

## **630 The East Mall – Zoning By-law Amendment Application – Appeal Report**

**Date:** March 14, 2024

**To:** Etobicoke York Community Council

**From:** Director, Community Planning, Etobicoke York District

**Ward:** Ward 2 – Etobicoke Centre

**Zoning By-law Amendment Application No.:** 22 207881 WET 02 OZ

**Related Site Plan Control Application No.:** 22 227327 WET 02 SA

### **SUMMARY**

---

On November 10, 2022, a Zoning By-law Amendment application was submitted and subsequently revised on October 11, 2023 to permit the development of two residential buildings. One building would contain two 24-storey towers with a nine-storey base building while the other would be a 12-storey building. In total, the proposed development would comprise 839 dwelling units and a gross floor area of 53,356.8 square metres.

On December 1, 2023, the applicant appealed the application to the Ontario Land Tribunal (OLT) citing City Council's failure to make a decision on the application within the prescribed time frame set out in the Planning Act. A Case Management Conference has been scheduled for March 20, 2024.

This report recommends that Council directs the City Solicitor, together with the appropriate City staff, to attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve 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 to oppose the current Zoning By-law Amendment application appeal for 630 The East Mall, and to continue discussions with the applicant in an attempt to resolve outstanding issues.
2. If the Ontario Land Tribunal allows the appeal, in whole or in part, City Council direct the City Solicitor to request that the issuance of a final Order be withheld until such time as the City Solicitor advises that:

- a. The form and content of the Zoning By-law Amendment is satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;
- b. The owner has submitted a revised Transportation Impact Study including all requested revisions to the satisfaction of the General Manager, Transportation Services;
- c. The owner has addressed all outstanding issues identified within the Engineering and Construction Services correspondence, dated November 15, 2023, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services;
- d. The owner has submitted a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services, and such report shall determine the stormwater runoff, sanitary flow and water supply demand resulting from the development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development, and/or any upgrades that may be required;
- e. The owner has submitted a revised Hydrological Assessment Report, Hydrological Review Summary Form, Servicing Report Groundwater Summary Form and Foundation Drainage Summary Form to determine the quality and quantity of groundwater that may be required to be discharged to the City sewage works as a result of a proposed development and comply with Foundation drainage policy and guidelines to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and the General Manager, Toronto Water;
- f. The owner has addressed all outstanding issues raised by Urban Forestry noted in correspondence, dated November 16, 2023, including the need for an updated Landscape Plan, Planting Plan and Soil Volume Plan, to the satisfaction of the General Manager of Parks, Forestry and Recreation;
- g. The Noise and Vibration Report has been peer reviewed at the cost of the applicant and any required revisions resulting from this study have been made to the proposal to the satisfaction of the Chief Planner and Director, City Planning;
- h. The Air Quality Study has been peer reviewed at the cost of the applicant and any required revisions resulting from this study have been made to the proposal to the satisfaction of the Chief Planner and Director, City Planning; and,
- i. The owner has made revisions to meet the Toronto Green Standard requirements to the satisfaction of the Chief Planner and Executive Director, City Planning.

3. Should it be determined that upgrades are required to the infrastructure to support the development according to the Transportation Impact Study and/or the accepted

Functional Servicing and Stormwater Management Report, City Council direct the City Solicitor and appropriate City staff to request that a Holding Provision be included in the final form of the site-specific Zoning By-law Amendment, and the Holding Provision is not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Transportation Services.

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

## **FINANCIAL IMPACT**

---

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

## **DECISION HISTORY**

---

On January 24, 2022, a pre-application consultation meeting was held with the applicant to discuss complete application submission requirements.

The application was received and deemed complete on November 10, 2022.

## **THE SITE**

---

### **Description**

The site is relatively flat and approximately triangular in shape. It has a frontage of approximately 164 metres along the west side of The East Mall and 118 metres along Provincial Highway 427. The site is municipally known as 630 The East Mall and has an area of 8,075 square metres.

### **Existing Uses**

The site contains a one-storey commercial building and electric vehicle charging station.

### **Surrounding Uses**

North: A mix of detached and townhouse dwellings, a six-storey apartment building, as well as a school and daycare.

East: Six low-rise two-storey apartment buildings, detached dwellings beyond.

South: A vacant lot and Shoppers Drug Mart retail store located adjacent to Rathburn Road. A Site Plan Control application (Application No. 22 139929 WET 02 SA) is currently under review for the vacant lot for an 11-storey mixed-use mid-rise building and two 24-storey residential towers with a three- and eight-storey base building.

West: Immediately adjacent to the site is Provincial Highway 427. Beyond are two large u-shaped 20-storey residential apartment buildings accessed via The West Mall.

## **THE APPLICATION**

---

### **Proposed Use**

The application proposes to permit two 24-storey residential towers connected by a nine-storey base building and one 12-storey residential building comprising 839 dwelling units and a total gross floor area of 53,357 square metres. The two towers would contain 594 units and the 12-storey building would contain 245 units.

### **Height and Massing**

The two towers are proposed to be 24 storeys tall (71 metres, including mechanical penthouse), including a nine-storey (27-metre) base building. The tall building development is proposed to be placed parallel to Provincial Highway 427, with the base building and northerly tower angled to match the curve of The East Mall. Outdoor amenity space is proposed to be located on the roof of the base building, accessed from indoor amenity space located inside each of the towers on the 10th level. The towers are proposed to be set back 25 metres from each other and feature projecting balconies for all levels on all sides. The majority of the proposed tower floorplates are 750 square metres in size.

The building fronting The East Mall is proposed to be 12 storeys tall (42 metres, including mechanical penthouse) in a L-shaped configuration generally parallel to the street and set back between 3.1 and 3.2 metres at grade. A large triangular-shaped 226-square metre outdoor amenity space is proposed to break-up the streetwall along The East Mall with a walkway connecting through the building to the towers on the west of the site. The building is proposed to be stepped back from The East Mall at the 10th, 11th, and 12th floors, with an outdoor amenity space provided on the mechanical penthouse level.

### **Density (Floor Space Index)**

The proposal would have a density of 6.7 times the area of the lot.

### **Unit Breakdown**

The proposed 839 dwelling units comprise of 592 one-bedroom (71%); 151 two-bedroom (18%); and 96 three-bedroom (11%) units.

### **Access, Parking and Loading**

Access to the site is proposed to be from an on-site driveway to The East Mall on the northern portion of the site, as well as from a consolidated access and proposed controlled-access intersection located at 600-620 The East Mall. A residential drop-off/pick-up is proposed between the 12-storey building and towers, towards the northern

portion of the site. Five levels of below-grade parking are proposed, with the fifth level being a partial level located directly under the 12-storey building. All parking is proposed to be accessed from a parking ramp on the southwest corner of the site in the building with the proposed towers. A total of 652 bicycle parking spaces are proposed. One Type G loading space is proposed for each building.

### **Additional Information**

See Attachments 2, 3, 4 and 5 of this report for the Application Data Sheet, three-dimensional representations of the proposal in context, and a site plan of the proposal, respectively. 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 [www.toronto.ca/630TheEastMall](http://www.toronto.ca/630TheEastMall).

### **Reasons for the Application**

The proposal requires an amendment to city-wide Zoning By-law 569-2013 to permit the proposed residential uses as well as amend corresponding performance standards.

### **Site Plan Control**

The proposal is subject to Site Plan Control. A Site Plan Control application was received on November 16, 2022 and is under review.

## **POLICY 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 (PPS), and shall conform to Provincial plans.

### **Official Plan**

The site is designated *Apartment Neighbourhoods* on Map 14 of the Official Plan. Official Plan Map 3 - Right-of-Way Widths Associated with Existing Major Streets, identifies The East Mall as a Major Street with a planned right-of-way width of 27 metres.

Toronto Official Plan policies may be found [here](#).

### **Zoning**

The site is zoned Commercial Local (CL) 0.4, exception 271 under city-wide Zoning By-law 569-2013. The Commercial Local zone permits a variety of small-scale commercial and institutional uses including community centres, offices, veterinary hospitals, retail shops, service shops, and medical offices. Some uses are also permitted with conditions, including places of worship, day nurseries and eating establishments. Residential use is not permitted. The maximum permitted height on the site, as per the

Height Overlay map, is 10 metres. Exception 271 permits a maximum floor space index of 0.7 if a minimum of 30% of the area of the lot is used for landscaping.

The site is also zoned Planned Commercial Preferred (CPP) by the former City of Etobicoke Zoning Code. The CPP zone permits a variety of small-scale commercial uses. Residential uses are not permitted.

### **Toronto/Lester B. Pearson International Airport Zoning Regulations**

The site is subject to the Toronto/Lester B. Pearson International Airport Zoning Regulations (Government of Canada Regulation SOR/99-123). The site is subject to obstacle zoning restrictions, which provides for a maximum allowable elevation above sea level resulting in a height limit for any proposed development on the lands. The maximum allowable elevation is 219.46 metres above sea level for the site.

### **Design Guidelines**

The following design guidelines are relevant in the consideration of the proposal:

- [Tall Building Design Guidelines](#);
- [Mid-Rise Building Performance Standards and Addendum](#);
- [Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines](#); and
- [Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings](#).

### **Toronto Green Standard**

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

## **COMMUNITY CONSULTATION**

---

A virtual Community Consultation Meeting was hosted by City staff on April 12, 2023, to discuss the original proposal submitted in November 2022. Approximately 12 members of the public attended the meeting along with the local Councillor, the applicant, and their consulting team. Following presentations by City staff and the applicant, the following questions and concerns were raised by the community:

- Opportunities presented by the site to provide a walkable and transit-oriented community;
- Clarification of proposed bike parking provided within the building;
- Questions regarding the timeline for approval of the proposal;
- Concerns over increased traffic congestion attributed to the development, particularly along Rathburn Road and Burnhamthorpe Road, and the intersection;
- Questions regarding whether the proposal includes any affordable housing component;

- Questions regarding how electric vehicle charging will be addressed in the development;
- Concerns over potential loss of views and reduction in real-estate value for neighbouring residents;
- Clarification of the next steps for the application;
- Concerns over the lack of retail space proposed for the ground floor of the buildings;
- Concerns with the degree of density and intensification proposed for the site;
- Concerns with the lack of capacity in local schools to accommodate future students;
- Concerns with the lack of parkland in the area to serve future residents;
- Concerns over potential impacts to safety and crime in the neighbourhood; and
- Concerns with the aging infrastructure in the area.

## COMMENTS

---

### Provincial Framework

Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (PPS), and for conformity with the Growth Plan. The proposal is not consistent with the PPS policies concerning appropriate development performance standards through the Official Plan and other supporting documents.

### Land Use

This application has been reviewed against the Official Plan. The proposed land use for residential apartment buildings at 630 The East Mall is consistent with the *Apartment Neighbourhoods* designation in the Official Plan, but the proposed built-form is not.

### Height and Built Form

While City Planning staff have no concerns with the tall building component of the proposal, staff do have concerns with the 12-storey component. As per the Official Plan, mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way that it fronts onto. Accordingly, Mid-Rise Building Performance Standards, Performance Standard No.1 reinforces the maximum height for a mid-rise building should be no taller than the width of a street's public right-of-way. The right-of-way width of The East Mall in this location is 27 metres. The 12-storey building fronting The East Mall is proposed to be approximately 42 metres (including mechanical penthouse), greatly exceeding the maximum height. The height of the building should be reduced to achieve a more appropriate scale fronting The East Mall.

Since the height of the proposed 12-storey building exceeds 23 metres it should also feature a stepback along the front façade in accordance with the Mid-Rise Building Performance Standards Addendum, Performance Standard No. 4B. This setback would help with the establishment of an appropriate streetwall and reduce the pedestrian perception of the building from The East Mall.

Further, in accordance with Mid-Rise Building Performance Standard No. 12, projecting balconies along the front façade of a mid-rise building should not be located within the

first three storeys to frame the street appropriately. The 12-storey building has balconies on levels two and three which should be removed and replaced with recessed balconies.

### **Building Entrance**

As per the Official Plan, main building entrances should front onto a public street, park or open space, and be clearly visible and directly accessible from a public street. The proposed main entrance of the two towers is situated in the middle of the block, behind the proposed 12-storey building. This location is not prominent and clearly visible from the public street as required by the Official Plan. A main entrance to the proposed tall building development should be repositioned towards the north of the building to provide address and direct access from The East Mall street frontage.

### **Streetscape**

The proposed 12-storey building has frontage along The East Mall. The ground floor height of the building is proposed to be five metres (floor to ceiling height), in accordance with the Mid-rise Building Performance Standards. No retail units are proposed along the East Mall.

The 12-storey building is proposed to be set back from The East Mall mid-block resulting in a L-shaped building and a 226-square metre outdoor amenity space fronting The East Mall. This outdoor amenity space connects to a mid-block pedestrian walkway allowing passage through to the tower lobby to the west. Staff have concerns with the proposed mid-block pedestrian walkway, and the inclusion of a substantial private outdoor amenity space in this location fronting a Major Street.

### **Amenity Areas**

A total of 3,409 square metres of amenity space is proposed for the development, of which 1,749 square metres would be indoor amenity space, provided on levels one and ten and 1,660 square metres of outdoor amenity space would be provided at grade, and on level 10 of the base building for the towers, as well as on the roof of the mid-rise 12-storey building (level 13). The proposal meets the requirements for amenity space provision of a minimum of two square metres of indoor amenity space per unit, but does not satisfy the minimum requirement of two square metres of outdoor amenity space per unit. Further, it has been noted that the proposed 226-square metre outdoor amenity at grade is located between the building face and public sidewalk along The East Mall. This area is unsuitable for private outdoor amenity space as it would function more as a publicly accessible open space and building forecourt and would, therefore, be excluded from the calculation of outdoor amenity space.

The Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings direct developments over 200 units to provide a pet relief area, wash station and an outdoor off-leash area (dog run) with a minimum size of approximately 40 square metres, or 5% of the total outdoor amenity space. The plans currently do not depict a dog run, pet wash station, or designated outdoor pet relief area. The proposal should be revised to meet the Pet Friendly Design Guidelines.



## **Wind Impacts**

A Pedestrian Level Wind Assessment prepared by Gradient Wind, dated September 14, 2022 and revised October 3, 2023, was submitted as part of the proposal. This study predicts that most future wind conditions in grade-level pedestrian wind-sensitive areas and surrounding the study site would be acceptable.

A revised wind assessment and shadow impact study would be required should the design of the building be altered from the current proposal.

## **Transportation, Access and Parking**

A Transportation Impact Study, prepared by WSP Canada, dated September 2022 with an Addendum dated October 2023, was submitted as part of the proposal. Transportation Services staff have identified concerns and requested revisions as noted below.

Two vehicular accesses are proposed to service the development; one full-moves access at the north of the site and one full-moves access located off-site via a signalized intersection proposed to be located on the site to the south (600-620 The East Mall). Staff have concerns with the proposed full-moves access at the north end and recommend a right-in only access from this driveway to mitigate potential traffic conflicts and improve safety.

Pedestrian access to service the development is proposed to be at grade from public sidewalks along The East Mall. These sidewalks must be reconstructed and illustrated in the plans as 2.1-metre-wide concrete public sidewalks.

The proposal includes vehicle parking spaces consisting of 532 parking spaces in total, comprised of 485 resident parking spaces and 47 visitor parking spaces. Parking is proposed to be accommodated through five levels of underground parking accessed via a ramp at the southwest corner of the site in the base building of the two towers. The parking supply must align with Zoning By-law 569-2013 requirements, particularly regarding visitor parking and accessible parking spaces. Electric vehicle (EV) charging infrastructure must also be included for all residential spaces, and a proportionate number of visitor spaces must be equipped with EV charging capabilities.

A total of 652 bicycle parking spaces would be provided on-site. Eighty of the proposed bicycle parking spaces would be short-term spaces and 572 of the bicycle parking spaces would be long-term spaces. It must be confirmed that the requirements of By-law 839-2022 for Bicycle Zone 1 are satisfied.

The application proposes two Type G loading spaces at ground level, one in each building. In addition to this loading space one Type C loading space is required. If a Type C cannot be provided, a Type A, Type B or a second Type G may be provided instead.

The Transportation Impact Study recommends only some adjustments to accommodate vehicular volumes generated by the development, which must be confirmed. The projected vehicular volumes must be accommodated on the adjacent road network.

Transportation Services recommends that should the appeal be allowed, in whole or in part, by the OLT, that a revised Transportation Impact Study be provided to the satisfaction of the General Manager of Transportation Services. Should the Transportation Impact Study indicate the need for upgrades it is recommended that a holding provision be included in the final form of the Zoning By-law to be lifted at such time that the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure, and the provision of financial securities.

### **Right-of-Way Widening**

A conveyance of 0.4-metre widening along The East Mall property frontage is required. This requirement is being illustrated on the current Site Plan and Landscape Plan.

### **Toronto/Lester B. Pearson International Airport Zoning Regulations**

The maximum allowable development elevation under the Lester B. Pearson International Airport zoning restrictions is 219.46 metres above sea level. The proposed top elevation for the towers of 218.20 metres above sea level is within the maximum allowable height limits.

### **Ministry of Transportation**

The proposal is located within the Ministry of Transportation's (MTO) Permit Control area for Highway 427 and as such MTO Site Plan Approval and an MTO Building and Land Use Permit will be required prior to any construction activities on the site. A minimum 14-metre setback is required from the Highway 427 property line. No amenity or operational arrangement that is required by by-law or that is essential to the viability of this site should be located within the setback area.

### **Servicing and Stormwater Management**

A Functional Servicing and Stormwater Management Report and associated plans prepared by MTE, dated September 16, 2022, and revised October 5, 2023, were submitted in support of this proposal. Engineering and Construction Services has not accepted the findings of these reports and require that the applicant submit reports that accurately determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and that determine whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development.

Engineering and Construction Services recommends that should the appeal be allowed in whole or in part by the OLT, a revised Functional Servicing and Stormwater Management Report to determine the storm water runoff, sanitary flow and water supply demand from this development has been provided to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. Should these reports indicate the need for infrastructure upgrades, Engineering and

Construction Services staff recommend that a holding provision be included in the final form of the Zoning By-law to be lifted at such time that the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure, and the provision of financial securities.

### **Noise and Vibration**

A Transportation Noise and Vibration Assessment prepared by Gradient Wind, dated August 30, 2022 and revised November 9, 2022, was submitted in support of this proposal. City Planning staff will need to engage the services of a qualified peer reviewer to determine whether the findings are appropriate.

Should the OLT allow the appeals, in whole or in part, City staff recommend that the City Solicitor request that the OLT withhold its final Order until such time as the City advises that the Noise and Vibration Study on the proposal have been peer reviewed by the City's peer reviewer (to be paid for by the applicant), and any required revisions resulting from these studies have been made to the proposal to the satisfaction of the Chief Planner and Executive Director, City Planning.

### **Air Quality**

An Air Quality and Land Use Compatibility Assessment prepared by Gradient Wind, dated September 6, 2022, was submitted in support of this proposal. City Planning staff will need to engage the services of a qualified peer reviewer to determine whether the findings are appropriate.

Should the OLT allow the appeals, in whole or in part, City staff recommend that the City Solicitor request that the OLT withhold its final Order until such time as the City advises that an Air Quality Study has been reviewed by the City's peer reviewer (to be paid for by the applicant), and any required revisions resulting from this study have been made to the proposal to the satisfaction of the Chief Planner and Executive Director, City Planning.

### **Housing Issues**

The Council-adopted Growing Up: Planning for Children in New Vertical Communities (Growing Up Guidelines) provide guidance on the proportion and size of larger units recommended in new multi-unit developments. The provision of 18% two-bedroom units and 11% three bedroom units responds to the unit mix objectives, however, the average unit size proposed for two-bedroom units is 60.3 and 68.3 square metres, well below the ideal unit size of 90 square metres as per the Growing Up Guidelines. Similarly, the proposed three-bedroom unit size of 83.7 square metres is below the ideal unit size of 106 square metres.

### **Parkland**

In accordance with Section 42 of the Planning Act, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction

of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code, Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

### **Tree Preservation**

An Arborist Report prepared by Strybos Barron King Ltd., dated September 14, 2022, and revised October 10, 2023, was submitted in support of this proposal. The report indicated that there are seven by-law protected trees within and immediately adjacent to the property. All trees, except for one, are proposed to be removed. Urban Forestry staff reviewed the Arborist Report and have requested revisions and additional information. The additional information required by Urban Forestry includes soil volume calculations, type of soil proposed for new tree plantings, the elevation of the top underground garage slab, planting details representing soil areas above the proposed garage and clarification of the quality level of the subsurface utility data.

Should the OLT allow the appeals, in whole or in part, City staff recommend that the City Solicitor request that the OLT withhold its final Order until it has been advised that the owner has addressed all outstanding issues raised by Urban Forestry, including the need for an updated Landscape Plan, and Planting Plan and Soil Volume Plan to the satisfaction of the General Manager of Parks, Forestry and Recreation.

### **Toronto Green Standard (TGS)**

The applicant is required to meet Tier 1 of the TGS-Version 4 and is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. TGS measures such as bicycle parking and soil volume would need to be secured in the Zoning By-law amendment process. Other applicable TGS performance measures would be secured through the Site Plan Control review process, should the application be approved.

Should the OLT allow the appeal, in whole or in part, City staff recommend that the City Solicitor request that the OLT withhold its final Order until it has been advised that the owner has made revisions to meet the Toronto Green Standard requirements to the satisfaction of the Chief Planner and Executive Director, City Planning.

### **School Boards**

The Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB) have reviewed the application. TDSB has determined that there is insufficient capacity to accommodate students from the new development at the local elementary schools, and that there may also be insufficient capacity at the secondary school by the time the development is occupied. TDSB has requested that, should the application be approved, conditions be incorporated into future Notice of Approval Conditions and the Site Plan Agreement, informing new and existing residents that students from the new development will not displace existing students at local schools.

TCDSB projections for local area schools surrounding the development remain consistent, including the potential for capital solutions in the area to address enrolment pressures.

### **Community Services Assessment**

A Community Services & Facilities (CS&F) study prepared by MHBC Limited, dated September 21, 2022, was submitted in support of this proposal. The development is located in the Eringate-Centennial-West Deane (No. 11) Neighbourhood. Changes to Section 37 of the Planning Act have resulted in a new growth funding tool called the Community Benefits Charge (CBC). Staff have identified the potential for an in kind contribution in the form of a community agency space. The space should be a minimum of 464 square metres in size and be located at grade with a separate entrance, or otherwise equipped with a separate elevator and stairwell. Alternatively, a one-time CBC cash contribution could be accepted.

### **CONCLUSION**

---

As currently proposed, the application is not consistent with the PPS (2020), does not conform to the Official Plan, and does not meet the intent of the applicable design guidelines. In its current form, the height of the proposed 12-storey building is not compatible with the existing and planned context.

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 to resolve outstanding issues.

### **CONTACT**

---

Nicholas Deibler, Planner, Community Planning  
Tel. No.: 416-394-2946  
E-mail: [Nicholas.Deibler@toronto.ca](mailto:Nicholas.Deibler@toronto.ca)

### **SIGNATURE**

---

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

### **ATTACHMENTS**

---

Attachment 1: Application Data Sheet  
Attachment 2: Location Map  
Attachment 3: 3D Model of Proposal - Looking West  
Attachment 4: 3D Model of Proposal - Looking East  
Attachment 5: Site Plan

Attachment 6: Official Plan Land Use Map  
Attachment 7: Existing Zoning By-law Map

## Attachment 1: Application Data Sheet

Municipal Address: 630 The East Mall Date Received: September 23, 2022

Application Number: 22 207881 WET 02 OZ

Application Type: Zoning By-law Amendment

Project Description: Proposal to permit the development of one residential building containing two 24-storey towers connected by a nine-storey base building, and one 12-storey mid-rise residential building fronting The East Mall. A total of 839 units are proposed.

Applicant	Agent	Architect	Owner
MHBC Planning c/o David McKay 7050 Weston Road Woodbridge, Ontario L4L 8G7		Studio JCI 20 De Boers Drive, Suite 525 Toronto, Ontario M3J 0H1	630 The East Mall Inc. 141 Toryork Drive, 2nd Floor Toronto, Ontario M9L 1X9

### EXISTING PLANNING CONTROLS

Official Plan Designation: Apartment Neighbourhoods Site Specific Provision: N/A

Zoning: CL Heritage Designation: N/A

Height Limit (m): 10 Site Plan Control Area: Yes

### PROJECT INFORMATION

Site Area (sq m): 8,075 Frontage (m): 164 Depth (m): 90

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	940	0	1,768	1,768
Residential GFA (sq m):	0	0	53,356.8	53,356.8
Non-Residential GFA (sq m):	2,303	0	0	0
Total GFA (sq m):	2,303	0	53,356.8	53,356.8
Height - Storeys:	1		24	24
Height - Metres:			71	71

Lot Coverage Ratio (%): 48.2 Floor Space Index: 6.7

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	53,356.8	0
Retail GFA:	0	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			839	839
Other:				
Total Units:			839	839

#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			592	151	96
Total Units:			592	151	96

#### Parking and Loading

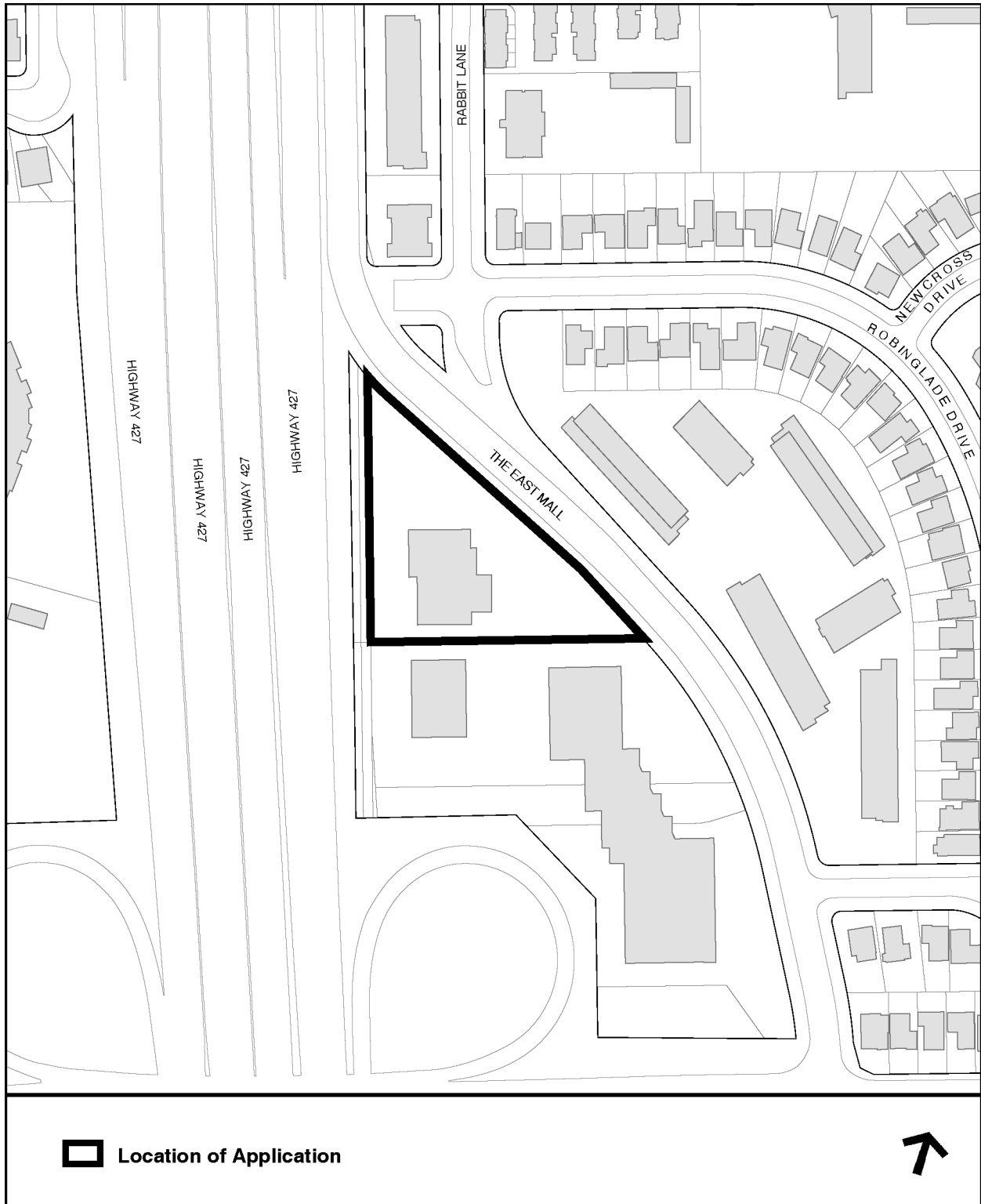
Parking Spaces:	532	Bicycle Parking Spaces:	652	Loading Docks:	3
--------------------	-----	-------------------------	-----	----------------	---

#### CONTACT:

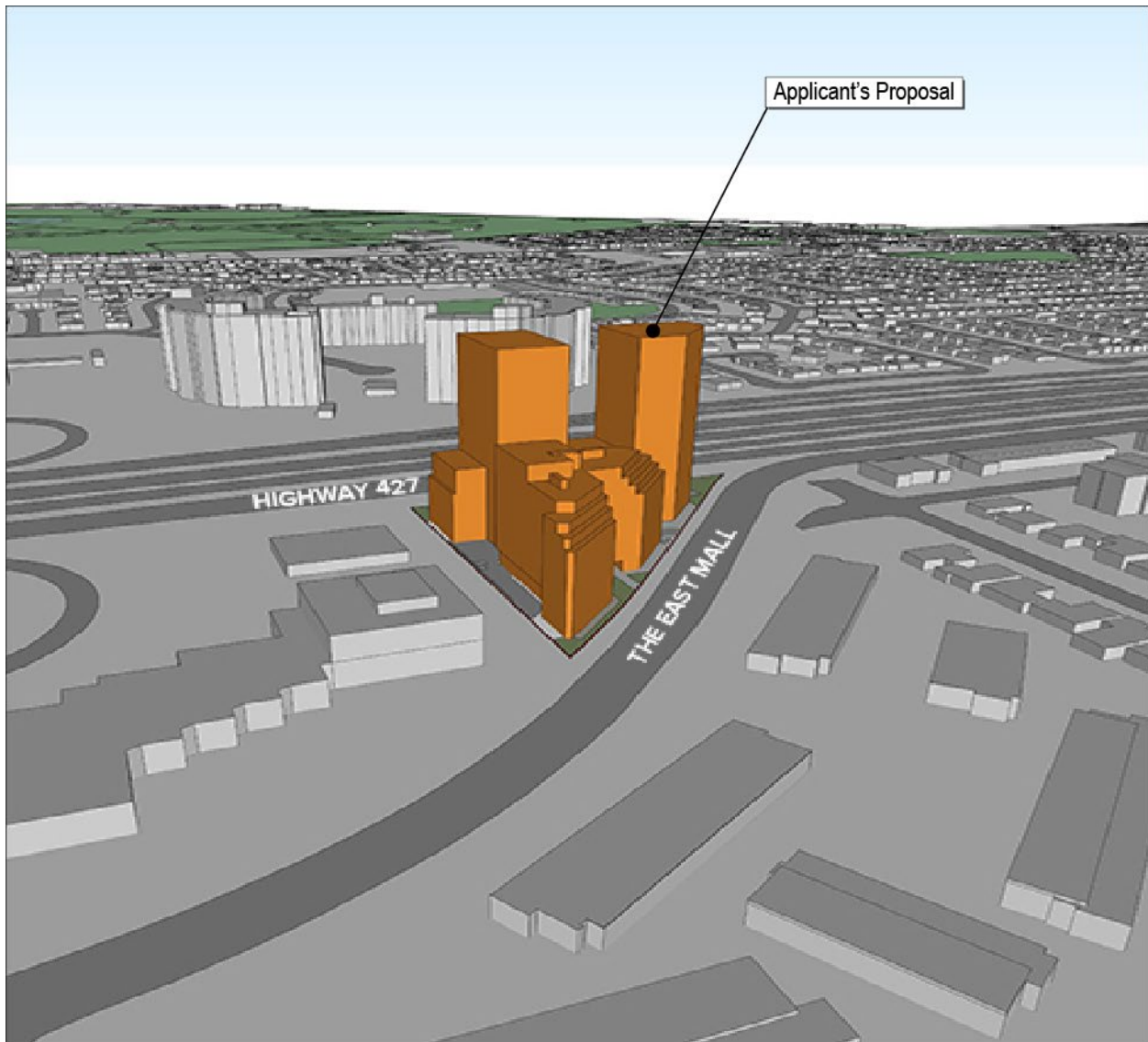
Nicholas Deibler, Planner  
416-394-2946  
Nicholas.Deibler@toronto.ca



## Attachment 2: Location Map



### Attachment 3: 3D Model of Proposal - Looking West



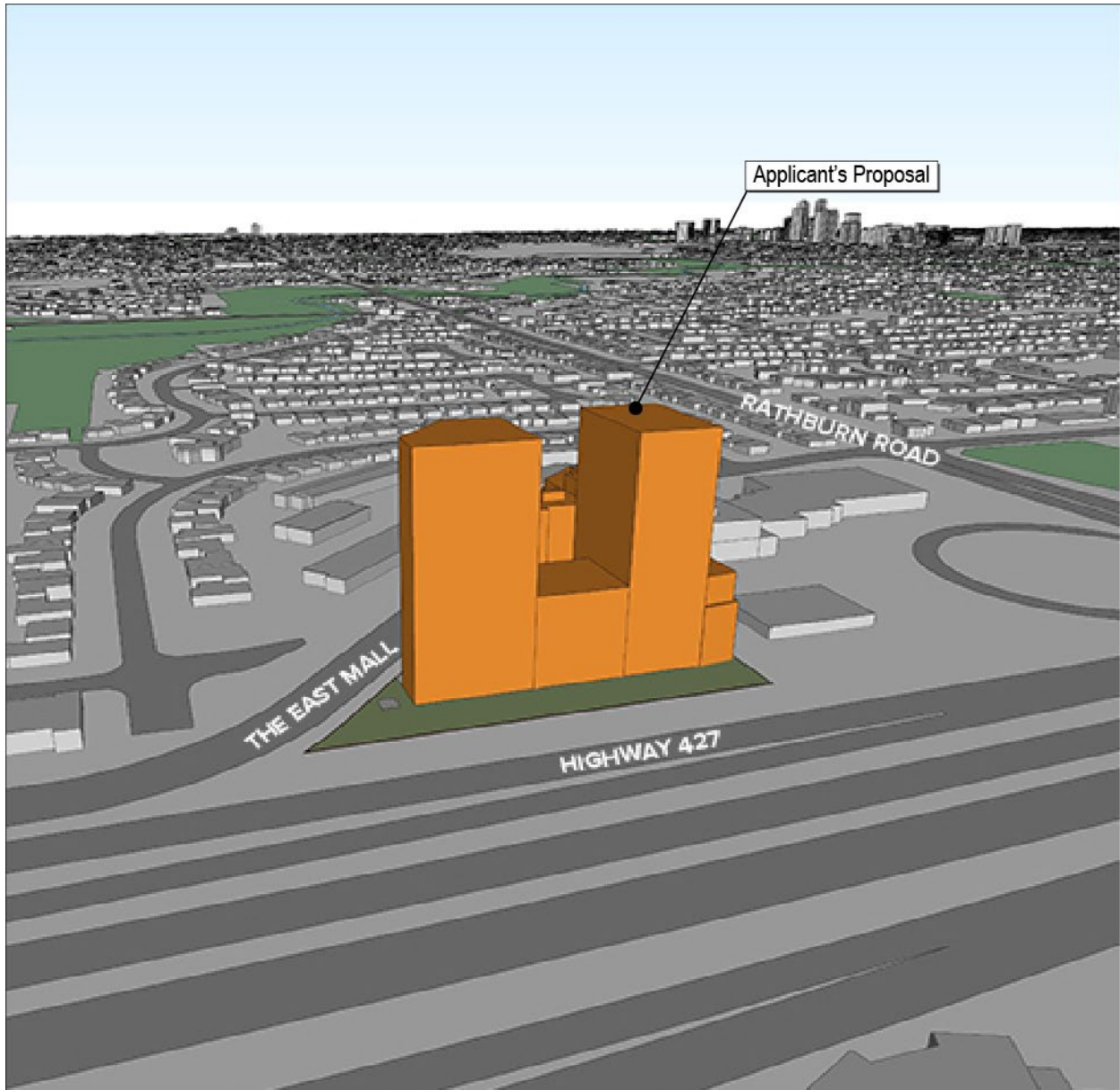
Applicant's Proposal

View of Applicant's Proposal Looking West



03/15/2023

**Attachment 4: 3D Model of Proposal - Looking East**

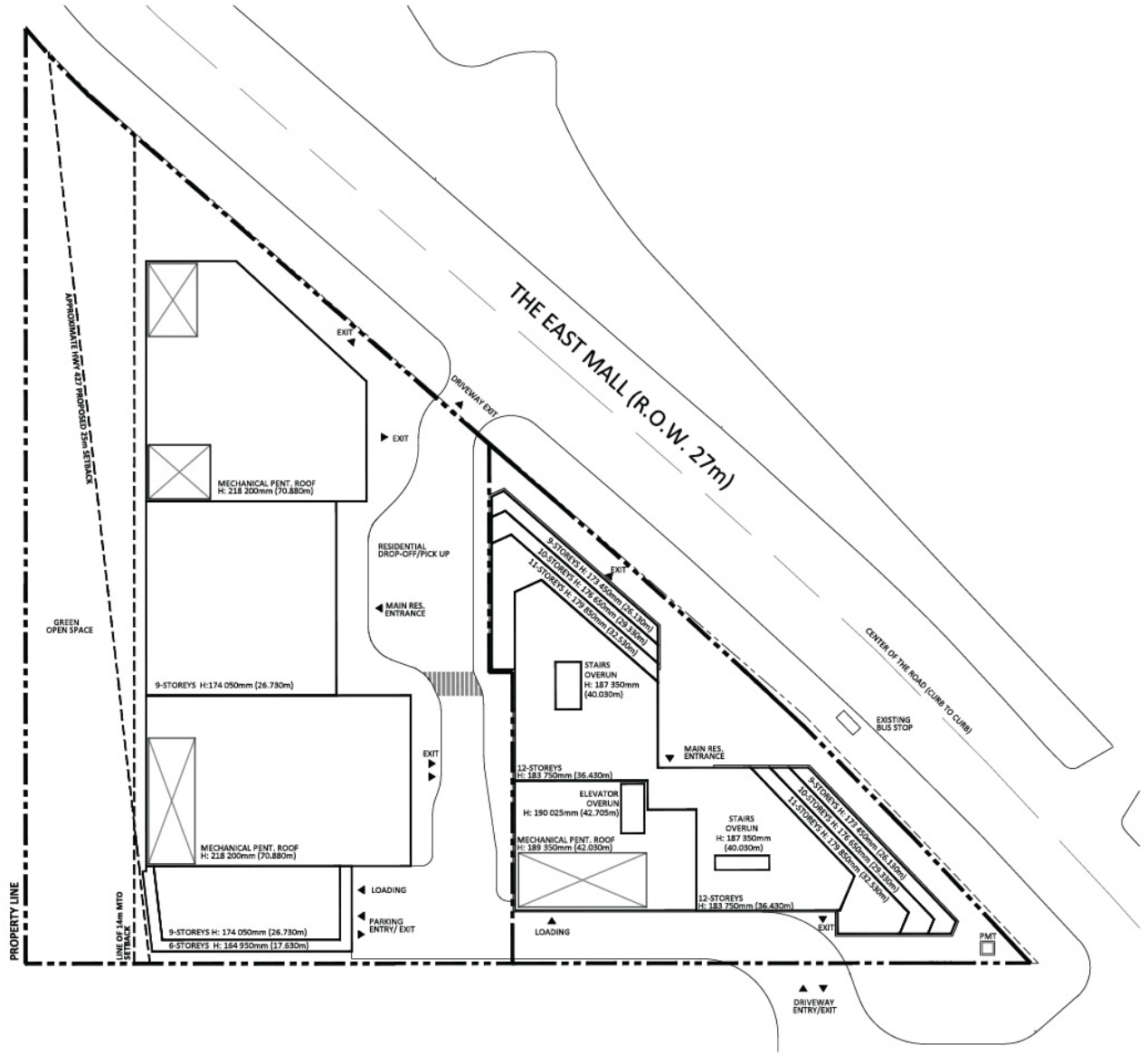


**View of Applicant's Proposal Looking East**



03/15/2023

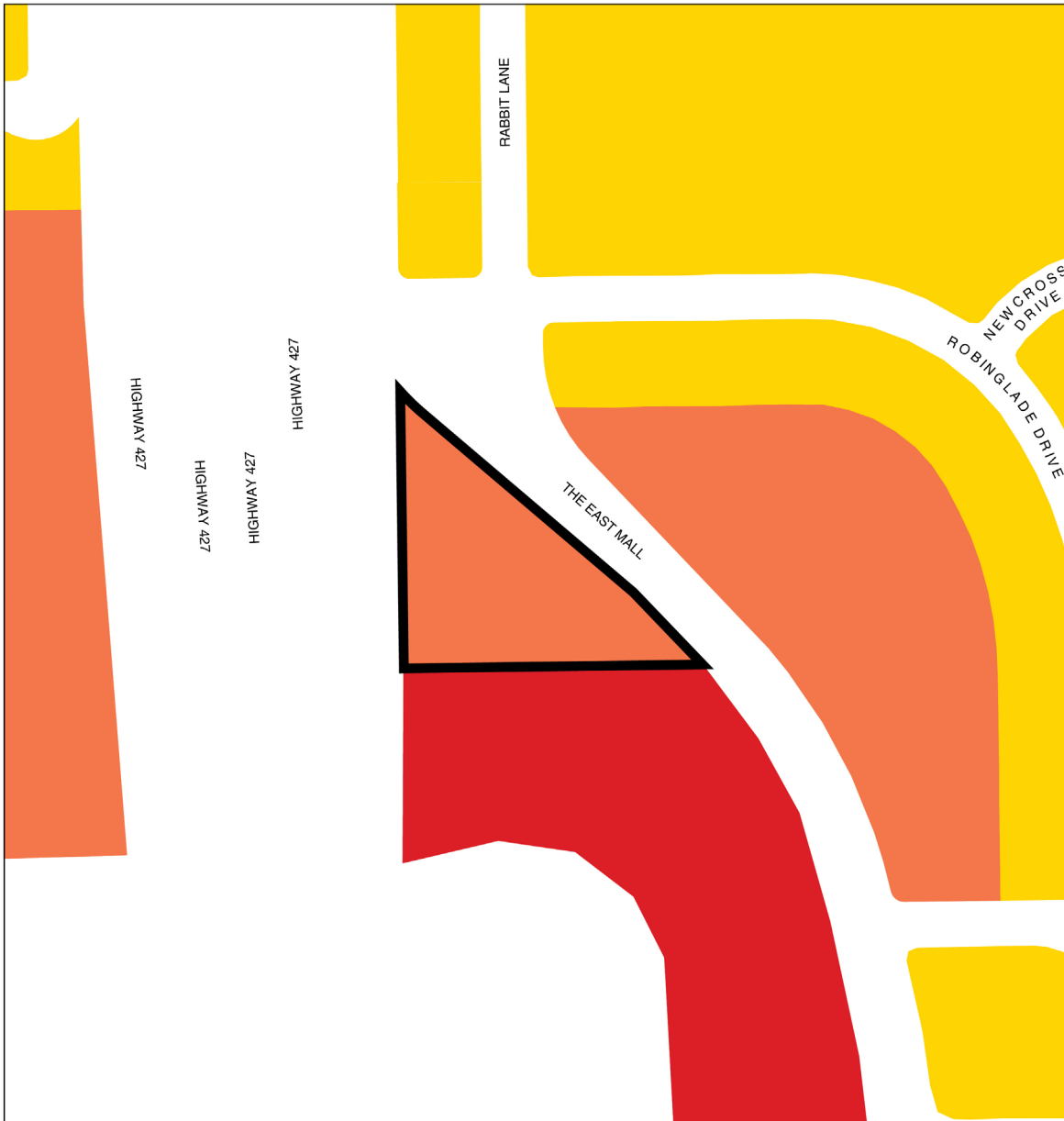
# Attachment 5: Site Plan



Site Plan







# Attachment 6: Official Plan Land Use Map



Official Plan Land Use Map #14

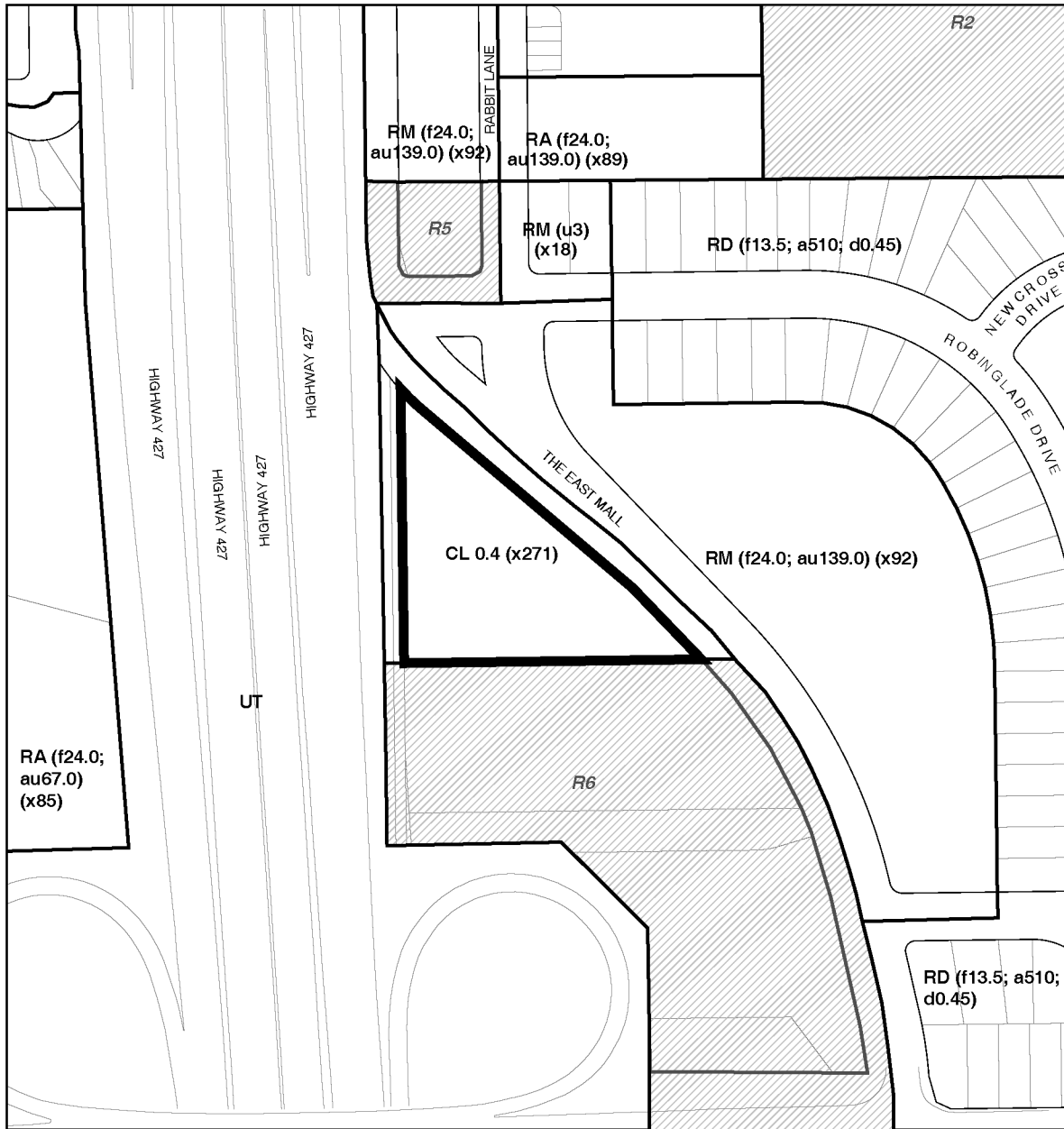
630 The East Mall

File # 22 207881 WET 02 0Z

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

↑  
Not to Scale  
Extracted: 09/26/2022

# Attachment 7: Existing Zoning By-law Map



Zoning By-law 569-2013

630 The East Mall

File # 22 207881 WET 02 0Z

- Location of Application
- RD** Residential Detached
- RT** Residential Townhouse
- RM** Residential Multiple
- RA** Residential Apartment
- CL** Commercial Local
- OR** Open Space Recreation

**UT** Utility and Transportation

- See Former City of Etobicoke By-Law No. 11,737
- R2** Second Density Residential Zone
- R3** Third Density Residential Zone
- R5** Fifth Density Residential Zone
- R6** Sixth Density Residential Zone

Not to Scale  
Extracted: 09/26/2022