity and MCR. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH35.16>.

These OPAs have been submitted to the Province for approval. On September 12, 2022, the Minister of Municipal Affairs and Housing notified the City that the time period for the Minister to make a decision on OPA 540, OPA 544, and OPA 570 had been suspended.

### **Glencairn Planning Study**

At its meeting on June 28, 2022, North York Community Council adopted a staff report and recommendations for the Glencairn Subway Station planning study. This study will be for an area bounded by the south side of Lawrence Avenue West, Dalemount Avenue to the east, the York-Kay Gardner Beltline Trail to the south and Capitol Avenue/Corona/Times Street to the west. The purpose of the study is to develop a planning framework in order to meet the density targets specified in the Growth Plan (2020).

The recommendations directed staff to engage a consultant team to undertake the planning study, and upon conclusion of the study bring forward planning instruments, where appropriate, to implement the findings. Furthermore, City Planning staff are directed to coordinate active development applications with the study, and if such applications are appealed to the OLT and staff have been directed to appear before the OLT to oppose the application, that staff inform the City's position with any study findings at the time.

The decision of the Community Council meeting and the staff report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY33.25>

## **SITE AND SURROUNDING AREA**

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**Site Description and Dimensions:** The site is located on the south side of Lawrence Avenue West, approximately 52 metres from the intersection of Lawrence Avenue West and Marlee Avenue. The site is rectangular in shape and is approximately 1,812 square metres in size, has a frontage of approximately 51 metres along Lawrence Avenue West and a lot depth of 36.16 metres.

**Existing Use:** A two-storey commercial retail plaza with associated surface parking. Vehicular access to the site is from Lawrence Avenue West via two existing driveways along the northwestern and northeastern portion of the site.

### **Surrounding uses include:**

**North:** On the north side of Lawrence Avenue West is the Lawrence Allen Centre, a shopping mall and associated surface parking areas. Further north is the Lawrence Heights residential neighbourhood and further north of that is Yorkdale Shopping Centre.

**East:** A one-storey Petro Canada gas station. A TTC bus stop is located on Lawrence Avenue West at the corner of Marlee Avenue. The Lawrence West TTC Subway Station is located further east at the intersection of Lawrence Avenue West and Allen Road, approximately 260 metres east of the Site.

**South:** Immediately to the south, is a residential neighbourhood including one and two storey detached residential dwellings.

**West:** To the west of the site, there are five, four-storey stacked and back to back townhouse buildings.

## **THE APPLICATION**

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### **Description:**

**Height:** 40 storey (131.6 metres, including 5.5 metre mechanical penthouse) residential building with retail uses on the ground floor.

**Density (Floor Space Index):** 12.64 times the area of the lot.

**Uses:** Residential dwelling units and 163 square metres of retail commercial uses on the ground floor. The total gross floor area of the proposal is 22,910 square metres.

**Unit count:** 360 dwelling units, comprised of 46 studio units (13%), 226 one-bedroom units (63%), 52 two-bedroom units (14%), and 36 three-bedroom units (10%).

### **Additional Information**

See Attachments 1-5 of this report for a location map, Application Data sheet, three dimensional representations of the project in context and a site plan of the proposal. The Application Data Sheet contains additional details on the proposal including: site area and dimensions; floor area; unit breakdowns; and parking counts.

Detailed project information, including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

### **Reasons for Application**

The Zoning By-law Amendment Application proposes to amend Zoning By-laws 7625 and 569-2013 to vary performance standards including: density, building height; building setbacks; floor space index; amenity space and parking space requirements. Additional amendments to the Zoning By-law may be identified as part of the ongoing application review.

### **Site Plan Control**

The proposal is subject to Site Plan Control. An application for Site Plan Approval was submitted on May 6, 2022 and was deemed incomplete on July 5, 2022. The application was subsequently perfected and was deemed complete on September 19, 2022 (File No. 22 139862 NNY 08 SA). This application has not been appealed and is held in abeyance pending the outcome of this appeal.

## **POLICY CONSIDERATIONS**

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**Official Plan Designation:** The site is identified as *Avenues* on Map 2 of the Official Plan. The site is designated *Mixed Use Areas* as shown on Map 17 of the Official Plan.

**Zoning:** The site is subject to the City-Wide Zoning By-law 569-2013. It is zoned Commercial Residential (CR 1.0 (c1.0; r1.0) SS3 (x2620)) with a maximum permitted density of 1.0 times the area of the lot and a maximum permitted height of 10.5 metres (3 storeys). The maximum permitted lot coverage is 33% of the area of the lot. The site is located within Policy Area 3. Exception 2620 states that the site is subject to the Former City of North York Zoning By-law 7625, Schedule 'D' Airport Hazard Map. This schedule restricts the overall height to 60.96 metres.

Under Former City of North York Zoning By-law 7625, the site is zoned General Commercial (C1), which generally permits residential, retail, commercial, and institutional uses.

**Additional information:** Applicable policy documents can be found in Attachment 6: Policy Considerations.

## **COMMUNITY CONSULTATION**

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The application was appealed prior to a Community Consultation Meeting being held. This staff report is being brought forward at this time in response to a Case Management Conference which has been scheduled for February 9, 2023.

## COMMENTS

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The proposal has been reviewed against the Planning Act, PPS, Growth Plan and Official Plan policies, planning studies and design guidelines.

### **Provincial Framework**

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement, and conformity with the Growth Plan. Staff find the proposal to be inconsistent with the PPS on achieving policy objectives of sustaining healthy, liveable and safe communities by ensuring appropriate infrastructure is available to support growth. All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS, and shall conform to provincial plans.

The Growth Plan includes policies which suggests that the implementation and achievement of the Growth Plan policies is to be undertaken on a comprehensive basis by the municipality. This would include developing a strategy to achieve minimum intensification targets, identifying Strategic Growth Areas (which includes Major Transit Station Areas), identifying the appropriate type and scale of development in these areas. This would be undertaken as part of the municipality's municipal comprehensive review (MCR) exercise. The achievement of these policy directions will be better understood on a comprehensive basis through the City's ongoing planning exercise.

Similar policy direction is also provided under the PPS where Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock and areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. Further, Planning Authorities shall establish and implement minimum targets for intensification and redevelopment within built up areas, based on local circumstances.

As noted above, the Glencairn subway station is one of seven MTSA and PMTSA Station Areas that requires additional study before staff can bring forward policies that would set out appropriate densities and other MTSA or PMTSA related policies. The study is intended to look at the area comprehensively and determine the appropriate level of intensification and redevelopment within this area and ensure that other supporting elements such as infrastructure, public service facilities and development standards are in place to support this future community. The northern boundary for the study area for the Glencairn subway station PMTSA delineation and policy framework will include the south side of Lawrence Avenue West between Dalemout Avenue and Corona Street, which will include the subject site. The built context of the area immediately surrounding the subject site is predominately low rise and mid-rise in nature reflective of the Mixed Use Areas and Neighbourhoods designation. The proposal for a 40 storey building would impact and to an extent set the context ahead of the City's study. As such the proposal needs to be carefully considered in advance of such study given the Growth Plan's policy direction that the municipality

should through the MCR exercise consider the local context in the implementation of the Growth Plan policies.

## **Built Form**

Planning staff have reviewed the proposed built form, including height, massing and transition, against the policies of the Official Plan as well as relevant design guidelines.

## **Height, Transition and Massing**

The proposed 40-storey height does not achieve the policies of the Official Plan or the relevant design guidelines regarding height and the setbacks and transition measures to fit a tall building on the site, as outlined below.

The Official Plan requires that development provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. Transition in scale is to be provided within the development site(s) and measured from shared and adjacent property line(s). The base building height for the proposed development is seven storeys and the building is massed to have a zero (0) metre setback to the west property line, adjacent to the low rise (four storey) residential townhouses. In this current form the proposed building does not provide any transition in scale to the west neighbouring property. The base building has windows from floors two to seven along this property line. The four storey stacked and back-to-back townhouses to the west of the site are oriented so that the main entrances and main windows of townhouse block face east and west, including the one closest to the property line. The townhouse block closest to the shared property line is set back 5.5 metres from this shared property line, and all eight units on this side of the back-to-back townhouse building are facing west. There should be a greater separation distance between these neighbouring buildings to improve transition matters including to increase privacy and to minimize overlook.

Additionally, the proposed building does not provide adequate transition to the low rise development to the south of the site as required by the Official Plan and relevant urban design guidelines. The portion of the podium that abuts lands designated *Neighbourhoods* appears to fit within the angular plane taken from the *Neighbourhoods* designation to the south. Transition to neighbourhoods can be achieved through a number of means, including angular plane and building separation. However the tower portion of the building protrudes into this angular plane and is only setback 12.5 metres away from the low-rise neighbourhood to the south. This distance does not allow for an appropriate transition from the 40-storey tower to the low-rise residential dwellings.

The tower portion is proposed to be setback 12.5 metres from the south, east, and west property lines. However, the balconies are framed with a solid material (wall) and protrudes into these setbacks which add to the bulkiness of the massing. With respect to the north setback, along Lawrence Avenue West, the tower is setback from the front lot line 3.0 metres which is in keeping with the Tall Building Guidelines, however, the front balconies (also framed with a solid material) protrude by 1.5 metres into 3 metres setback as well.



Furthermore, the proposed development has a ground floor front yard setback of 1.2 metres to 1.6 metres and the upper floor balconies of the podium encroach into this setback. The minimal setbacks and stepbacks do not provide an adequate pedestrian scale as perceived from Lawrence Avenue West. It also results in negative wind conditions on the adjacent public realm as noted below. Greater setbacks from the property line to the base building and from the base building to the tower portion of the building are needed to allow for a pedestrian perception zone along the adjacent public realm and to mitigate wind conditions on the sidewalks and within transit stops.

Furthermore, the Lawrence West PMTSA is planned to meet the Growth Plan target of 200 people and jobs per hectare, and the PMTSA identifies a minimum density of 1.0 times the area of the lot for this site. In this regard, the built and planned heights in this site are significantly less than what the applicant is proposing. Development in *Mixed Use Areas on Avenues*, prior to an Avenue Study have the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. The proposed building height is out of character for this area and would establish a negative precedent for this Avenue in advance of any comprehensive review. Amongst others, an Avenue Segment Study is to consider whether the proposed development would be supportable by available infrastructure. Given the comments noted below with regards to servicing constraints, the submitted Avenue Segment Study has not demonstrated the appropriateness of the proposed development.

In addition to the preceding, staff notes that the lands are currently subject to Schedule "D" Airport Hazard in By-law 7625 which restricts the overall height to 60.96 metres. The proposed height is 131.6 metres with additional height for a mechanical structure. The application has been circulated to NavCan for review. The applicant has not demonstrated that the proposed development will not have any impacts to federally regulated flight paths.

### **Sun, Shadow, Wind**

The tower portion of the building extends beyond 80% of the right of way width and shadows the adjacent sidewalk and street elements on Lawrence Avenue West. However due to the small floor plate of the tower the shadow is fast moving.

Staff have reviewed the Pedestrian Level Wind Study prepared by Gradient Wind dated January 24, 2022. The study shows that the outdoor amenity areas and some areas in the adjacent public realm will have issues with regards to the intended comfort level of these areas. The wind impacts should be mitigated through revisions to the built form and massing such as building setbacks and stepbacks of the proposed building. A revised wind study will be required to demonstrate that any revisions to the built form achieves such mitigations.

### **Streetscape**

The proposed development has a ground floor front yard setback of 1.2 metres to 1.6 metres and the upper floor balconies of the podium encroach into this setback. It appears that the proposed development is reliant on the public boulevard for the majority of their landscaping and soil volume requirements. Urban Forestry has requested a public utilities plan to quality Level A data in order to determine the feasibility of boulevard plantings. Where it is demonstrated through this plan that it is not

feasible for the boulevard to support the proposed planting and soil volume, the proposal must be revised to provide such matters on site and would impact the proposed front yard setback.

## **Housing**

Section 111 of the *City of Toronto Act, 2006* authorizes the City to regulate the demolition and conversion of residential rental properties. Chapter 667 of the Toronto Municipal Code, the Residential Rental Property Demolition and Conversion Control By-law, implements Section 111. The By-law prohibits the demolition and conversion of rental housing in any building or related group of buildings that collectively contain six or more dwelling units, of which at least one is a rental unit, without obtaining a permit from the City and requires a decision by either City Council or, where delegated, the Chief Planner.

Staff have requested that the applicant complete and submit a [Rental Housing Demolition and Conversion Declaration of Use and Screening Form](#) in order to assist staff in ascertaining the applicability of Chapter 667 to this proposal. To date, this information has not been provided and staff are unable to assess any impacts on same and policy conformity on this matter in the absence of this information.

The Council-adopted *Growing Up: Planning for Children in New Vertical Communities* urban design guidelines provide guidance on the proportion and size of larger units recommended in new multi-residential developments.

The proposed number of two-bedroom units (52 units, 14%) is less than 15% of the total unit count as indicated in Guideline 2.1 of the Growing Up guidelines. The applicant is proposing 36 three-bedroom units, which is 10% of total number of units and in line with the unit mix objectives of the Growing Up Guidelines. However, the architectural plans does not clearly specify the unit sizes and layouts by bedroom type to evaluate the application against the unit size objectives of Guideline 3.0 of the Growing Up Guidelines. The general unit ranges provided as part of the architectural package do not meet the minimum recommended unit ranges of the Growing Up Guidelines.

## **Indoor/Outdoor Amenity Space**

Zoning By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit, of which at least 2.0 square metres for each dwelling unit is for indoor amenity space. Staff have concerns about the proposed amenities.

The development proposal includes both indoor and outdoor amenity space. The proposal includes 178.5 square metres of indoor amenity on the ground floor and 457 square metres on level eight, adjacent to the rooftop outdoor amenity space. Combined, this amounts to 1.77 square metres of indoor amenity space which is less than the required amount of indoor amenity space and should be increased to meet the minimum requirements of Zoning By-law 569-2013. The outdoor amenity that is proposed on the ground floor is identified in the landscape plans as a dog run area, and it is proposed to be located between the building and the south property line. The rooftop outdoor amenity space proposed on level eight appears to be only useable by 50% of the intended time due to its wind conditions, as per the applicant's wind study.

Staff notes that the above information is based on the applicant's Architectural Drawings as submitted in support of the Zoning By-law Amendment Application. The applicant's Architectural Drawings submitted in support of the application for Site Plan Control appear to have different statistics that would equate to 1.86 square metres per unit of indoor amenity space and 2.18 square metres of outdoor amenity space.

### **Site Consolidation**

Based on the forgoing sections of this report, a number of issues have been identified wherein the development proposal would be improved through a larger landholding. In this regards, the development is highly encouraged to explore the opportunity of consolidating with the property immediately east of it (the Petro-Canada Gas Station site) on the south-west corner of Lawrence Avenue West and Marlee Avenue and design the properties in a comprehensive manner. A larger site could alleviate a number of the design issues of this proposal in addition to providing improved amenities and public realm improvements.

### **Infrastructure/Servicing Capacity**

A Functional Servicing and Stormwater Management Report, a Hydrogeological Report, a Geotechnical Report, a Transportation Study and associated engineering plans have been submitted for the application. These reports will allow City staff to evaluate the effects of the development on the City's municipal servicing and transportation infrastructure. It will also identify and provide the rationale for whether the City requires the applicant to provide new infrastructure and/or upgrades to the existing infrastructure in order to facilitate this development. Engineering and Construction Services Staff have reviewed the submitted materials in support of the zoning by-law amendment application and have requested revisions and additional information. Furthermore, Engineering and Construction services staff have advised that the sanitary sewer system located downstream of this site is currently at capacity. Due to the outstanding servicing issues, should this application be approved in some form by the OLT, staff would recommend that the Site be zoned with a holding provision ("H") until such time as an acceptable sanitary system solution is constructed and operational as determined by the Chief Engineer & Executive Director, Engineering and Construction Services which may include the applicant obtaining MECP Environmental Compliance Approval and upgrading the existing municipal infrastructure off site.

In the event that the OLT allows the Zoning By-law Amendment appeal in whole or in part, the Final Order should be withheld pending the confirmation of water, sanitary and stormwater capacity issues being resolved to the satisfaction of the Chief Engineer & Executive Director, Engineering and Construction Services and the inclusion of a holding ("H") provision as outlined above is included in the Zoning By-law amendment.

### **Parkland**

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded.

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area

of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 4 to 12 square metres of parkland per person, which is below the city-wide average provision of 28 square metres of parkland per person (2016). The site is approximately 500 metres walk away from Wenderly Park, a 22,968 square metre park which contains a playground and a ball diamond.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication.

### **Toronto Green Standards**

The Application is subject to the provisions of the City of Toronto Municipal Code. An Arborist Report and Tree Protection Plan were submitted by the Applicant. Urban Forestry has reviewed the Arborist Report, Tree Preservation Plan and Landscaping Plans and have requested revisions and additional information. Insufficient information has been provided to determine whether the application meets the Toronto Green Standard Version 3. Staff have concerns regarding the amount of soil volume provided within the site and its compliance with the TGS requirements.

Staff notes that the above information is based on the applicant's Architectural Drawings as submitted in support of the Zoning By-law Amendment Application. The applicant's Architectural Drawings submitted in support of the application for Site Plan Control appear to have a different landscape treatment in the rear yard.

### **Traffic Impact, Parking and Loading**

The proposed development includes one vehicular access driveway from Lawrence Avenue West. The applicant's Transportation Impact Study report by Burnside, dated January 2022 concludes that the proposed development's site-generated auto traffic can be accommodated by the boundary road network. Transportation Services staff have reviewed the applicant's study and have requested a number of revisions and additional information.

A total of 135 vehicle parking spaces including 36 visitor parking spaces are proposed in a 5-level below-grade parking garage, accessed from Lawrence Avenue West. A type-G loading space is proposed on the ground level of the building, near the waste management and staging areas.

The site statistics indicate the provision of 325 long-term and 76 short-term bicycle parking spaces for a total of 401 spaces. The proposed bicycle parking supply meets the requirements of Zoning By-law 569-2013 and TGS Tier 1 for Bicycle Zone 1. All the long-term bicycle parking spaces must be provided in a secure controlled-access bicycle parking facility or purpose-built bicycle locker. The 16 long-term bicycle parking spaces that are located beside the intake shaft at P1 level should be relocated into one of the proposed long-term bicycle rooms. However, further information is required as to the dimensions of the bicycle parking spaces and the aisles to access them.

In addition to the preceding, there are other site circulation and design matters identified in the Engineering and Construction Services (ECS) memo, dated April 21, 2022, which may impact the proposed site and underground organization, and the resulting performance standards. To date, the applicant has not satisfactorily addressed same.

### **Transportation Demand Management (TDM)**

A TDM plan was included as part of the applicant's Transportation Impact Study. The TDM plan specified considerations such as a bicycle repair station, pre-loaded Transit Passes, and real time transit information displays in the building lobby to reduce the single occupancy auto vehicle trips generated by the proposed development. However additional details are required regarding these measures. In addition, the TDM plan only identifies these measures as "considerations", and confirmation is required in order for staff to assess the appropriateness of the proposed TDM Plan. Additional TDM measures are also required for this site in order to support the proposed parking reduction, address the site related vehicular traffic issues and satisfy the requirements in the Toronto Green Standard.

### **TTC**

The Toronto Transit Commission (TTC) has reviewed the application. A bus stop for eastbound buses is located on Lawrence Avenue West approximately 30 metres east of the subject site near the southwest corner of Lawrence Avenue West and Marlee Avenue. The TTC has requested that the eastbound right turn lane be extended along the frontage of the site to in order to act as a queue jump lane to allow buses to bypass queued vehicles. This request is subject to further review as part of the RapidTO study program. Notwithstanding the foregoing, the submitted plans do not depict this design and staff are unable to determine any impacts to the public right of way and the proposed development.

### **Further Issues**

City Planning continues to receive additional information regarding this application as the result of ongoing review by City commenting divisions, materials submitted in support of the proposed development, and through deputation made by members of the public to Community Council. Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, Staff may report back to City Council as necessary.

### **Conclusion**

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and applicable City guidelines intended to implement Official Plan policies. As currently proposed, the proposal is inconsistent with the PPS and does not conform to the Official Plan.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues. This recommendation is consistent with the PPS and conforms with the Growth Plan.

## **CONTACT**

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[Valeria.Maurizio@toronto.ca](mailto:Valeria.Maurizio@toronto.ca)

## **SIGNATURE**

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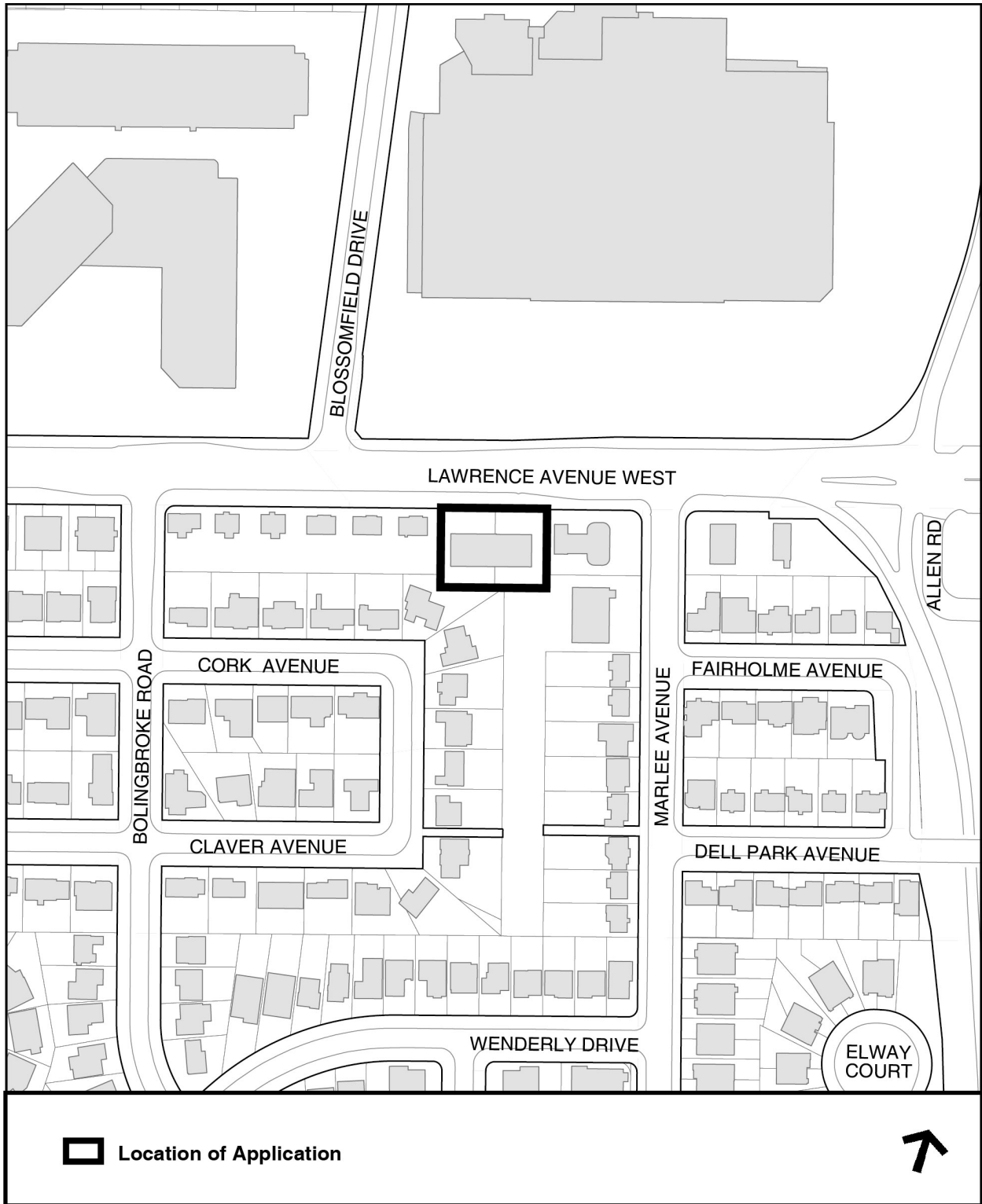
David Sit, MCIP, RPP  
Director, North York Community Planning

## **ATTACHMENTS**

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Attachment 1: Location Map  
Attachment 2: Application Data Sheet  
Attachment 3: 3D Model of Proposal in Context Looking Southwest  
Attachment 4: 3D Model of Proposal in Context Looking Northeast  
Attachment 5: Site Plan  
Attachment 6: Policy Considerations  
Attachment 7: Official Plan Land Use Map  
Attachment 8: Existing Zoning By-law Map

**Attachment 1: Location Map**



## Attachment 2: Application Data Sheet

### APPLICATION DATA SHEET

**Municipal Address:** 699 -711 Lawrence Avenue West      **Date Received:** February 2, 2022

**Application Number:** 22 110042 NNY 08 OZ

**Application Type:** Rezoning

**Project Description:** Zoning By-law amendment application to facilitate the redevelopment of the site for a 40-storey mixed-use building having a non-residential gross floor area of 162.85 square metres, and a residential gross floor area of 22,524.85 square metres. There are 360 residential dwelling units proposed.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
Eldon Theodore MHBCplan	N/A		Midtown West Residences LTD

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR 1.0 (c1.0; r1.0) SS3 (x2620)	Heritage Designation:	N
Height Limit (m):	10.5	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 1,812      Frontage (m): 51      Depth (m): 36

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):			1,257	<b>1,257</b>
Residential GFA (sq m):			22,748	<b>22,748</b>
Non-Residential GFA (sq m):	507		163	<b>163</b>
<b>Total GFA (sq m):</b>	<b>507</b>		<b>22,910</b>	<b>22,910</b>
Height - Storeys:	2		40	<b>40</b>
Height - Metres:			126	<b>126</b>

Lot Coverage Ratio (%): 69.39      Floor Space Index: 12.64



<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	22,525	223
Retail GFA:	163	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:				
Other:			360	<b>360</b>
<b>Total Units:</b>			<b>360</b>	<b>360</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		46	226	52	36
<b>Total Units:</b>		<b>46</b>	<b>226</b>	<b>52</b>	<b>36</b>

#### **Parking and Loading**

Parking Spaces: 135      Bicycle Parking Spaces: 401      Loading Docks: 1

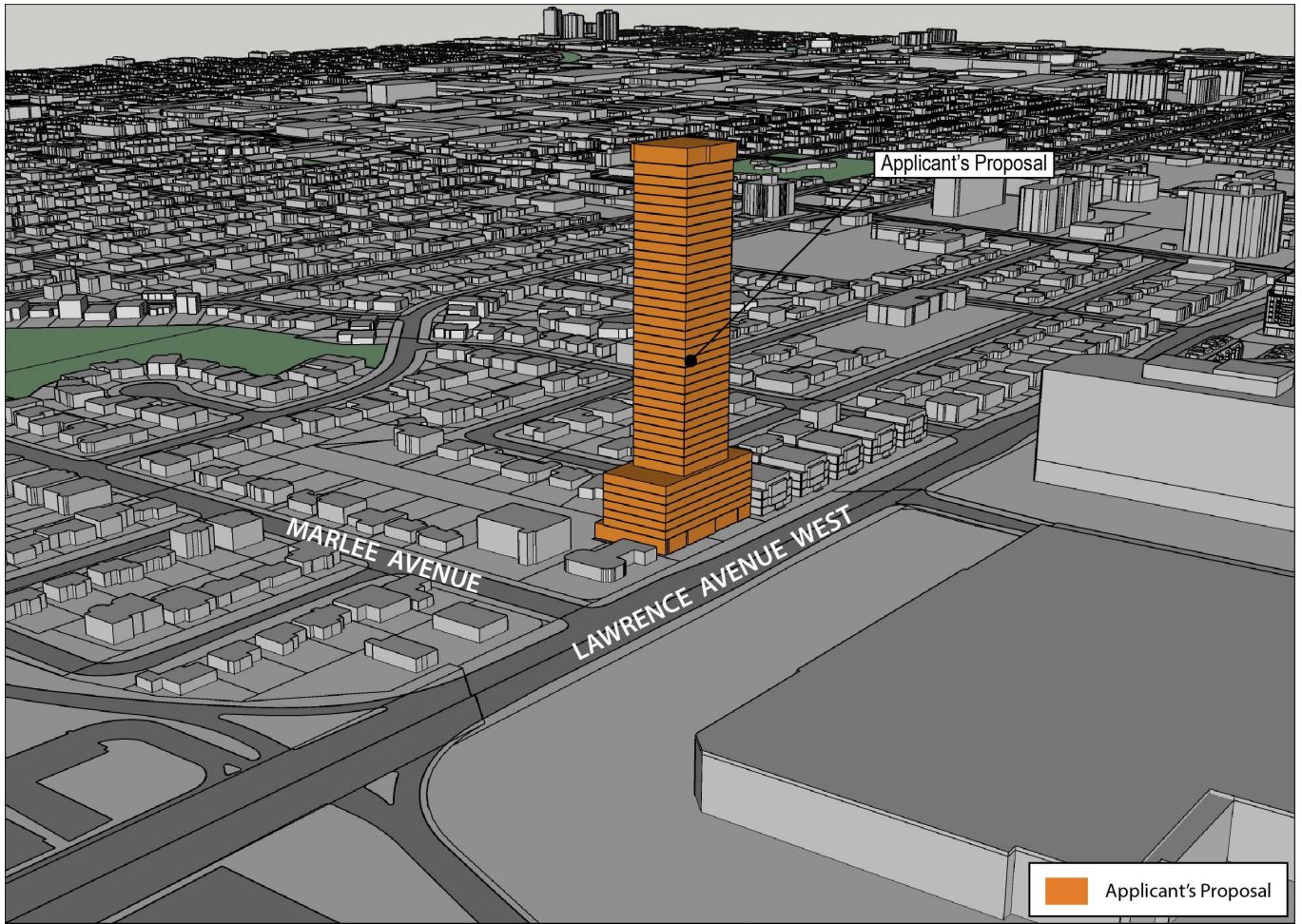
#### **CONTACT:**

Valeria Maurizio, Senior Planner, Community Planning

(416) 395-7052

Valeria.Maurizio@toronto.ca

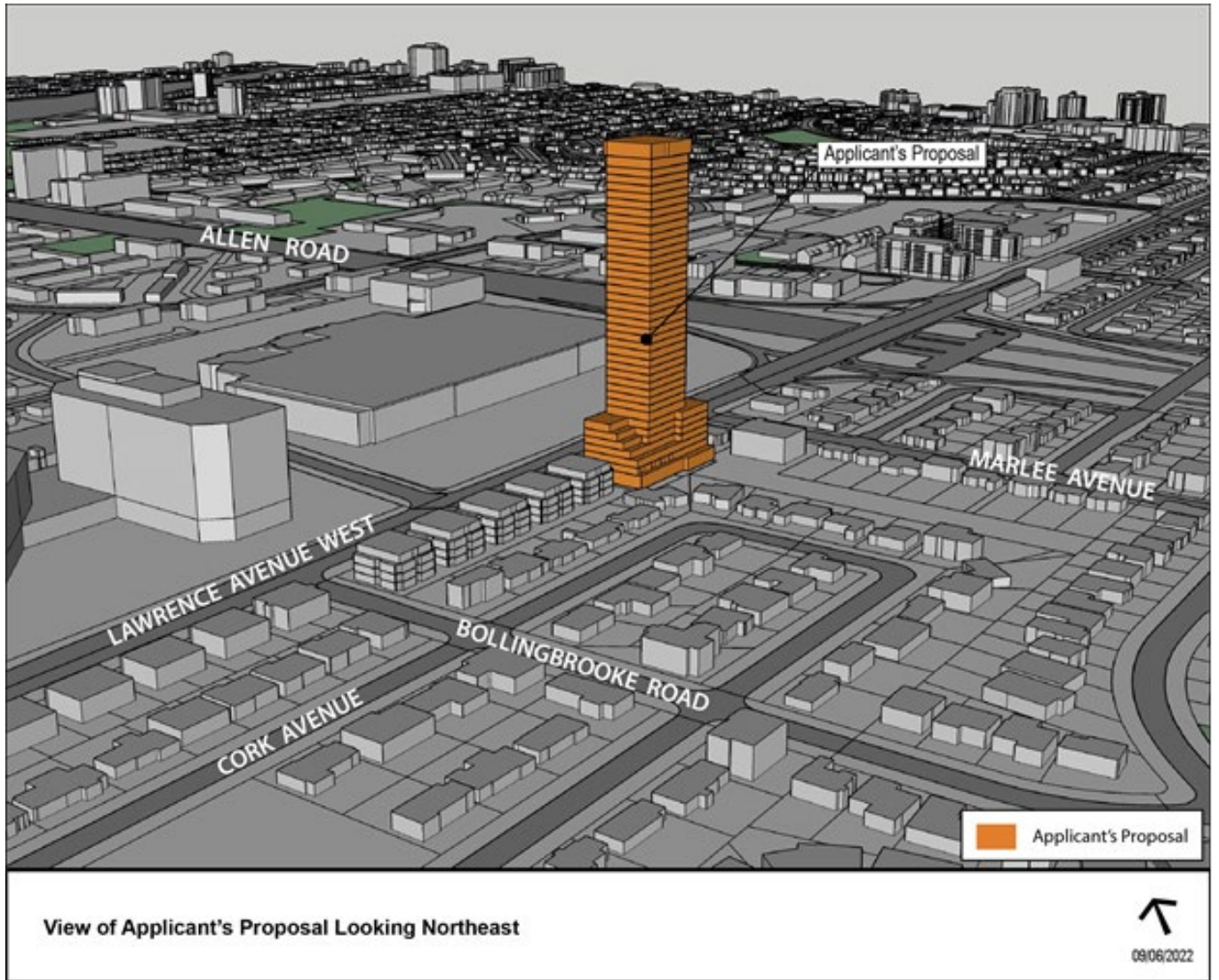
### Attachment 3: 3D Model of Proposal in Context Looking Southwest



View of Applicant's Proposal Looking Southwest

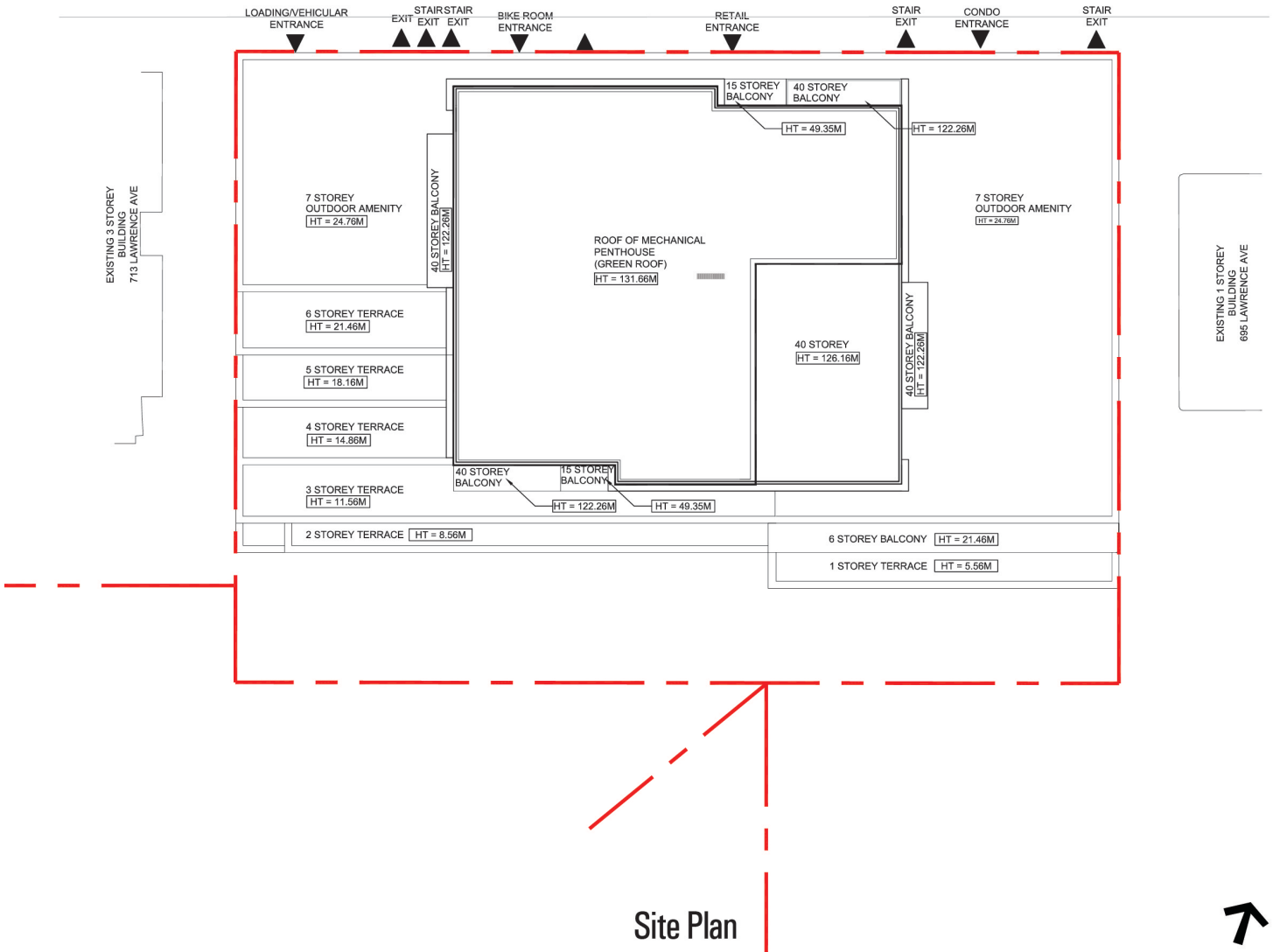
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**Attachment 4: 3D Model of Proposal in Context Looking Northeast**



# Attachment 5: Site Plan

LAWRENCE AVE



## **Attachment 6: Policy Considerations**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

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

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

### **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs;
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- conserving significant built heritage resources and significant heritage landscapes.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement.

Comprehensive, integrated and long-term planning is best achieved through official plans."

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

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

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

The Growth Plan (2020) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act, all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

## **Planning for Major Transit Station Areas**

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in Major Transit Station Areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. A subset of MTSAs will be identified as Protected Major Transit Station Areas (PMTSAs), where the Council-approved inclusionary zoning policy framework can be implemented.

On July 19, 2022, City Council adopted Official Plan Amendment (OPA) 540, OPA 544, and OPA 570 with 115 MTSA/PMTSAs as part of Growth Plan Conformity and MCR.

The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH35.16>.

These OPAs have been submitted to the Province for approval and are not yet in effect. The Site is located approximately 260 metres west of Lawrence West subway station and falls within the Lawrence West PMTSA (SASP 714). SASP 714 identifies a minimum density of 1.0 times the area of the site for the lands.

As noted above, the Glencairn subway station is one of seven MTSA and PMTSA Station Areas that requires additional study before staff can bring forward policies that would set out appropriate densities and other MTSA or PMTSA related policies. The northern boundary for the study area for the Glencairn subway station PMTSA delineation and policy framework will include the south side of Lawrence Avenue West between Dalemount Avenue and Corona Street, which will include the subject site.

## **Toronto Official Plan**

The City of Toronto Official Plan (the "Official Plan") is a comprehensive policy document that guides development in the City, providing direction for managing the size, location and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation.

The Official Plan contains policies related to building complete communities, heritage preservation, community services, transportation, and environmental stewardship.

Toronto Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The site is located on lands shown as Avenues on Map 2 of the Official Plan. The site is designated Mixed Use Areas as shown on Land Use Map 17 of the Official Plan. See Attachment 7 of this report for the Official Plan Land Use Map.

## **Chapter 2 - Shaping the City**

Chapter 2 describes how the City will manage growth and sets out policies for building a more liveable urban region and integrating land use and transportation. Toronto will strive to provide a full range of housing types in terms of form, tenure and affordability and encourage the construction of rental housing. The Official Plan's transportation policies make provisions for the protection and development of the City's street, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency.

The integration of transportation and land use is critical to achieving the overall aim of increasing accessibility throughout the City. The policies of the Plan reflect the importance of mutually supportive transportation and land use policies that combine mechanisms of mobility and proximity to maximize accessibility. Transportation Section of the Official Plan speaks to the City's transportation network being maintained and developed to support the growth management objectives of the Plan by protecting and developing the network right-of-ways as shown on Map 3 of the Official Plan. Policies also require that: streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines. These are policies to ensure that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure.

For lands identified as Avenues, the Plan recognizes that the reurbanization of the Avenues will be achieved through Avenue Studies for strategic mixed use segments of the corridors. Development in Mixed Use Areas on Avenues, prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the Avenue. In addition to the policies of the Plan for Mixed Use Areas, proponents of such proposals will also address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located.

## **Chapter 3 - Building a Successful City**

Chapter 3 of the Official Plan contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

The public realm policies provide direction on the importance of the public realm including streets, sidewalks, internal pedestrian connections, open space areas, parks and public buildings. The public realm policies also provide guidance on the roles and key relationships between elements of the public realm as well as direction on the expansion, enhancement and maintenance of the public realm through development review and capital projects.



The built form policies provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces. Built Form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion and transition in scale to neighbouring properties.

The Official Plan also provides additional guidance for townhouse and low-rise apartments, mid-rise buildings, and tall buildings. It states that tall buildings should be designed to reduce physical and visual impacts of the tower on the public realm and surrounding properties, including limiting shadows and pedestrian level wind impacts and maximizing access to sunlight and open views of the sky from the public realm.

The Official Plan identifies that new neighbourhoods require a comprehensive planning framework that reflects the Official Plan's city-wide goals, as well as the local context, including patterns of streets, development blocks, open spaces and other infrastructure, a strategy for affordable housing, community services and other policies that ensure new neighbourhoods are viable communities.

The Housing Section of the Plan identifies that the City's quality of life, economic competitiveness, social cohesion, balance and diversity depend on access to adequate, affordable and appropriate Housing. It states that adequate and affordable housing is a basic requirement for everyone. The Official Plan states that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. The Housing Section of the Official Plan also includes policies for the replacement of existing affordable rental units on a site that is redeveloping if the new development would result in a loss of six or more affordable (as defined in the Plan) rental units. Such new developments will have to secure at least the same number, size and type of rental housing units with rents similar to those in effect at the time the redevelopment application is made. An acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship is also required.

The Community Services and Facilities policies in the Official Plan state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change.

The Parks and Open Spaces policies in the Official Plan promote the expansion of the city's parks and open space system. The measures for maintaining, enhancing and expanding the system including adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks and designing high

quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world.

## **Chapter 4 - Land Use Designations**

Chapter 4 of the Official Plan, Land Use Designations, functions as a key implementation tool for achieving the strategy of directing growth to specific areas of the City, and away from other others. This chapter establishes the general uses that are permitted in each land use designation, leaving it to the zoning by-laws to prescribe precise numerical provisions.

The site is designated Mixed Use Areas on Map 17 of the Official Plan. Mixed Use Areas are intended to provide a broad range of commercial, residential and institutional uses in a single-use or mixed use building. In Mixed Use Areas development will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- provide for new jobs and homes for Toronto's growing population on underutilized lands in the Downtown and Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- provide an attractive, comfortable and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

## **Chapter 5- Implementation**

Chapter 5 of the Official Plan outlines a variety of tools that the City can bring to bear to make things happen, including both the traditional tools that govern plans of subdivision, zoning by-laws, minor variances, consents and demolition control and also policies that provide guidance as to the forms of municipal influence needed to fulfil this Plan's objectives. Also presented is a framework for ongoing monitoring processes that will ensure that the Plan is effective over the long term.

### **Zoning By-laws**

The site is zoned General Commercial (C1) under former City of North York Zoning By-law 7625, as amended, which generally permits residential, retail, commercial, and institutional uses. The Site is also subject to Schedule 'D' Airport Hazard Map. This schedule restricts the overall height to 60.96 metres.

The site is zoned Commercial Residential (CR 1.0 (c1.0; r1.0) SS3 (x2620)) in the city-wide Zoning By-law 569-2013, as amended. This zoning permits a maximum density of 1.0 times the area of the lot and a maximum height of 10.5 metres (3 storeys). The maximum permitted lot coverage is 33% of the area of the lot. The site is located within Policy Area 3.

The City's Zoning By-law 569-2013 can be found at:  
[https://map.toronto.ca/maps/map.jsp?app=ZBL\\_CONSULT](https://map.toronto.ca/maps/map.jsp?app=ZBL_CONSULT)

See Attachment 8 of this report for the existing Zoning By-law Map.

### **Design Guidelines**

The following design guidelines will be used in the evaluation of this application:

- City-wide Tall Building Design Guidelines;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings;
- Growing Up Guidelines: Planning for Children in New Vertical Communities; and
- Retail Design Manual.

Other guidelines that are relevant to the review of this application include Best Practices for Bird-Friendly Glass, Best Practices for Effective Lighting and Toronto Accessibility Design Guidelines.

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

## **City-wide Tall Building Design Guidelines**

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development Applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts.

The Tall Building Design Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

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

In July 2020, City Council adopted updated Growing Up Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals greater than 20 residential units and future city-wide and area-based planning frameworks. The objective of the Growing Up Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The Growing Up Guidelines may be found here:

<https://www.toronto.ca/city-government/planning-development/planningstudiesinitiatives/growing-up-planning-for-children-in-new-vertical-communities/>

## **Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings**

The purpose of the Pet Friendly Design Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities.

Given the current rise in dog-owning populations, the owner is expected to provide on-site dog amenities with proper disposal facilities such as dog relief stations within the building to accommodate future residents' needs. This will also help alleviate pressure on existing parks. Please refer to Toronto's Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

The guidelines can be found here:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/pet-friendly-design-guidelines-for-high-density-communities/>

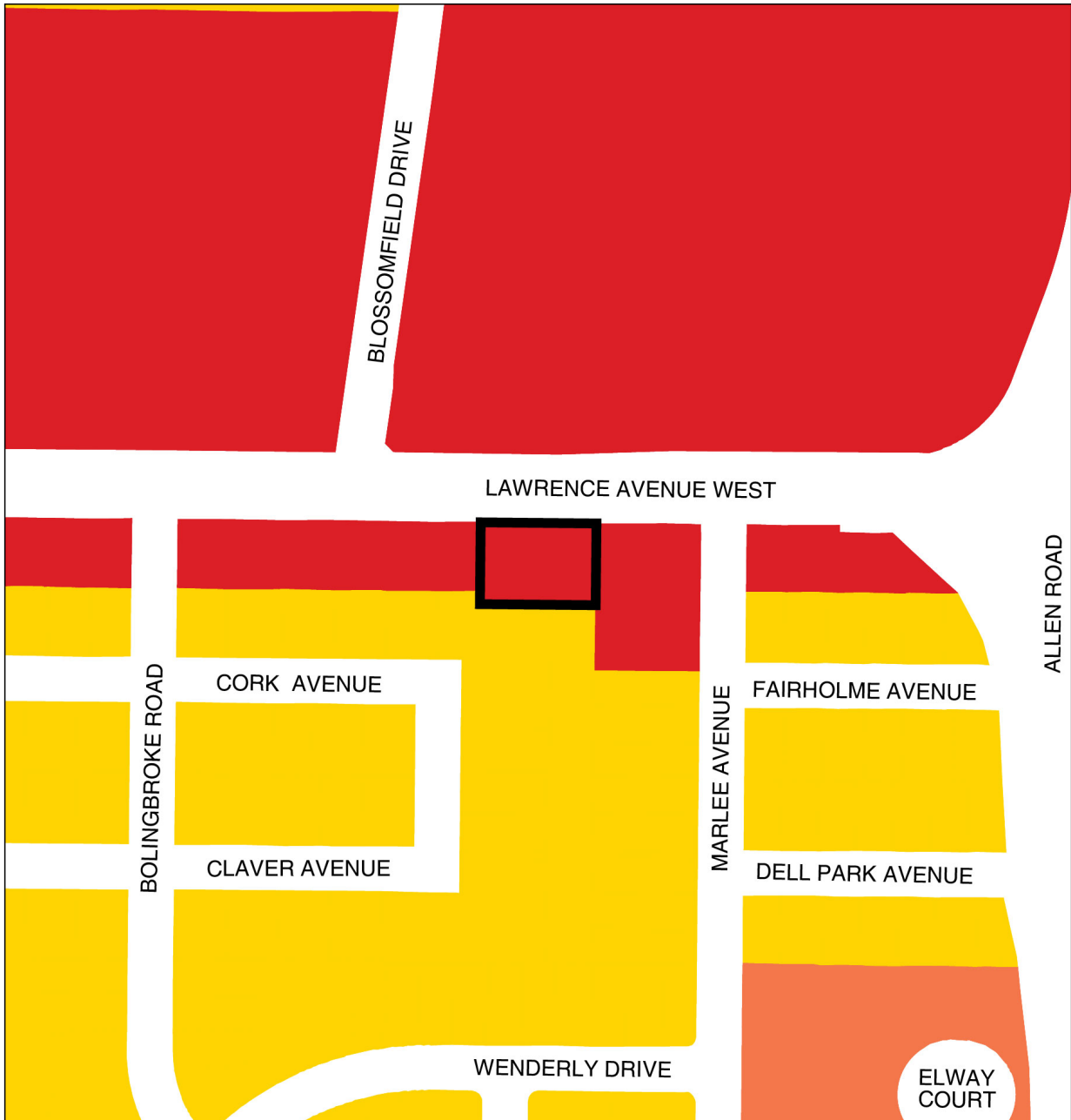
## **Urban Forestry/Environment**

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).

## **Climate Mitigation and Resilience**

Climate change mitigation and resilience are key concerns of the City. On October 2, 2019, City Council declared a Climate Emergency and set a new goal to achieve net zero greenhouse gas emissions by 2050 or sooner. In 2021, an updated TransformTO Net Zero Strategy was presented to Council, outlining the necessary climate action to reach net zero GHG emissions community-wide. In June 2019, the Resilience Strategy was published, which set out that new development should be resilient to a changing climate.

**Attachment 7: Official Plan Land Use Map**



**Official Plan Land Use Map 17**

**699 -711 Lawrence Avenue West**

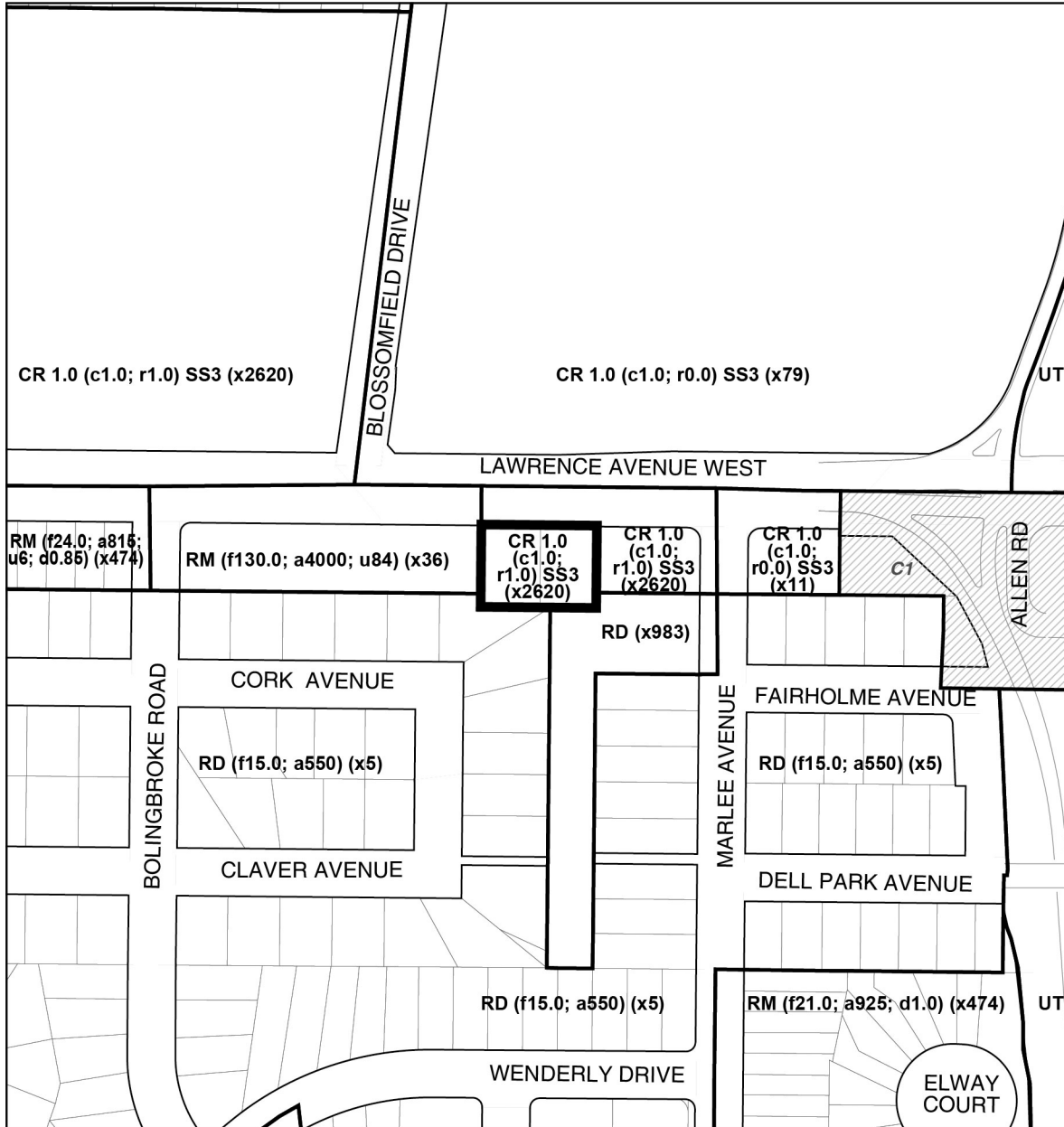
File # 22 110042 NNY 08 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks



Not to Scale  
Extracted: 02/07/2022


# Attachment 8: Existing Zoning By-law Map





699 -711 Lawrence Avenue West

Zoning By-law 569-2013

File # 22 110042 NNY 08 02

-  Location of Application
- RD** Residential Detached
- RM** Residential Multiple
- CR** Commercial Residential
- UT** Utility and Transportation

-  See Former City of North York By-law No. 7625
- R5** One-Family Detached Dwelling Fifth Density Zone
- C1** General Commercial Zone

  
 Not to Scale  
 Extracted: 02/07/2022