

2, 7 and 10 Queen Elizabeth Boulevard, 506, 514, 516, 520 and 522 Royal York Road and 3, 5 and 15 Sinclair Street – Zoning By-law Amendment Application – Appeal Report

Date: January 3, 2024

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 3 - Etobicoke-Lakeshore

Planning Application Number: 22 144668 WET 03 OZ

SUMMARY

The site is composed of two development parcels, as Queen Elizabeth Boulevard bisects the site, creating a northern (Parcel 1) and southern parcel (Parcel 2). The application proposes to develop Parcel 1 by constructing a 10-storey mid-rise building and two towers with heights of 17 and 35 storeys connected by a nine-storey base building containing 5,000 square metres of non-residential (employment-industrial) gross floor area. A 20-storey mixed-use building containing 1,000 square metres of non-residential gross floor area and 220 residential units is proposed to be developed on Parcel 2. The development would have a total gross floor area of 86,602 square metres with a Floor Space Index of 6.1.

On June 19, 2023, the applicant appealed the Zoning By-law Amendment application to the Ontario Land Tribunal (OLT) due to Council's failure to make a decision within the timeframe prescribed in the Planning Act. A Case Management Conference occurred on October 3, 2023. A second Case Management Conference will occur on February 26, 2024 and a 12-day hearing commencing on August 6, 2024.

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

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District 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 2, 7 and 10 Queen Elizabeth Boulevard, 506, 514, 516, 520 and 522 Royal York Road and 3, 5 and 15 Sinclair Road.

2. City Council authorize the City Solicitor and City staff to continue negotiations with the applicant in an effort to resolve the Ontario Land Tribunal appeal and to report back to City Council on any amendments to the proposal as may be required.

3. In the event that the Ontario Land Tribunal allows the appeal, 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 Amendment is to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning.

b. The owner has submitted a Functional Servicing Report to determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

c. The owner has submitted revised architectural plans that includes the disclaimer as outlined in Section A 2.1 of the memorandum from Engineering and Construction Services, dated February 23, 2023, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

d. The owner has submitted a revised Hydrogeological Assessment Report and Hydrological Review Summary Form to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

e. The owner has made satisfactory arrangements with Engineering and Construction Services and has entered into the appropriate agreements 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 the proposed development, according to the accepted Functional Servicing Report and Traffic Impact Study to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

f. The owner has provided space within the development for the 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, and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

g. The owner has submitted a revised Pedestrian Level Wind Study to the satisfaction of the Chief Planner and Executive Director, City Planning.

- h. The submitted Land Use Compatibility/Mitigation Study (Air Quality and Noise), dated December 19, 2022, prepared by RWDI Consultants, has been peer reviewed by a third-party consultant retained by the City at the owner's expense to confirm the proposed Core Employment Areas and General Employment Areas uses are compatible with the proposed residential uses, as required by Site and Area Specific Policy 807, and the owner agrees to implement any necessary air quality, noise or land use compatibility control measures and recommendations identified through the peer review, with the control measures to be secured through the Site Plan Control process, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- i. The submitted Noise and Vibration Impact Study, dated December 19, 2022, prepared by GHD Consultants, has been peer reviewed by a third-party consultant retained by the City at the owner's expense and the owner agrees to implement the noise and vibration control measures and recommendations identified through the peer review, with the control measures to be secured through the Site Plan Control process, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- j. The owner has entered into one or more agreements, including a restriction pursuant to Section 118 of the Land Titles Act registered on title to the lands, to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning to secure how the affordable housing requirements would be provided in the development.
- k. The owner has secured an acceptable Tenant Relocation and Assistance Plan for tenants of the existing rental dwelling units proposed to be demolished, addressing financial compensation and other assistance to lessen hardship, and the Tenant Relocation and Assistance Plan shall be to the satisfaction of the Chief Planner and Executive Director, City Planning and implemented prior to the issuance of Notice of Approval Conditions for Site Plan Control approval.
- l. The owner has provided an undertaking to the City, to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning, to secure the Tenant Relocation and Assistance Plan as required in Condition k. above.
- m. The owner has revised the site plan and architectural drawings to provide adequate space for a bus shelter and bus operations located at Royal York Road south of Sinclair Street to replace the existing stop located along the frontage of the site to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services and the Chief Executive Officer, Toronto Transit Commission.
- n. The owner has revised the site plan and architectural drawings to provide an adequate Wheel-Trans drop-off area and provided a Vehicular Maneuvering Diagram to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services and the Chief Executive Officer, Toronto Transit Commission.

o. The owner has submitted a revised Energy Strategy Report to the satisfaction of the Executive Director, Environment and Climate Division.

p. The owner will construct and maintain the development in accordance with Tier 1, Toronto Green Standard, and the owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the Site Plan Control application for each building.

q. The owner has submitted a revised Arborist Report and Tree Preservation Plan to the satisfaction of the General Manager, Parks, Forestry and Recreation.

r. The owner has provided an on-site parkland dedication in a size, location and configuration that is to the satisfaction of the General Manager, Parks, Forestry and Recreation.

s. The owner has submitted a revised Transportation Impact Study to the satisfaction of the General Manager, Transportation Services and the Chief Engineer and Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning.

t. The owner has submitted revised site plan and architectural drawings to illustrate the required public sidewalk widths and on-site passenger pick-up and drop-off facilities as outlined in Section A 1.1 of the memorandum from Engineering and Construction Services, dated October 30, 2023, to the satisfaction of the General Manager of Transportation Services and the Chief Engineer and Executive Director, Engineering and Construction Services.

u. The owner has applied to Transportation Services and obtained City Council's approval on the closure and purchase of the City-owned lands included as part of the development site and entered into and finalized any appropriate agreements with the City to purchase City-owned lands.

v. The owner has revised the site plan and architectural drawings to illustrate the required road widening of 0.4 metres along 514-516 Royal York Road and 3.44 metres along 520-522 Royal York Road to be conveyed through the Site Plan Control review process to the satisfaction of the General Manager, Transportation Services, and the City Solicitor.

w. The owner has provided an on-site parkland dedication in a size, location and configuration that is to the satisfaction of the General Manager, Parks, Forestry and Recreation.

4. City Council approve a Development Charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation, and the Development Charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the

Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time-to-time.

5. City Council authorize the City Solicitor and other appropriate staff to take any necessary steps to implement City Council's decision.

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

In 2012, as part of the City's first Municipal Comprehensive Review (MCR), the owner of the site submitted a conversion request for the subject site to be redesignated from Employment Areas to Mixed Use Areas. The MCR conversion request also included 12 Queen Elizabeth Boulevard.

At its meeting on December 16, 17 and 18, 2013, City Council adopted Official Plan Amendment 231 (OPA 231) with respect to the economic health policies and the policies, designations and mapping for Employment Areas following the Five-Year Official Plan and Municipal Comprehensive Reviews regarding employment lands. The City's decision can be accessed via this link: [Agenda Item History - 2013.PG28.2 \(toronto.ca\)](#).

The Minister of Municipal Affairs and Housing approved the majority of OPA 231 with limited modifications in July 2014. The OLT received a total of 178 appeals to OPA 231. The OLT issued two Orders partially approving OPA 231. The December 2016 Order brought into force the Core Employment Areas and General Employment Areas designations, except for sites under appeal and regarding uses that remain contested. As such, the site and the abutting lands to the west were designated Core Employment Areas. The OLT decision can be accessed via this link: <https://www.omb.gov.on.ca/ecs/CaseDetail.aspx?n=PL140860>.

On July 29, 2014, the owner appealed OPA 231 to redesignate the lands, 12 Queen Elizabeth Boulevard and 17 Sinclair Street to Mixed Use Areas. The appeal was combined with the other Employment Areas conversion appeals in South Etobicoke and was scheduled for a 13-day hearing in November 2022.

In May 2022, the owner submitted a Zoning By-law Amendment application to the City Planning for the current proposal. Due to the ongoing appeal of OPA 231, the application was considered premature and was not circulated for review. It was determined that any amendments to the Official Plan land use designation required would be finalized through the on-going OPA 231 appeal.

At its meeting on July 19, 2022, City Council adopted the recommendations in a Report For Action and associated Confidential Attachments, dated July 8, 2022, from the City Decision Report - Appeal - 2, 7 and 10 Queen Elizabeth Boulevard, 506, 514, 516, 520 and 522 Royal York Road and 3, 5 and 15 Sinclair Street

Solicitor to refuse the settlement offer submitted by the appellant and instructed the City Solicitor to counter-offer the settlement in order to settle the site-specific OPA 231 Appeal. The report can be accessed via this link: [Agenda Item History - 2022.CC47.29 \(toronto.ca\)](https://www.toronto.ca/agenda-item-history-2022-cc47-29).

In August 2022, a settlement between the City and the owner was reached related to the OPA 231 appeal, and was presented to the OLT in November 2022.

On January 19, 2023, the OLT issued its final Order redesignating the site from Core Employment Areas to Mixed Use Areas with the exception of the westernmost portion of Parcel 1 that is still designated Core Employment Areas through Site and Area Specific Policy 807 (see Attachment 4).

The application was resubmitted on January 4, 2023 and deemed complete. The complete application date was backdated to May 24, 2022 to when the applicant initially submitted the application.

Staff conducted a Community Consultation Meeting for the application on June 14, 2023. Community consultation is summarized in the Comments section of this report.

On June 19, 2023, the applicant appealed the Zoning By-law Amendment application to the OLT due to Council's failure to make a decision within the timeframe prescribed in the Planning Act. A Case Management Conference took place on October 3, 2023. A second Case Management Conference will take place on February 26, 2024 and a 12-day hearing has been scheduled to commence on August 6, 2024.

SITE AND SURROUNDING AREA

The site is the consolidation of 11 parcels of land located on the west side of Royal York Road, south of Sinclair Street, north of the Gardiner Expressway and is bisected by Queen Elizabeth Boulevard, creating two development parcels.

The properties at 2 and 10 Queen Elizabeth Boulevard, 3, 5 and 15 Sinclair Street and 514, 516, 520 and 522 Royal York Road form Parcel 1 which is L-shaped and approximately 11,200 square metres in size. This parcel includes the City-owned public laneway that provides vehicular access to the rear of the existing dwellings at 514 and 516 Royal York Road.

Properties at 506 Royal York Road and 7 Queen Elizabeth Boulevard form the generally square shaped Parcel 2, which is approximately 3,028 square metres in size.

The total site area is approximately 1.4 hectares in size, with frontages of 129 metres along Sinclair Street, 141 metres along Royal York Boulevard, and 180 metres along Queen Elizabeth Boulevard. The site generally slopes downwards to the north and west.

The site is currently occupied by four detached dwellings fronting Royal York Road, three one-storey automotive repair buildings fronting Sinclair Street, and three one-

storey buildings fronting Queen Elizabeth Boulevard consisting of office and warehouse uses.

Surrounding uses include:

North: Directly north of Sinclair Street are two-storey semi-detached dwellings that are within a Neighbourhoods Official Plan designation.

South: Gardiner Expressway, which is slightly elevated at the southeast corner of the property to accommodate an overpass for Royal York Road.

East: Directly east of Royal York Road are residential uses in the form of multiplexes, semi-detached and detached dwellings mostly with building heights of one and two storeys.

West: Immediately west are one- and two-storey buildings occupied by office, commercial and industrial uses within a Core Employment Areas.

APPLICATION

The application proposes to develop Parcel 1 by constructing a 10-storey mid-rise building and two towers with heights of 17 and 35 storeys connected by a nine-storey base building. A 20-storey mixed-use building is proposed to be developed on Parcel 2. The development would have a total gross floor area of 86,602 square metres with a Floor Space Index of 6.08. The table below identifies the details of the proposal.

	Parcel 1	Parcel 2	Total
Building Heights: Storeys Metres	10, 17, 35 37, 58, 113	20 66	
Total Number of Residential Units	747	220	967
% of 1-bedroom units	67	58	65
% of 2-bedroom units	28	38	30
% of 3-bedroom units	5	4	5
Number of Affordable Units	38	11	49
Total Gross Floor Area	67,348 m ²	19,534 m ²	86,882 m ²
Residential GFA	62,348 m ²	18,534 m ²	80,882 m ²
Non-residential GFA	5,000 m ²	1,000 m ²	6,000 m ²
Indoor Amenity Space	1,498.6 m ²	442.5 m ²	1,941.1 m ²
Outdoor Amenity Space	1,494.7 m ²	444.6 m ²	1,939.3 m ²
Outdoor Open Space	646.5 m ²		

	Parcel 1	Parcel 2	Total
Loading Spaces	2 Type 'G' 1 Type 'C' 1 Type 'B'	1 Type 'G'	3 Type 'G' 1 Type 'C' 1 Type 'B'
Total Vehicular Parking Spaces	858	217	1,075
Residential Parking Spaces	783	195	978
Office/ Visitor Shared Parking Spaces	75	22	97
Total Bicycle Parking Spaces	581	174	755
Residential Long-term Parking Spaces	508	150	658
Residential Short-term Parking Spaces	53	16	69
Employment Long-term Parking Spaces	8	2	10
Employment Short-term Parking Spaces	12	6	18

Reasons for Application

The proposal requires amendments to both city-wide Zoning By-law 569-2013 and former Etobicoke Zoning Code to increase the maximum permitted building height and floor space index, allow residential uses and revise other development standards necessary to reflect the proposal. An amendment to Zoning By-law 569-2013 is also required to add the properties at 506, 514, 516, 520 and 522 Royal York Road and 7 Queen Elizabeth Boulevard to the by-law with corresponding performance standards.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land Use Policies

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

Official Plan

Through modifications to OPA 231 approved by the OLT in January 2023, the lands were redesignated from Core Employment Areas to Mixed Use Areas, except for a small part of the site at the western perimeter of the Parcel 1 fronting Queen Elizabeth Boulevard identified as Area 'A' on Attachment 4. This portion of the site has been retained for employment uses and continues to be designated Core Employment Areas in the Official Plan.

Site and Area Specific Policy 807

Site and Area Specific Policy 807 in Chapter 7 applies to this site and requires the following to be provided to develop a mixed-use development on the site:

a) A minimum of 6,000 square metres of employment gross floor area is to be developed at full build out of the lands. Requirements related to the employment gross floor area are:

- It must be developed prior or concurrent with any residential uses on the part of the lands designated Mixed Use Areas;
- A minimum of 5,000 square metres must be developed on the part of the site designated Core Employment Areas, and the Core Employment Areas uses are to be limited to uses compatible with residential uses as determined through a Compatibility/Mitigation Study; and
- A minimum of 1,000 square metres of General Employment Area uses must be provided on the portion of the lands designated Mixed Use Areas, and such uses are to be limited to those that are compatible with residential uses as determined through a Compatibility/Mitigation Study.

The Core Employment part of the site, shown as Area 'A', may be used for underground parking, loading, service, access and/or mechanical facilities to serve the uses on the Mixed Use Areas portion of the site, but residential uses are not permitted within Area 'A'.

b) Any development containing residential units is to secure affordable housing as follows:

- For any condominium development, a minimum of seven percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of five percent of the total new residential gross floor area as be secured as affordable rental housing for a period of 99 years from the date of first residential occupancy; and
- The unit mix of the affordable housing is to reflect the market component of the development to achieve a balanced mix of unit types and sizes to support the creation of affordable housing suitable for families.

c) A new public park is to be provided on the lands.

d) A Community Services and Facilities Report is to be provided to identify area services and facility needs and to inform the type(s), location(s) and amount(s) of the lands designated Mixed Use Areas.

Zoning

The properties located at 3, 5 and 15 Sinclair Street and 2 and 10 Queen Elizabeth Boulevard are zoned Employment Industrial under Zoning By-law 569-2013. The Employment Industrial zoning category permits a variety of industrial and manufacturing uses and an FSI of 1.0 times coverage of the site.

The properties at 506, 514, 516, 520 and 522 Royal York Road and 7 Queen Elizabeth Boulevard are zoned Class 1 Industrial (I.C1) that permits a variety of industrial, retail sales, storage, manufacturing, and some residential uses.

Design Guidelines

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

- Tall Building Design Guidelines;
- Mid-Rise Buildings Performance Standards and Addendum;
- Growing Up Guidelines: Planning for Children in New Vertical Communities;
- Pet Friendly Guidelines for High Density Communities;
- Retail Design Manual;
- Toronto Accessibility Design Guidelines; and
- Privately-Owned Publicly Accessible Spaces (POPS) Guidelines.

Toronto Green Standard

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

Site Plan Control

The development is subject to Site Plan Control. An application for Site Plan Control approval has not yet been submitted.

COMMUNITY CONSULTATION

A virtual Community Meeting was hosted by City staff on June 14, 2023. Approximately 26 members of the public attended, as well as the Ward Councillor's Director of Planning and Infrastructure. At the meeting, City Planning staff presented the policy framework and an overview of the application review process, and the applicant presented their development proposal. Comments and issues raised by the residents in attendance at the meeting and subsequent communications are summarized as follows:

- The height, massing and density of the proposed buildings do not fit within the context of the immediate area;
- Concerns with the number of proposed units and subsequent increased traffic volumes along both the surrounding arterial and local roads;
- Infrastructure impacts on the surrounding low-rise residential area;
- Residents have concerns related to local flooding and whether the proposed development would cause additional flooding;
- Concerns with the proposed unit breakdown and the lack of family-sized units;
- Shadow impacts on the adjacent residential dwellings to the east;
- The lack of new community facilities in the area, including schools and community centres/services; and
- Affordability of the proposed units.

COMMENTS

Provincial Policy Statement and Provincial Plans

The review of this application has had regard for the relevant matters of Provincial

interest set out in the Planning Act. Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020). Staff find the proposal to be inconsistent with the PPS and does not conform with the Growth Plan for the following reasons:

Policy 1.6.6.1 of the PPS directs that growth should be accommodated in a manner that promotes the efficient use and optimization of existing municipal sewage services and that servicing, and land use considerations are integrated throughout all stages of the planning process. It has not yet been demonstrated that the proposed development can be accommodated by existing municipal services. Further information is required to be submitted to the City for review to determine if there is capacity to support the proposed development.

Policy 2.2.1.4 d) of the Growth Plan directs that complete communities should expand convenient access to safe, comfortable, and convenient use of active transportation. The policy also directs that complete communities should provide a supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities, and provide a vibrant public realm with public open spaces. Policy 1.5.1 a) of the PPS directs healthy, active communities should be promoted by planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity. The SASP requirements and the size of the site provides an opportunity to meet the above-noted policies by reducing the over supply of vehicular parking spaces and incorporating a public park and a publicly accessible private open space in the form of a mid-block connection within Parcel 1 as discussed further in the report, which is not currently contemplated by the application.

Policy 2.2.1.4 c) of the Growth Plan directs that a diverse range and mix of housing options, including residential units and affordable housing, should be provided to support the achievement of complete communities. The proposed development should accommodate a more diverse range of unit types and sizes as expanded upon below in the review of Official Plan policies.

Policy 2.2.5.7 a) of the Growth Plan directs municipalities to plan for all employment areas within settlement areas by prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment uses. Policy 2.2.5.8 furthers the direction by stating development of sensitive land uses, in accordance with Provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing, or other uses that are particularly vulnerable to encroachment. The Growth Plan identifies both amenity areas and residences in its definition of sensitive land uses. Policy 1.3.1(d) of the PPS requires planning authorities to promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities. Policy 1.3.2.2 of the PPS states employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas. Policy 1.3.2.3 of the PPS prohibits residential uses and prohibits or limits other sensitive land uses that are not ancillary to the primary employment uses to maintain land uses

compatibility within employment areas. Employment areas planned for industrial or manufacturing uses should include appropriate transition to adjacent non-employment areas. The application proposes both indoor and outdoor amenity space, as well as residential uses within the Core Employment Areas designation which is contrary to the Official Plan Core Employment Areas land use policies. Furthermore, the submitted Land Use Compatibility and Mitigation Study fails to identify any potential on-site employment uses that are compatible with the residential uses as required through SASP 807.

Land Use

This application has been reviewed against the Official Plan policies and Site and Area Specific Policy 807 as described in the Policy and Regulation Considerations Section of the report.

Through modifications to OPA 231, the lands were redesignate from Core Employment Areas to Mixed Use Areas, with the exception of a small part of the Parcel 1 fronting Queen Elizabeth Boulevard identified as Area 'A' on Attachment 4. This portion of the site has been retained for employment uses and continues to be designated Core Employment Areas in the Official Plan. As delineated, Area 'A' is a cleaver shaped parcel stretching from the rear property line of 17 Sinclair Street with the widest portion of fronting Queen Elizabeth Boulevard. The widest portion of Area 'A' runs plumb with Queen Elizabeth Boulevard.

SASP 807 prohibits any residential uses within Area 'A', the Core Employment Areas portion of the site. Vehicular parking, loading, service or mechanical uses that serve the uses on the Mixed Use Areas part of the site are permitted in Area 'A'. A portion of the proposed 35-storey tower is located within Area 'A', as well as the at-grade outdoor amenity space and the 10th floor indoor amenity space, which is inconsistent with the land use policies applicable to the site.

SASP 807 limits the proposed on-site employment uses to those that are compatible with residential uses. The proposed uses are to be identified in the submitted Land Use Compatibility/Mitigation Study. The submitted Land Use Compatibility and Mitigation Study fails to identify specific on-site Core or General Employment Areas uses to occupy the non-residential gross floor area within the development, which are required to be compatible with the residential uses. As such, insufficient information has been provided to determine whether there are any resulting land use compatibility issues.

SASP 807 directs that a mixed-use development may be appropriate on these lands that are designated Mixed Use Areas and Core Employment Areas subject to a number of policy directives, including addressing matters that would contribute to a quality of life and being compatible with adjacent properties. The application fails to satisfy a number of the policy directives in SASP 807.

Density, Height, Massing

The applicant's justification for the intensity of the proposed development is largely predicated on the site's proximity to higher order transit; it should be noted that the site

is not located within the Mimico PMTSA or Site Specific and Area Policy 692 boundaries.

The Official Plan requires new development to be located and organized to fit with its existing and planned context. The site is immediately adjacent to low-rise detached dwellings to the north and east and one- to two-storey employment buildings to the west. The development approvals along The Queensway between Kipling Avenue to the Mimico Creek range between five to 17 storeys. Several tall buildings have been approved and/or constructed on mixed use lands located south of The Queensway between Islington Avenue to west of Kipling Avenue and east of Royal York Road within the Mimico Protected Major Transit Station Area (PMTSA).

While Mixed Use Areas are identified as areas for intensification, new development is subject to policies and criteria regarding appropriate building height, location and massing. A development consisting of a mix of building typologies could be acceptable provided the proposal meets all the applicable Official Plan policies and SASP 807 policy directives, the intent of the design guidelines, and is more aligned with the surrounding context.

Tall Buildings

Tall buildings should be designed to consist of three parts carefully integrated into a single whole. These three parts include a base, tower and top portions. Tall building proposals are to address key urban design considerations in the Official Plan, as well as the Tall Building Design Guidelines.

Base Building:

The Official Plan requires the base building of tall buildings to respect and reinforce good street proportion and pedestrian scale. In the absence of a consistent street wall height context, the Tall Building Design Guidelines limit the base building height to a maximum of 80% of the adjacent right-of-way width up to 24 metres. The proposed base building height of Building A is nine storeys or 33 metres, which exceeds the maximum height by nine metres. Limiting the height of the base building to 80% of the right-of-way width provides consistency in street proportion and maximizes access to sunlight on the public realm. Reducing the proposed base building height of Building A would assist in minimizing the shadow impacts on the preferred location of the required public park and the adjacent public realm.

Section 3.1.3 of the Official Plan states development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets attractive, interesting, comfortable and functional by providing improvements to adjacent boulevards and sidewalks. The Tall Building Design Guidelines call for buildings to be setback at-grade to secure sidewalk zones of at least six metres or greater. Building C is setback approximately 1.8 metres at the northwest corner of Parcel 2 proposing an insufficient sidewalk zone of three metres. In order to achieve an appropriate sidewalk zone, the base building of Building C would need to be setback further from the property line at the northwest corner of Parcel 2.

Tower Portion of the Building:

Above their bases, the proposed 35-storey tower component would step back approximately 1.5 metres along the south, east and a portion of its north façades and the 17-storey tower component fails to provide any step back relief for the first 16 metres along its west façade. The Tall Building Design Guidelines call for tower step backs above the base building of three metres or greater from the face of the base buildings, especially along street, park, and open space frontages. Tower step backs not only reinforce the base building as the defining element for the public realm, but it also enhances pedestrian comfort by improving at-grade wind levels. The proposed tower step backs are not appropriate and should be increased to improve the resulting pedestrian comfort and experience.

City Planning staff have concerns with the proposed base building massing and tower placement, and require revisions to meet the intent of the Official Plan policies and design guidelines.

Mid-rise Building:

The City generally defines mid-rise buildings as being no taller than the width of the street's public right-of-way. The Mid-Rise Building Performance Standards use the street right-of-way width as a guide to achieve proper street proportion. Both the Official Plan and the guidelines indicate that mid-rise building height is established based on a 1:1 ratio where the maximum building height is generally equivalent to the width of the right-of-way. In this location, Royal York Road has a right-of-way width of 27 metres. As such, the maximum mid-rise building height fronting Royal York Road would be generally limited to 27 metres or eight storeys. The proposed 10-storey building located at the northeast of Parcel 1 at the corner of Royal York Road and Sinclair Street exceeds the maximum 1:1 ratio reaching a height of 36.7 metres.

The Mid-Rise Building Performance Standards require the building envelope to fit within a 45-degree front façade angular plane to maximize access to sunlight on the opposite sidewalk and to ensure the street wall height is proportional with the right-of-way width. A 45-degree angular plane is required at a height equivalent to 80% of the right-of-way width and all subsequent storeys are to fit within the angular plane. Although the submitted architectural drawings lack explicit information on the required angular plane, the section and elevation drawings indicate that the building encroaches into the front angular plane.

The proposed building height should be revised to respect the 1:1 ratio with the 27-metre right-of-way width of Royal York Road and fit within the required front 45-degree angular plane.

Site Layout and Organization

Vehicular access to Parcel 1 is accommodated by way of three driveways, two from Queen Elizabeth Boulevard and one from Sinclair Street, which would provide access to the underground garage, the employment uses, servicing areas and the pick-up/drop-off area for each building. The proposed site layout allows for vehicles to be brought much further into the site than is desirable, provides a significant amount of hardscaping on the site, offers multiple pick-up/drop-off areas and creates numerous points of potential

conflict between vehicles and pedestrians. The proposed driveways also provide a poor interface with the proposed outdoor open space.

The hardscaping dedicated to vehicular movements should be minimized and vehicular access should be restricted from Queen Elizabeth Boulevard only. The proposed site organization does not foster a pedestrian-friendly environment and is vehicular oriented. By reducing the amount of space dedicated to driveways it would allow for the opportunity to increase the amount of landscaped open space on the site, improve the on-site pedestrian circulation and enhance the outdoor amenity areas for future residents.

Staff have discussed alternative site layout options with the applicant to resolve the site organization issues through the application review process by providing alternative design options that limited the number of vehicular access points and hardscaping, increased the proposed landscaped open space on the site within both parcels, provided for a mid-block pedestrian walkway from Sinclair Street to Queen Elizabeth Boulevard and the provision of a public park located at the northwest corner of the site fronting Sinclair Street. The proposed site organization should be reconsidered to maximize the expansion of the public realm, pedestrian priority, landscaped open space and high quality space for resident amenity and reduce the extent of hard surfaces and site area given to vehicular infrastructure.

Sun and Shadow

The Official Plan policies and Tall Building Design Guidelines require development to minimize shadow impacts on adjacent sensitive land uses.

The applicant submitted a Shadow Study for the spring and fall equinoxes only illustrating new shadows resulting from the proposed development. The results of the shadow study identified morning shadowing on the neighbourhood to the north of the site and late afternoon shadowing on the residential properties to the east. The proposed outdoor open space located in the middle of the two buildings on Parcel 1 would be shadowed throughout the entire day. In accordance with the Tall Building Built Form Official Plan policies, the tower portion of tall buildings should be designed to limit impacts on the public realm and surrounding properties. Adherence to the mid-rise building height ratio of 1:1 and required front angular plane would result in maximum access to sunlight on the surrounding public realm and limited shadow impacts on neighbouring properties. The Official Plan Built Form policies also look to locate outdoor amenity in areas with access to direct sunlight. A reduced building height, increased setbacks and step backs and/or other massing and site organizational improvements may help to minimize the shadow impacts.

Wind Impacts

The applicant submitted a Pedestrian Level Wind Study, prepared by RDWI. Staff have concerns with the extent of the proposed wind conditions within the adjacent public realm and outdoor amenity space.

Wind speeds should not exceed the acceptable criteria during any time throughout the year as it could have impacts on pedestrian comfort and safety.

The City's Pedestrian Level Wind Study Terms of Reference requires all submitted wind studies to provide pedestrian wind comfort and safety assessments for all four seasons. The submitted Pedestrian Level Wind Study has not been completed in accordance with the City's Terms of Reference as it fails to provide wind comfort and safety assessments for the spring and fall seasons. Staff do not have all the required information to properly assess wind impacts on the pedestrian comfort and safety throughout the year, however, the limited information provided by the application exceeds comfort and safety expectations.

Indoor/Outdoor Amenity Space

The City's standard for amenity space is two square metres minimum of each indoor and outdoor amenity area. For a development of 967 residential units, a minimum of 1,934 square metres of both indoor and outdoor amenity area is required.

The applicant is proposing five square metres of outdoor and seven square metres of indoor amenity space above the minimum requirement. However, approximately 49 square metres of at-grade outdoor amenity space and 70 square metres of indoor amenity spaces on the 10th floor are located within the Core Employment Areas designation where no residential uses are permitted. The amenity space located within the Core Employment Areas designation cannot be included in the total calculation of the amenity space and as such the amount of proposed amenity space is deficient.

Traffic Impact and Vehicular Access

The applicant's transportation consultant, GHD Limited, submitted a Transportation Impact Study (TIS), dated December 19, 2022, in support of the proposal.

The TIS assumed a study horizon year of 2027 and projected that the proposal would generate approximately 274 and 329 two-way trips during the morning and afternoon peak hours, respectively.

The report concluded that the overall traffic impact from the proposed development would be negligible to the traffic flow along The Queensway, Royal York Road, Queen Elizabeth Boulevard, and all other roads within the study area. It was determined no geometric improvements would be required to accommodate the proposed development. Signal timings were optimized during the future traffic scenarios to accommodate the assumed corridor growth and the estimated site generated traffic.

Despite the conclusions of the submitted TIS, Transportation Services staff require a revised study be submitted prior to accepting the traffic impacts of the proposal addressing the following:

Development Phasing:

The applicant is required to confirm the development phasing to proposal and revise the TIS accordingly to reflect the traffic impacts associated with each development phase.

Study Area:

Transportation Service staff have requested the applicant to amend the TIS study area to include the intersection at Royal York Road and Evans Avenue.

Background Traffic Conditions:

The TIS applies a 0.5% per annum growth rate to derive the background traffic volumes. The report also suggests that historic traffic data did not demonstrate any sustained and consistent growth along the study area roads. Although the proposed growth rate can be considered, it must be justified through an acceptable regression analysis of historical traffic volumes. Traffic volumes associated with background developments in the immediate area were not included in the study. Transportation Services staff require the TIS to be revised to include the historical traffic volumes and background developments.

Pick-up and Drop-off:

The TIS must provide acceptable estimates for the pick-up and drop-off activity.

Vehicular Access:

Three full-movement driveways along Queen Elizabeth Boulevard and one driveway along Sinclair Street are proposed. Vehicular access for Buildings A and B should be consolidated and accessible from Queen Elizabeth Boulevard to align with Official Plan policies related to vehicular access consolidation. The consolidation of the access and driveways would create an opportunity to minimize the vehicular activity and allow for additional space to incorporate a public park and more active transportation uses.

Transportation Demand Management (TDM)

A TDM plan was included as part of the applicant's Transportation Impact Study Report submitted in support of the application. The TDM failed to consider the existing municipal infrastructure that provides active or transit modes options and did not include strategies related to reducing single occupant vehicular trips. Additional information is required in order for staff to assess the appropriateness of the proposed TDM Plan. Staff have also asked the applicant to consider additional TDM measures that are appropriate for the subject site.

Parking

The applicant is required to provide parking for the proposed development based on the supply and dimensional requirements of city-wide Zoning By-law 569-2013, as amended by Zoning By-law 89-2022. Zoning By-law 89-2022 applies to all applications received from February 3, 2022 onwards and eliminates most minimum parking rate requirements while establishing maximum parking rate requirements for all land use types.

The application is proposing a total of 1,075 vehicular parking spaces within two three-level underground garages, one garage located below each parcel. A total of 783 residential vehicular parking spaces and 75 vehicular parking space shared between the residential visitors and office uses are proposed for Parcel 1 for Buildings A and B.

A total of 195 residential vehicular parking spaces and 22 vehicular parking spaces shared between the residential visitors and office uses are proposed for Parcel 2 for Building C. The proposal is exceeding the maximum required residential vehicular parking spaces by 80 parking spaces for Parcel 1.

Relief from the maximum vehicular parking rates regulated by Zoning By-law 89-2022 are not supported by staff. The applicant's justification for a development of this scale is largely based on the site's proximity to higher order transit (Mimico GO Transit Station) in an effort to support Provincial Policy Statement and Official Plan policies related to reducing the length and number of single occupant vehicle trips. Exceeding the maximum vehicle parking rate conflicts with the applicant's justification for the proposed development. Furthermore, the boundaries of the underground garage should be minimized to eliminate the oversupply of parking and to accommodate unencumbered at-grade space for a public park.

Loading

The proposed development would provide five loading spaces, which would consist of the following: Building A - one Type 'B', one Type 'C' and one Type 'G' loading space; Building B - one Type 'G' loading space; and Building C - one Type 'G' loading space.

Zoning By-law 569-2013 requires the following number and type of loading spaces to be provided as part of the proposed development:

Parcel	Building	Land Use	Scope	Loading Space Requirement
1	A	Residential	560 units	One Type 'G' and one Type 'C'
		Office	5,000 m2	Two Type 'B' and two Type 'C'
	B	Residential	187 units	One Type 'G'
2	C	Residential	220 units	One Type 'G'
		Office	1,000 m2	One Type 'B' and one Type 'C'

The proposal is not meeting the Zoning By-law 569-2013 loading space requirements for Buildings A and C. Transportation Services staff require further justification to demonstrate how the proposed number of loading spaces will adequately support the development.

City-owned Lands/Public Lane

The existing City-owned public lane located north of Queen Elizabeth Boulevard, approximately 40 metres west of Royal York Road that stretches behind the existing

dwelling at 514 and 516 Royal York Boulevard is included as part of the subject site. The applicant does not have ownership of the existing public laneway.

Staff are recommending that the owner submit an application to Transportation Services for the closure and purchase of the public lands, subject to City Council approving this closure and sale.

Road Widening

Road widenings of 0.40 metres along the 514-516 Royal York Road frontage and 3.44 metres along the 520-522 Royal York Road frontage are required to satisfy the Official Plan requirements.

Servicing

As per the memo from Engineering and Construction Services, dated February 23, 2023, the applicant is required to provide a revised Functional Servicing Report. The Functional Servicing Report is required 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. Additional information related to the Hydrogeological Assessment Report is also required.

Housing Issues

The Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2020) acknowledge the importance of providing a full range of housing as a matter of Provincial Interest. Policy 3.2.1.1 of 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.

Site and Area Specific Policy 807 requires the provision of affordable housing based on the following terms:

- a. If a condominium is proposed, a minimum of seven percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of five percent of the total new residential gross floor area shall be secured as affordable rental housing.
- b. The affordable housing is to be secured for at least a 99-year period from the date of first residential occupancy.
- c. The unit mix of the affordable housing shall reflect the market component of the development.
- d. The affordable housing shall be secured through one or more agreements.

- e. The submission and acceptance of a Housing Issues Report that identifies the unit mix, unit sizes and how the affordable housing requirements will be met.

A total of 967 residential units are proposed, of which five percent or 49 of the units are proposed to be provided as affordable rental housing. SASP 807 requires five percent of the new residential gross floor area to be provided as affordable rental housing for a 99-year period. Information related to the total gross floor area of the affordable housing has not been provided to determine whether the policy requirement has been satisfied.

The Housing Issues Report, submitted as Appendix B of the Planning Rationale, states: "In accordance with the applicable SASP, the owner/applicant will reserve five percent of the total new residential GFA for affordable rental housing. The remainder of the residential lands will be in Condominium Ownership. As the development is still in the early stages of the approval process, the exact unit mix and unit sizes that will be reserved for the affordable rental housing have not yet been determined."

SASP 807 requires the mix and sizes of the affordable rental units to reflect the market component of the development, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families. The applicant has failed to provide sufficient information related to the location, proposed mix, and sizes of the affordable rental residential units to demonstrate the requirement of the Site and Area Specific Policy has been satisfied.

An appropriate agreement should be entered to secure the affordable housing requirement, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, prior to the OLT issuing a final Order. These affordable housing units are being provided as a requirement of SASP 807 and as such will not be credited towards the owner's Community Benefit Charge obligations.

The Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines recommend that all new mid and tall building developments should provide a minimum of 15% two-bedroom units and 10% three-bedroom units. The application is proposing a total of 967 residential, of which 65% would be one-bedroom units, 30% two-bedroom units and five percent three-bedroom units. The provision of 290 (30%) two-bedroom units and 48 (five percent) three-bedroom units does not support the unit mix objective of the Growing Up Guidelines, Official Plan housing policies and the Growth Plan's management and housing policies to accommodate a broad range of households within new development.

Rental Housing Matters

Policy 3.2.1.12 of the Official Plan states that new development that has the effect of removing all or part of a private building or related group of buildings and would result in the loss of one or more rental units or dwelling rooms, will not be approved unless an acceptable tenant relocation and assistance plan is provided to lessen hardship for existing tenants. There are three rental dwellings on site.

Since the proposed development would require the demolition of the three existing rental dwelling units, as specified in Policy 3.2.1.12, a tenant relocation and assistance plan are required to be provided.

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 subject lands are in an area with 12 to 28 square metres of local parkland per person, which is below the city-wide average provision of 28 square metres per persons.

At the alternative rate of 1 hectare per 600 units as specified in Section 42 of the Planning Act, the parkland dedication requirement is 16,117 square metres or 122% of the site area. However, for sites that are less than five hectares in size, a cap of 10% of the development site is applied to the residential uses while the non-residential use is subject to a two percent parkland dedication. In total, the parkland dedication requirement for the proposed development is 1,344 square metres.

Site and Area Specific Policy 807 requires a new public park to be provided on site, which the application has failed to provide. The application is proposing a 646.5 square metre encumbered outdoor open space with frontage on Queen Elizabeth Boulevard, and abuts the proposed vehicular driveway and drop-off area. The proposed open space is not acceptable as parkland dedication and, as such, it does not satisfy the SASP requirements.

The application is required to satisfy the parkland dedication requirement through an on-site dedication of 1,344 square metres. The park is to be located at the northwest corner of the site with frontage along Sinclair Street and at the terminus of Dayton Avenue. The park must also comply with Policy 3.2.3.8 of the Official Plan.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. The site was identified to have archaeological potential. The applicant submitted a Stage 1 Archaeological Assessment dated March 28, 2023 completed by ASI, which determined there are no further archaeological concerns regarding the subject site. Heritage Planning staff reviewed the submitted report and concur with the assessment.

Tree Preservation

City by-laws provide for the protection of trees situated on both private and City property. There are a total of 53 regulated trees on the site and within the adjacent public right-of-way, of which all 24 privately-owned trees, including one located on the adjacent property, are proposed to be removed. A total of 21 City-owned trees and eight trees owned by the Ministry of Transportation are proposed to be preserved.

Policy 3.4.1(d) (iii) of the Official Plan states to support strong communities, a competitive economy and high quality of life, public and private city-building activities and changes to the built environment, will be environmentally friendly, based on preserving and enhancing the urban forest by regulating the injury and destruction of trees.

On the weekend of August 12-13, 2023, a tree removal company removed five by-law protected privately-owned trees from the subject site without proper approval from the City. According to the submitted Arborist Report, the protected trees that were unlawfully removed were in either good or fair condition and had diameters sizes at breast height between 33 to 72 centimetres. The City is currently investigating the removal of these protected trees.

Land Use Compatibility/Mitigation - Noise Impact and Air Quality Studies

The Official Plan requires that development adjacent to or nearby Employment Areas or transportation corridors will be appropriately designed, buffered and or separated from both industries or transportation sources as necessary to mitigate any adverse impacts of these sources to new development and vice versa. The Official Plan requires a Land Use Compatibility and Mitigation Report, containing Noise Impact and Air Quality Studies to be submitted as part of any development application in close proximity to Employment Areas. Provincial regulations require compliance with both the Ministry of Environment and Climate Change (MOECC) noise and air quality guidelines.

Provincial noise guidelines (NPC-300) were introduced in 2013 which replace and consolidate previous related guidelines. Among other matters, the guidelines provide advice on sound level limits and guidance that may be used when land use planning decisions are made under the Planning Act. They are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions.

The MOECC sets concentration limits that are protective of human health and the environment. Emissions of air contaminants is regulated under Ontario Regulation 419/05, as amended.

SASP 807 limits any potential on-site employment uses to those that are compatible with residential uses. Such uses are required to be identified in the submitted Land Use Compatibility/Mitigation Study. The submitted Land Use Compatibility/Mitigation Study fails to identify any on-site employment uses to occupy the proposed non-residential gross floor area of the development and to ensure compatibility with the proposed residential uses.

The applicant submitted a Land Use Compatibility/Mitigation Study (Air Quality and Noise), dated December 19, 2022, prepared by RWDI and a Noise and Vibration Impact Study, dated December 19, 2022, prepared by GHD Consultants in support of the Zoning By-law Amendment application. These studies are to be peer reviewed by a third-party consultant retained by the City at the owner's expense to ensure there are no land use compatibility issues. The applicant has refused to post the financial guarantees required to commence the peer review process, as such the submitted Land Use

Compatibility/Mitigation Study (Air Quality and Noise) and Noise and Vibration Impact Study have not been peer reviewed.

In the event that the OLT allows the Zoning By-law Amendment application appeal, in whole or in part, the final Order should be withheld pending the confirmation that the submitted a Land Use Compatibility/Mitigation Study (Air Quality and Noise), dated December 19, 2022, prepared by RWDI and a Noise and Vibration Impact Study, dated December 19, 2022, prepared by GHD Consultants have been peer reviewed by a third-party consultants.

Toronto Green Standard

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

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured appropriately through the Site-specific Zoning By-law and a future Site Plan Control application.

Public Art

Section 3.4 of the Official Plan encourages the inclusion of public art in all significant private sector developments across the City. At a total gross floor area of more than 86,000 square metres, the applicant is encouraged to consider the inclusion of public art in this development.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The Community Services and Facilities Report submitted by the applicant determined that there are sufficient community centres, childcare facilities, human services organizations and parks within the area to accommodate the proposed development. The local schools either have capacity or limited capacity to accommodate future students from the proposed development. Contrary to the applicant's report, staff have

identified childcare facilities and human services space as a priority within the surrounding area of the site.

CONCLUSION

The proposal has been reviewed against the policies of the PPS (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), and the Official Plan, as well as the applicable Council-approved urban design guidelines. The proposal is not consistent with the PPS (2020) and conflicts with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Further, the proposal does not conform with Site and Area Specific Policy 807 and the Official Plan, particularly as it relates to the built form, parkland dedication, public realm and housing options.

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.

CONTACT

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E-mail: Jennifer.Renaud@toronto.ca

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: Site and Area Specific Policy 807 Schedule B
Attachment 5: Existing Zoning By-law Map

Applicant Submitted Drawings

Attachment 6: Site Plan
Attachment 7: Parcel 1 North Elevation
Attachment 8: Parcel 1 South Elevation
Attachment 9: Parcel 1 West Elevation
Attachment 10: Parcel 1 East Elevation
Attachment 11: Parcel 2 North Elevation
Attachment 12: Parcel 2 South Elevation
Attachment 13: Parcel 2 West Elevation
Attachment 14: Parcel 2 East Elevation

Attachment 1: Application Data Sheet

Municipal Address: 2, 7 and 10 Queen Elizabeth Boulevard
506, 514, 516, 520
and 522 Royal York
Road and 3, 5 and 15
Sinclair Road

Date Received: May 10, 2022

Application Number: 22 144668 WET 03 OZ

Application Type: Zoning By-law Amendment

Project Description: To develop Parcel 1 by constructing a 10-storey mid-rise building and two towers with heights of 17 and 35 storeys connected by a nine-storey base building containing 5,000 square metres of employment gross floor area. A 20-storey mixed-use building is proposed to be developed on Parcel 2.

Applicant	Agent	Architect	Owner
Queenscorp Group Inc. 2 Queen Elizabeth Blvd. Toronto, Ontario	Bousfields Inc. 3 Church St., Suite 300 Toronto, Ontario	Turner Fleischer 67 Lesmill Road Toronto, Ontario	1672498 Ontario Ltd. 170 Evans Ave., Suite 170 Toronto, Ontario

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Area/Core Employment Areas

Site Specific Provision: SASP 807

Zoning: Employment Industrial/ Class 1 Industrial

Heritage Designation: N

Height Limit (m): N/A

Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 14,234 Frontage (m): 129 Depth (m): 180

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):				
Residential GFA (sq m):	752		80,601	80,601
Non-Residential GFA (sq m):			6,000	6,000
Total GFA (sq m):	752		86,601	86,601

Height - Storeys:	10, 17, 20, 35	10, 17, 20, 35
Height - Metres:	42, 66, 71, 118	42, 66, 71, 118

Lot Coverage Ratio
(%):54

Floor Space Index: 6.08

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	80,601	
Retail GFA:		
Office GFA:	6,000	
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	3	0	49	49
Freehold:	1	0		
Condominium:			918	918
Other:				
Total Units:			967	967

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			629	290	48
Total Units:			629	290	48

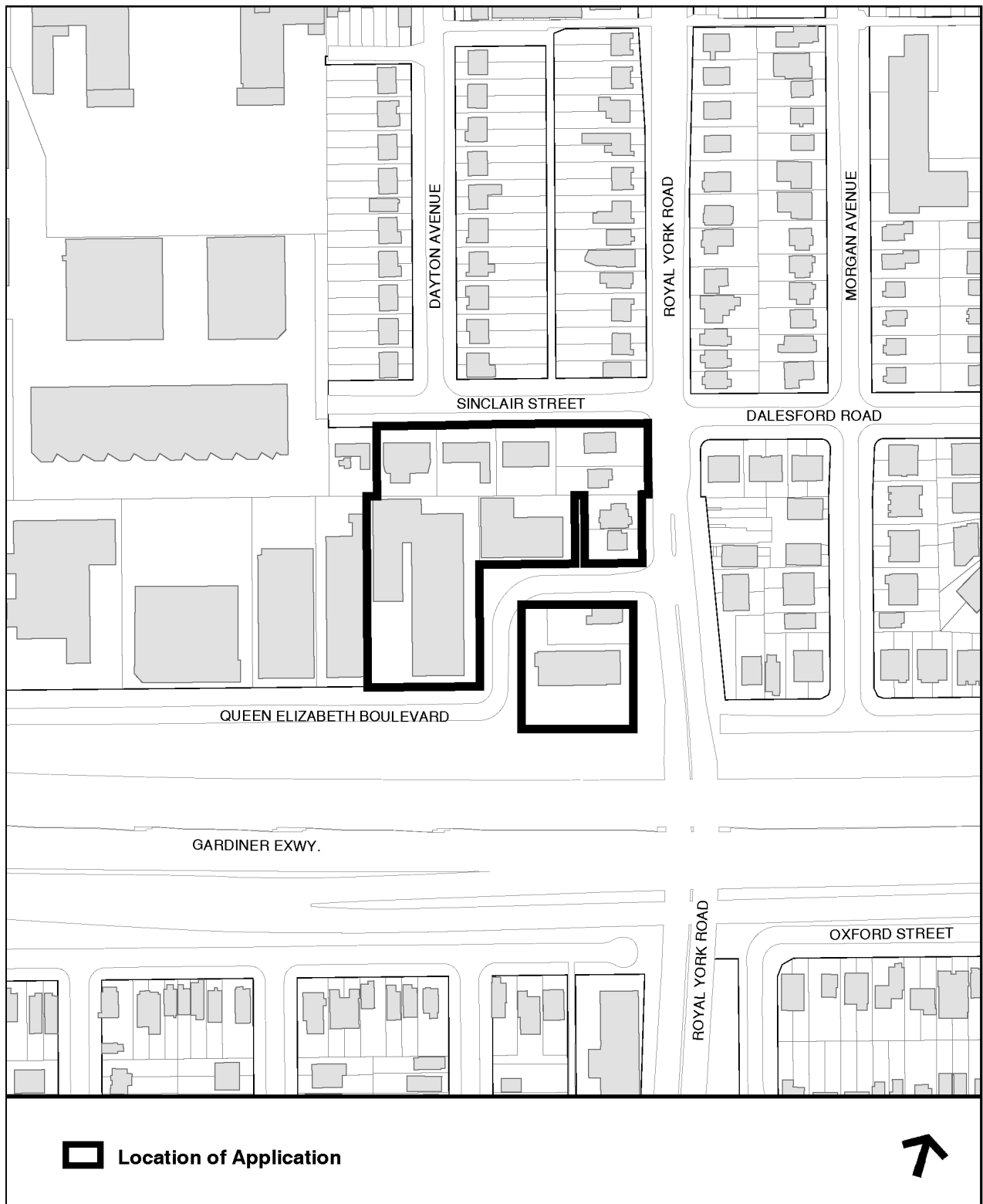
Parking and Loading

Parking Spaces:	1,075	Bicycle Parking Spaces:	755	Loading Docks:	5
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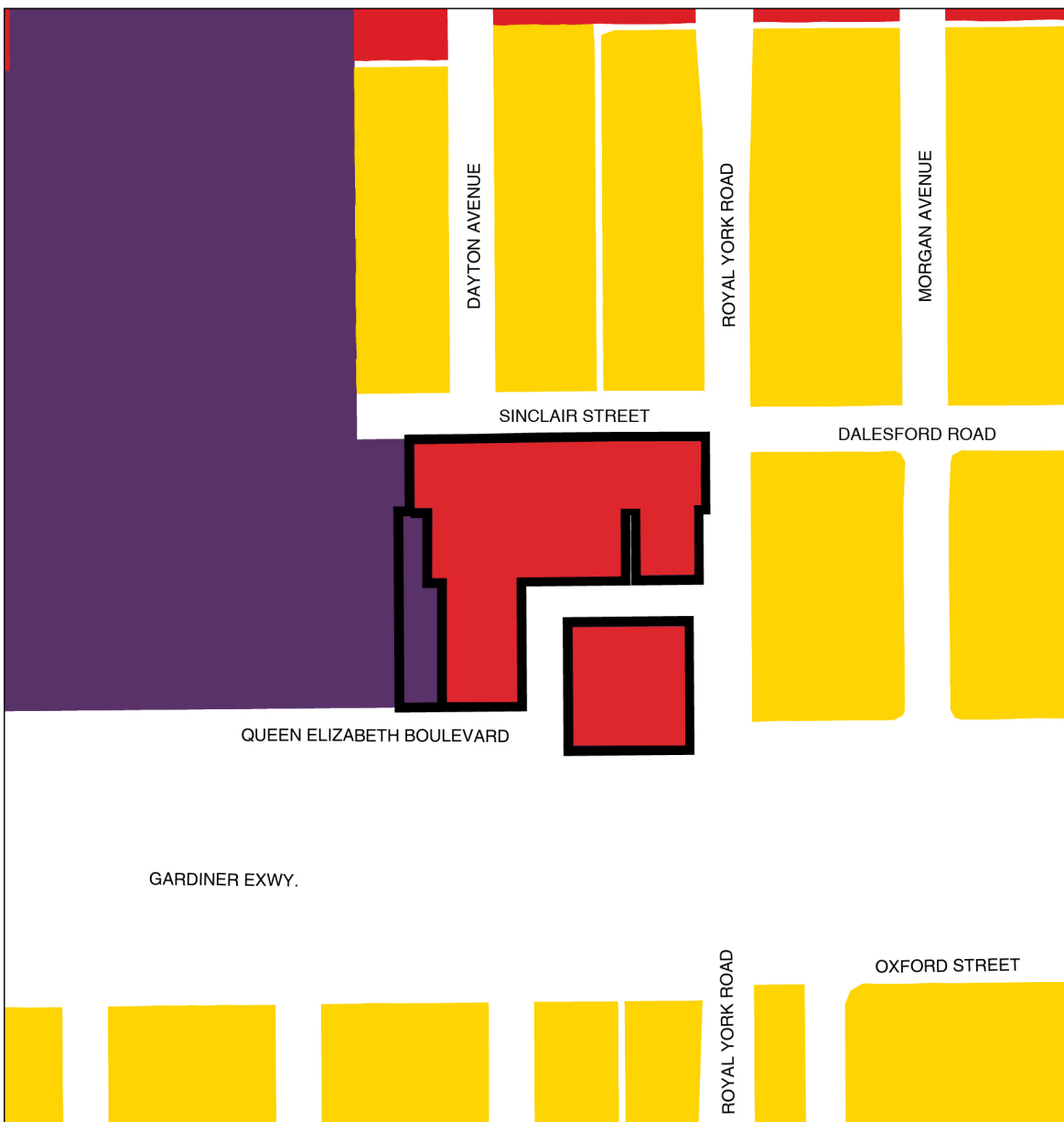
CONTACT:

Jennifer Renaud, Senior Planner, Community Planning
416-394-2608
Jennifer.Renaud@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map

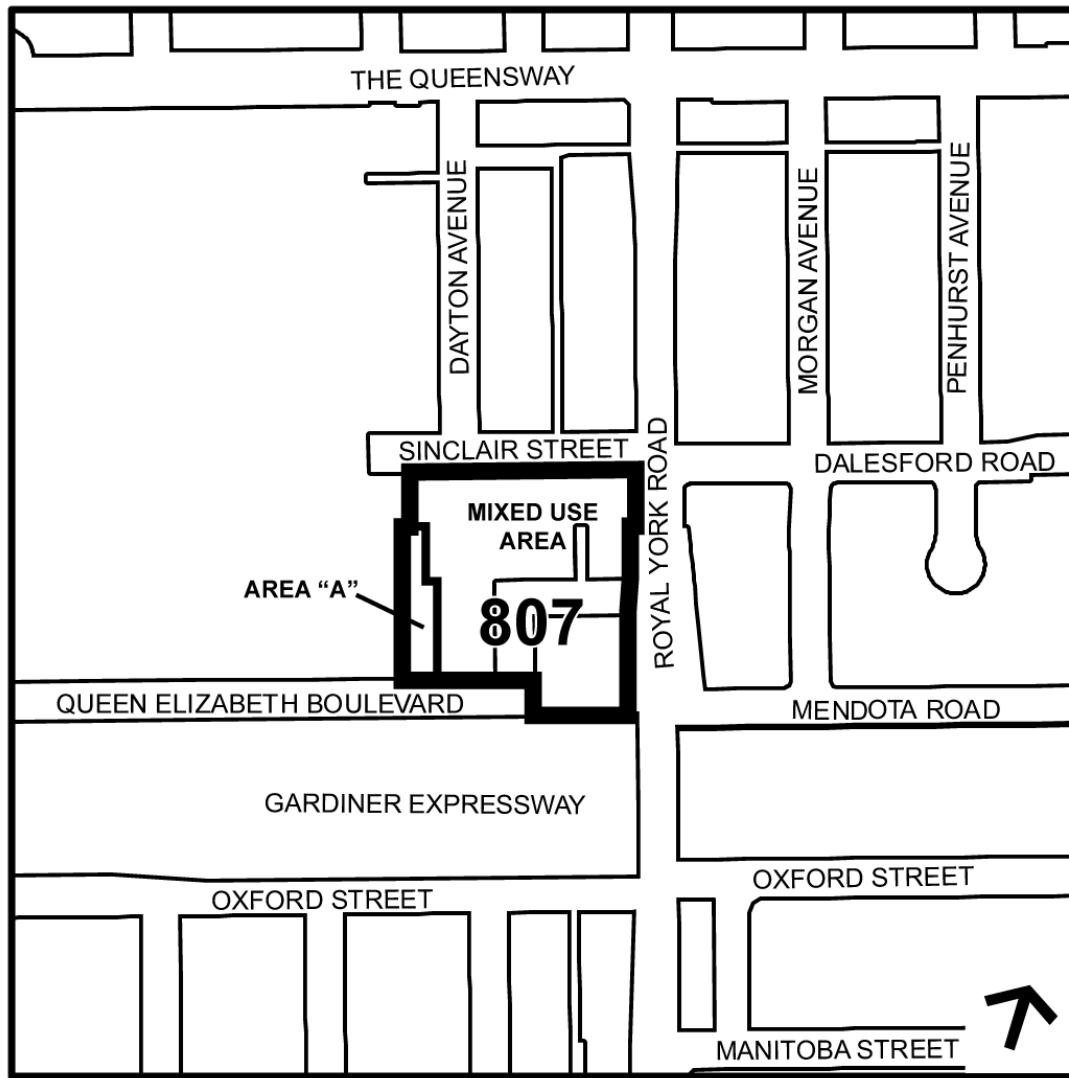


**2, 7, & 10 Queen Elizabeth Boulevard, 506, 514, 516, 520,
522 Royal York Road, 3, 5 & 15 Sinclair Street**
Official Plan Land Use Map #15 File # 22 144668 WET 03 0Z

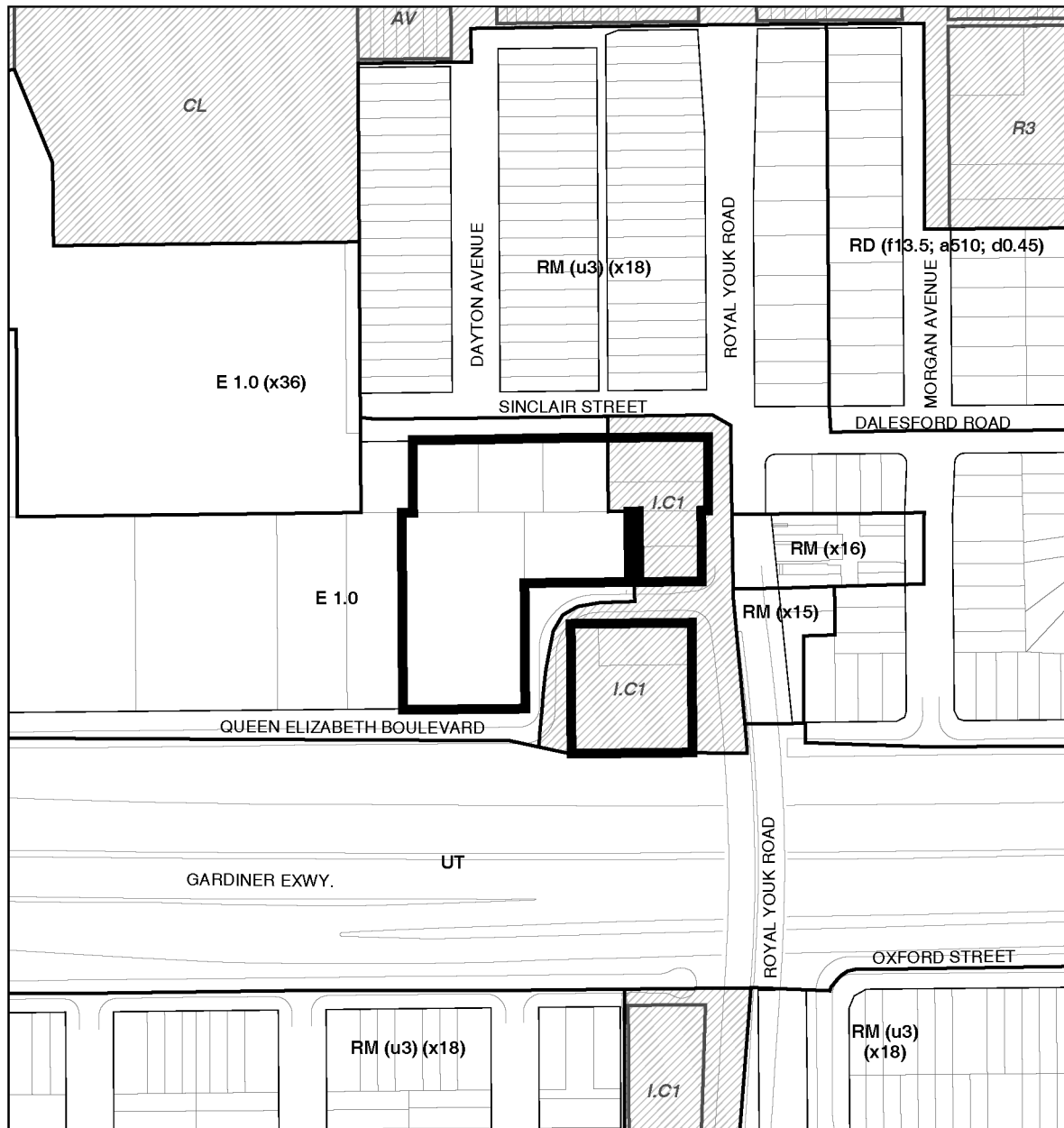


Not to Scale
Extracted: 05/16/2022

Attachment 4: Site and Area Specific Policy 807 Schedule B



Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

2, 7, & 10 Queen Elizabeth Boulevard, 506, 514, 516, 520,
522 Royal York Road, 3, 5 & 15 Sinclair Street

File # 22 144668 WET 03 0Z



Location of Application

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple
E Employment Industrial
UT Utility and Transportation



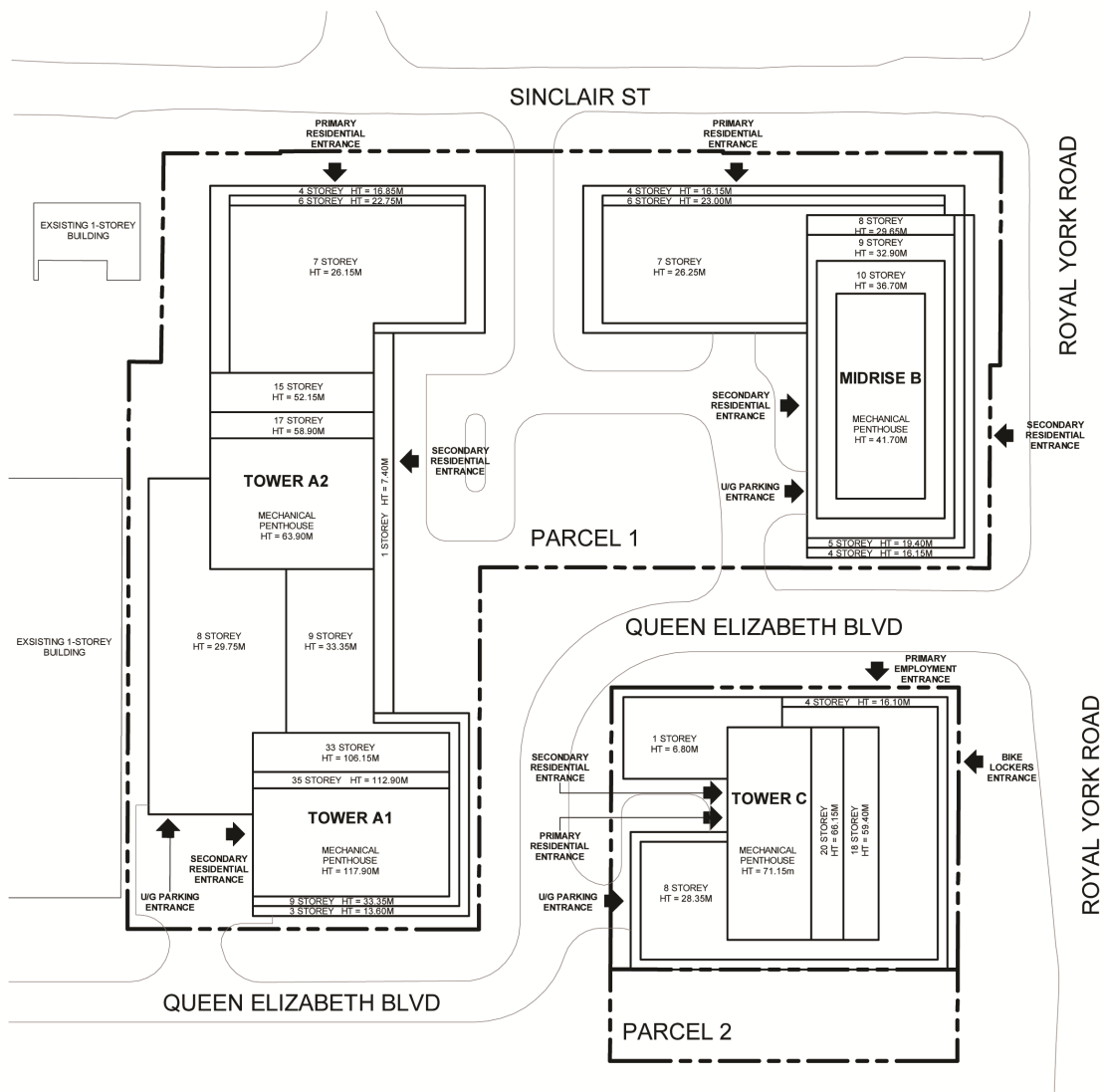
See Former City of Etobicoke By-Law No. 11,737

R3 Third Density Residential Zone
I.C1 Class 1 Industrial Zone
AV Limited Commercial-Avenues Zone
CL Limited Commercial Zone



Not to Scale
Extracted: 05/16/2022

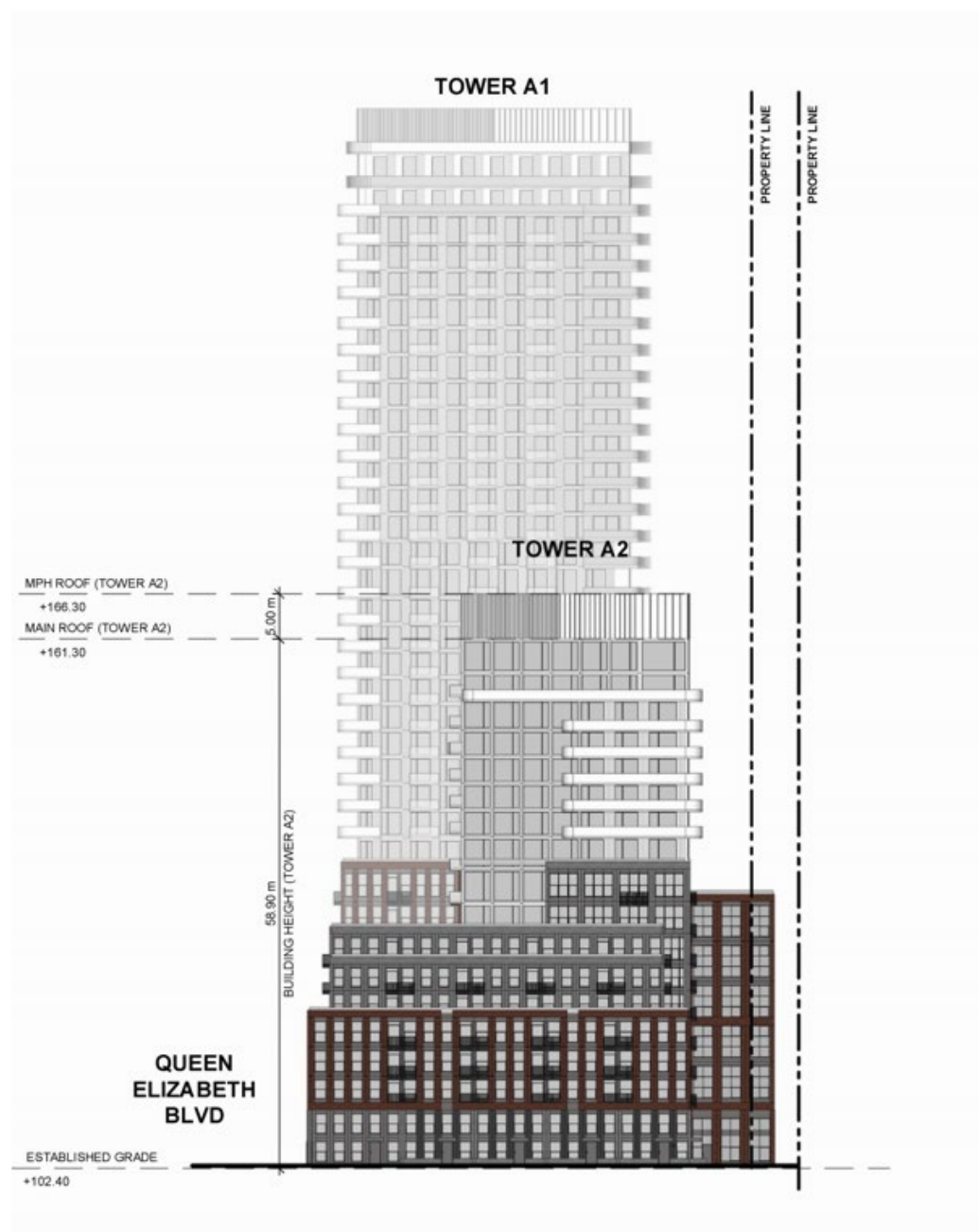
Attachment 6: Site Plan



Site Plan

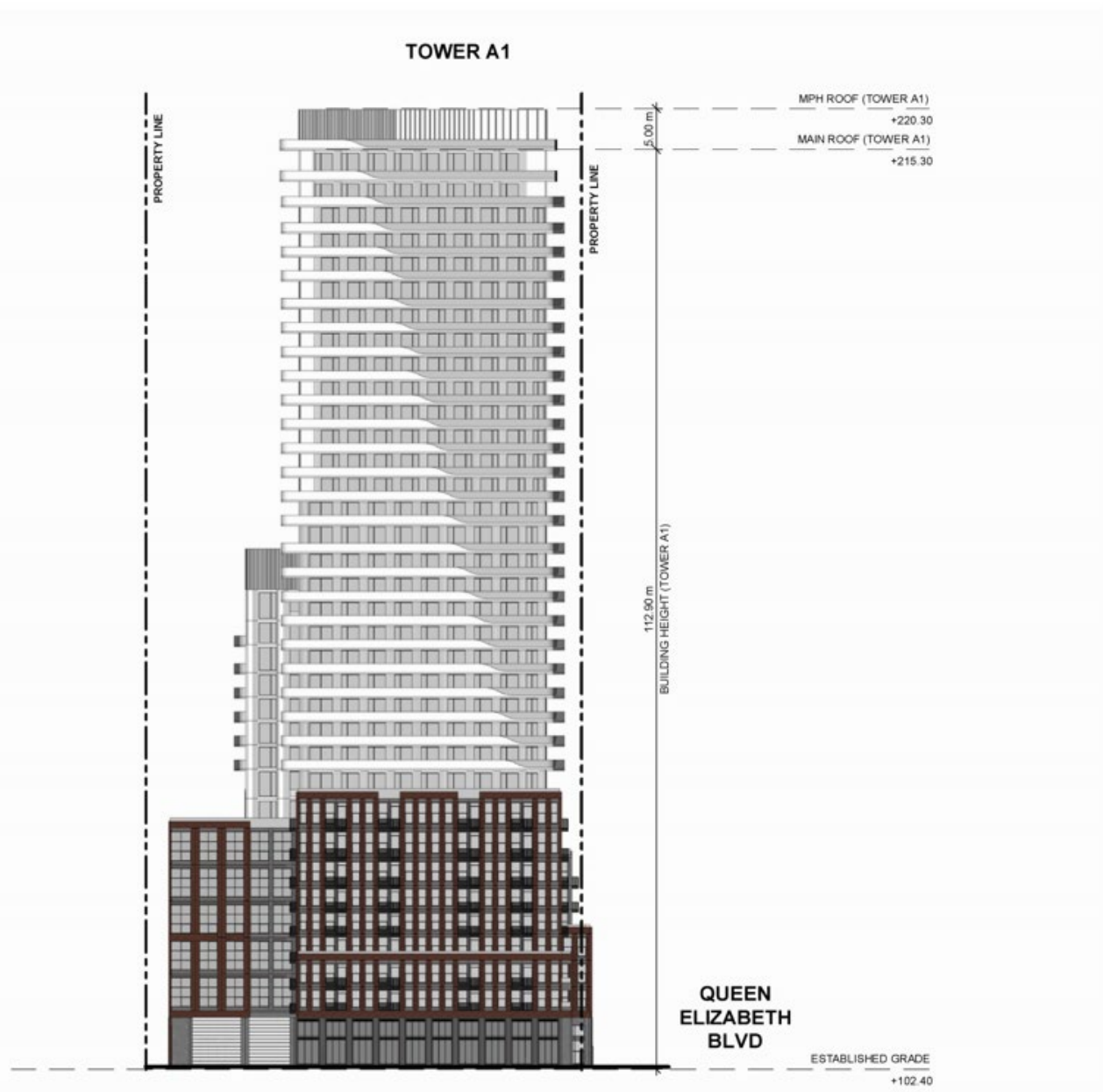


Attachment 7: Parcel 1 North Elevation



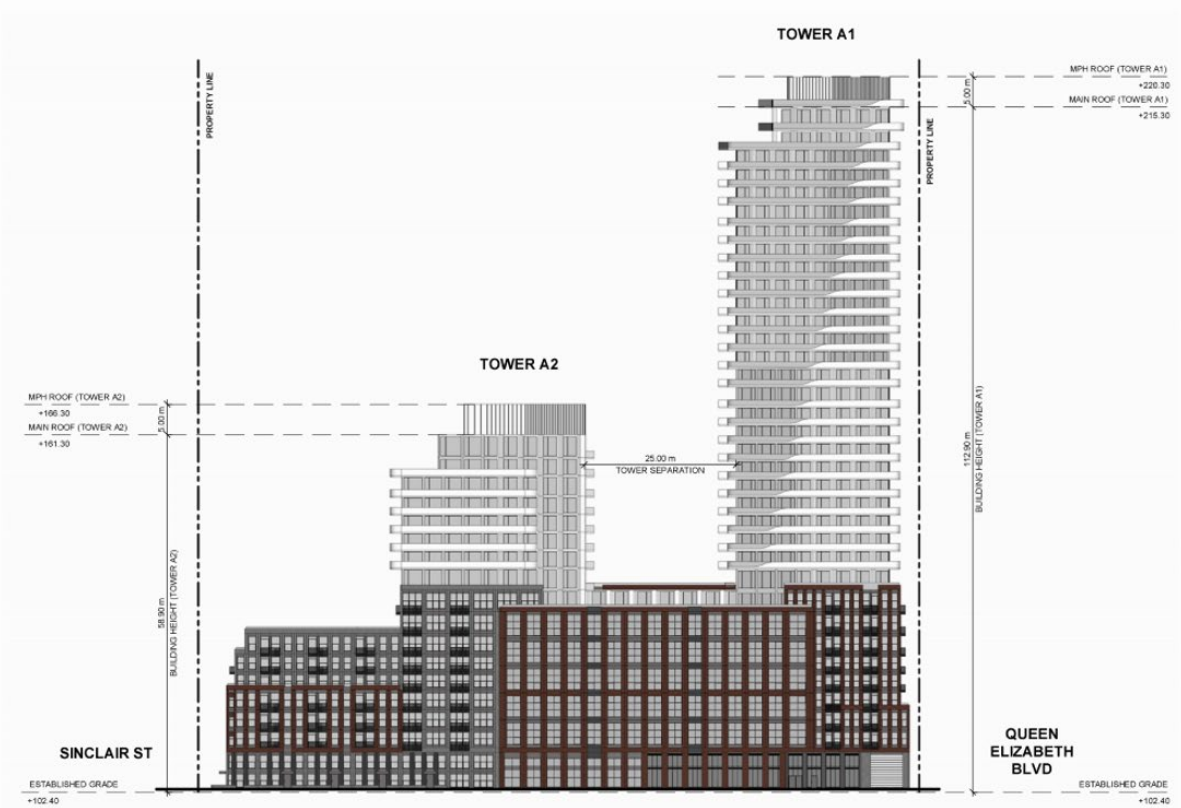
North Elevation

Attachment 8: Parcel 1 South Elevation



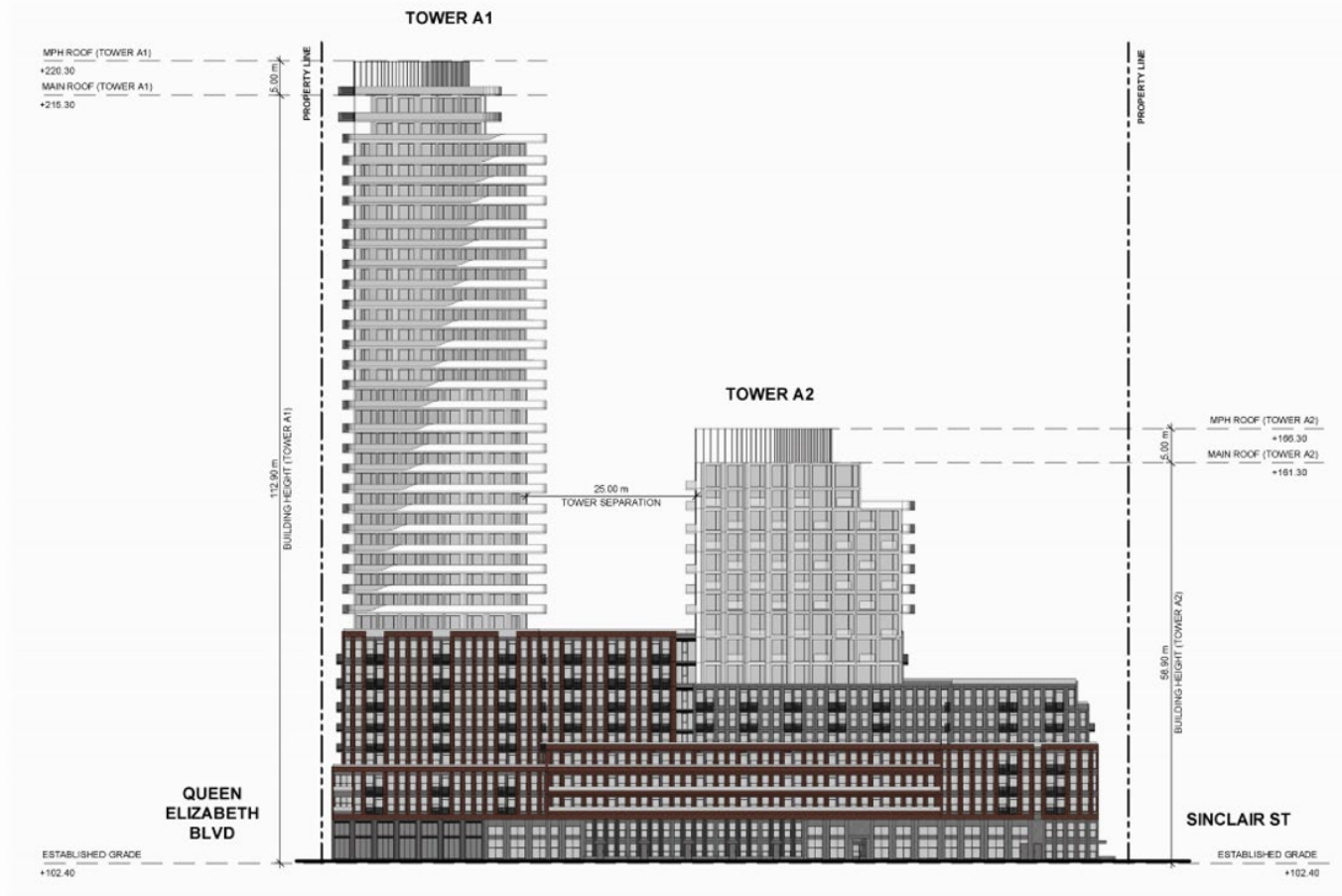
South Elevation

Attachment 9: Parcel 1 West Elevation



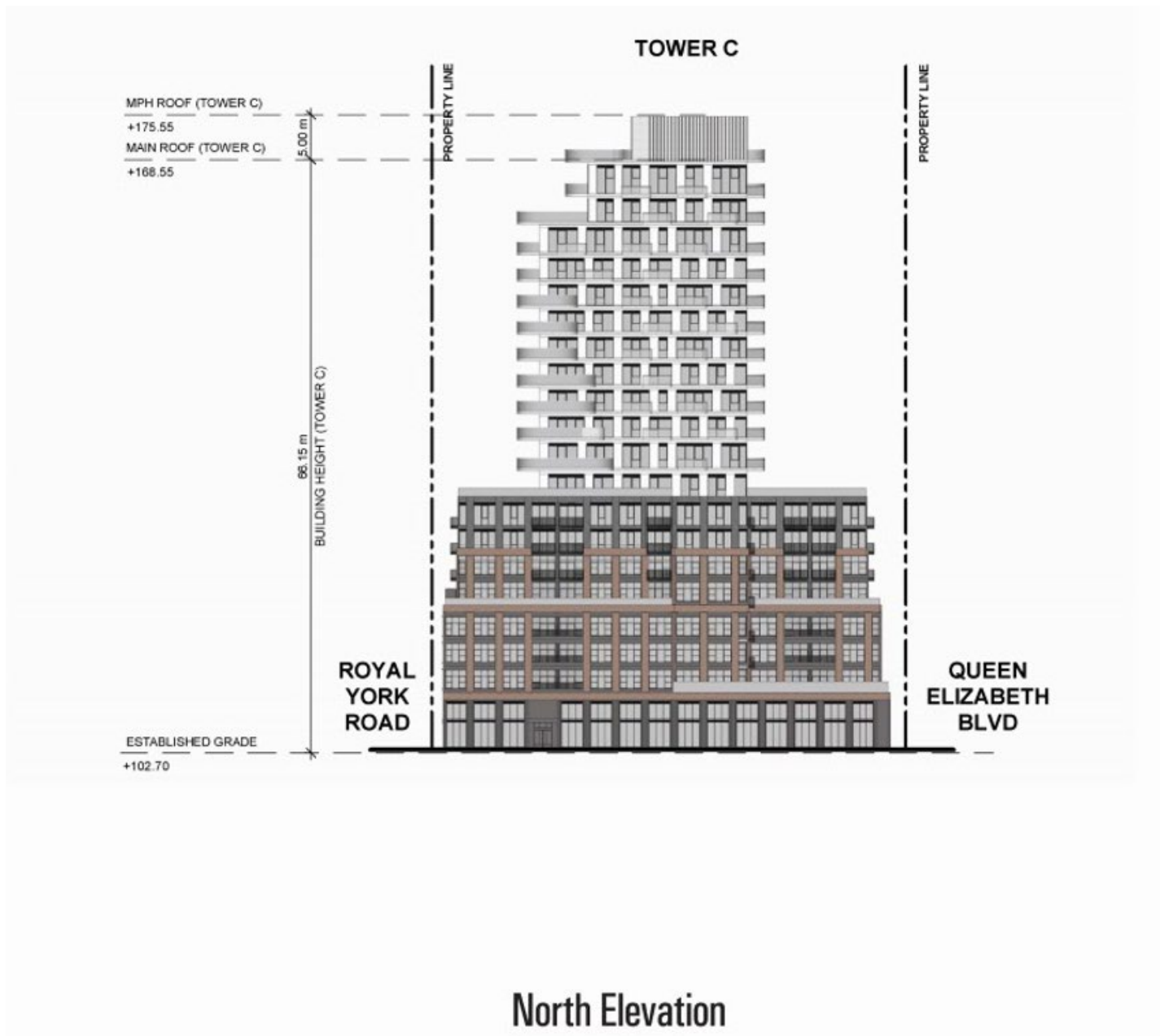
West Elevation

Attachment 10: Parcel 1 East Elevation



East Elevation

Attachment 11: Parcel 2 North Elevation

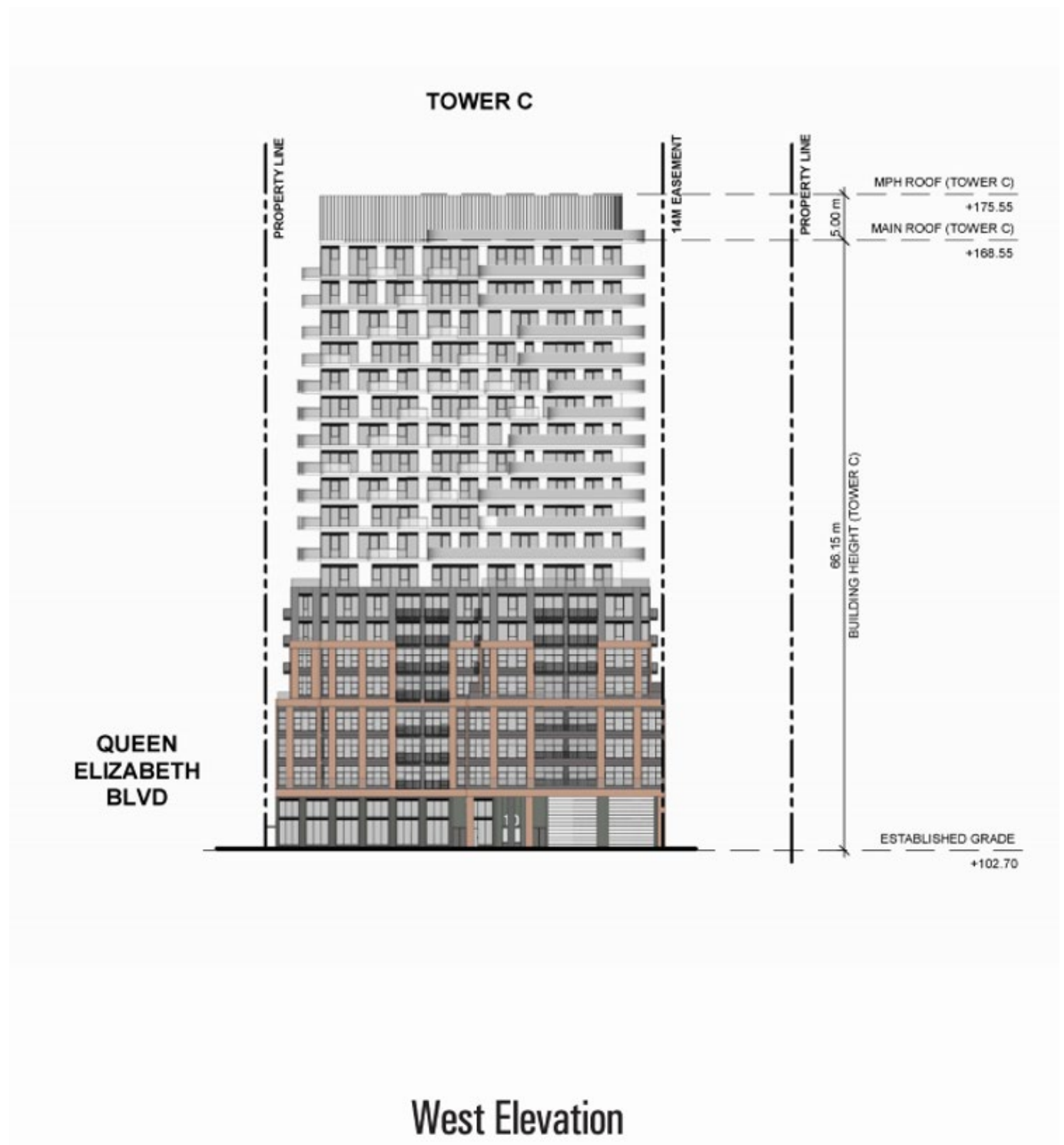


Attachment 12: Parcel 2 South Elevation



South Elevation

Attachment 13: Parcel 2 West Elevation



Attachment 14: Parcel 2 East Elevation

