

1-20 Adriatic Road – Official Plan Amendment and Zoning Amendment Application – Decision Report – Approval

Date: November 12, 2024

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: Ward 1 – Etobicoke North

Planning Application Number: 22 135811 WET 01 OZ

SUMMARY

This application proposes to amend the Official Plan and amend city-wide Zoning By-law 569-2013 for 1-20 Adriatic Road.

The Official Plan Amendment (OPA 758) would redesignate 18 properties, each with a detached dwelling, from *Neighbourhoods* to *Apartment Neighbourhoods* to facilitate a more intense form of development. OPA 758 would also redesignate the southeast corner of the development block as *Parks and Other Open Spaces – Parks*, in recognition of the on-site parkland dedication secured through the development review process, and *Natural Areas* for the sensitive areas within the Natural Heritage System.

The rezoning would introduce regulations and performance standards to permit the intensification of the site with three new 22-storey residential apartment buildings. In total, the proposal would deliver 947 new residential units. The new residential units would be supported by a new park, positive public realm interventions, and amenity spaces.

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law with a Holding Provision.

RECOMMENDATIONS

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

1. City Council amend the Official Plan, for the lands at 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 15, 16, 17, 18, 19, 20 Adriatic Road substantially-in-accordance with the draft Official Plan Amendment attached as Attachment 8 to this report.

2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 15, 16, 17, 18, 19, 20 Adriatic Road substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 9 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to:
 - a. Submit a Compatibility/Mitigation Study, Air Quality Study, Noise Study, and Vibration Study to the satisfaction of the Executive Director, Development Review.
 - b. Submit an updated Pedestrian Level Wind Study, to the satisfaction of the Executive Director, Development Review and Chief Planner and Executive Director, City Planning.
5. City Council approve that in accordance with Section 42 of the *Planning Act*, prior to the issuance of the the first above grade building permit, the owner shall convey to the City an on-site parkland dedication, having a minimum size of 1,007 square metres, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.
6. City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; and the owner may propose the exception of encumbrances of tiebacks, where such an encumbrance and environmental condition is deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.
7. 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. 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.

FINANCIAL IMPACT

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

DECISION HISTORY

A pre-application consultation (PAC) meeting was held on November 3, 2021. The Planning Application Checklist Package resulting from the PAC meeting is available at www.toronto.ca/1AdriaticRd. The current application was submitted on April 21, 2022 and deemed complete as of August 9, 2022. Staff conducted a virtual Community Consultation Meeting for the application on June 20, 2023. Additional in-person consultation meetings took place with the applicant and interested members of the community on July 24, 2023 at the Toronto Public Library – Weston Branch and October 26, 2023 at Dante Alighieri Academy. Community feedback is summarized in the Comments section of this report.

THE SITE

The development site consists of 18 detached dwellings in the Kingsview Village-The Westway neighbourhood. The lots were assembled to create a 10,393 square metre rectangular development site. Along the site's northerly and easterly edges is a contiguous woodlot. The site is flat, though the topography slopes to the east down from Islington Avenue and the elevated cloverleaf interchange, flattening around Adriatic Road, sloping towards Weston Golf and Country Club and the valley lands of the Humber River.

The development site is south of the Highway 401 interchange at Islington Avenue. Immediately north of the site is Metrolinx's rail corridor for the Kitchener Line GO Transit train service, connecting nearby Etobicoke North GO Transit station to Union Station, Kitchener, and stops in between. East of the development site is the Weston Golf and Country Club. The east side of Islington Avenue south of the site includes a series of older apartment buildings, including a 21-storey apartment building at 2101 Islington Avenue. On the west side of Islington Avenue north of Monogram Place are *Core Employment Areas*, with low-rise residential *Neighbourhoods* south of Monogram Place.

THE APPLICATION

Description

OPA 758 would redesignate the lands from *Neighbourhoods* to *Apartment Neighbourhoods* to facilitate a more intense form of development. OPA 758 would also redesignate the southeast corner of the development block as *Parks and Other Open Spaces – Parks*, in recognition of the on-site parkland dedication secured through the development review process, and *Natural Areas* for the sensitive areas within the Natural Heritage System.

The rezoning would introduce regulations and performance standards to permit the intensification of the site with three new 22-storey residential apartment buildings. In total, there are 947 new residential units within 64,265 square metres of gross floor area and a resultant net density of 6.4 times the area of the lot. The units consist of a range of unit types and sizes able to accommodate the needs of all households. The proposal contemplates 12 studio (1.2 percent), 419 one-bedroom (44.2 percent), 409 two-bedroom (43.1 percent), and 107 three-or-more bedroom units (11.2 percent). New residential units are proposed to be supported by 1,007 square metres of new public parkland, continuous street tree planting, widened sidewalks on the east side of Islington Avenue, a new and more accessible bus stop (bus stop 3815), indoor and outdoor amenity spaces, and pet amenities. Underground and servicing areas are proposed to be wholly contained within each of the buildings' footprint and accessed from Adriatic Road.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, a site plan, and elevations of the proposal. 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/1AdriaticRd.

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 Planning Statement (2024) (PPS) and shall conform to Provincial plans.

Official Plan

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found at www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/.

Map 2 – Urban Structure: *Neighbourhoods and Green Spaces* are identified on Map 2 - Urban Structure of the Official Plan. Unlike the *Downtown, Centres, Avenues*, and other strategic locations, *Neighbourhoods and Green Space* are stable areas that will see limited physical change. These areas may include low-rise and older apartment buildings, many of which need physical renewal, greening, and social transformation. Though considered physically stable on a city-wide basis, *Apartment Neighbourhoods* are contemplated to accommodate compatible growth and change.

Map 3 – Right-of-Way Widths Associated with Existing Major Streets: The subject site has frontage on Islington Avenue, a *Major Street* with a planned right-of-way width of 30 metres.

Map 9 – Natural Heritage System: The subject site contains parts of the Natural Heritage System. The area in question, along the northerly and easterly portions of the site, is a contiguous woodlot of predominantly deciduous trees.

Map 14 – Land Use Plan: *Neighbourhoods* are made up of lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments not at a scale higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also contemplated in *Neighbourhoods* and play an important role in creating functional and supportive neighbourhood units. *Neighbourhoods* are considered physically stable areas and are not anticipated to see significant growth and change.

Map 24 – Site and Area Specific Policies: The Lester B. Pearson International Airport Operating Area (SASP 29) applies to the site. SASP 29 prohibits the introduction of new sensitive land uses, such as redevelopment for residential uses, where there may be noise and vibration impacts on sensitive land uses or where airport operations are affected.

Zoning

The site is zoned Residential Detached (RD (f13.5; a510; d0.45)) under Zoning By-law 569-2013. The Residential Detached zoning permits low-rise detached, duplex, triplex, and fourplex units, in addition to a number of conditional land uses. The Zoning By-law also permits a maximum permitted height of 9.5 metres, a maximum permitted lot coverage of 33 percent, and performance standards related to, among other things, building setbacks, landscaped open space, and encroachments. See Attachment 4 of this report for the existing Zoning By-law Map.

Design Guidelines

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

- Tall Building Design Guidelines
- Townhouse and Low-Rise Apartment Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Toronto Accessibility Design Guidelines

The City's Design Guidelines may be found at <https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-guidelines/>.

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments are required to meet and demonstrate compliance with Tier 1 of the TGS.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has not yet been submitted.

COMMUNITY CONSULTATION

Staff hosted a virtual Community Consultation Meeting on June 20, 2023. Notice of the proposed development was sent to properties within an expanded notification area. A total of 14 attendees participated in the consultation meeting. Community Planning staff also participated in a meeting led by the Ward Councillor on July 24, 2023 at Toronto Public Library - Weston Branch. A third meeting, privately organized by the applicant, was held on October 26, 2023 at Dante Alighieri Academy. The key issues and comments from the community consultations are summarized as follows:

- Residents expressed a desire to see family friendly spaces that help support the creation of complete communities. This included an interest in securing a mix of unit types of appropriate sizes to house families, quality amenity spaces, and on-site parkland.
- Residents expressed concerns around impacts on the transportation network, specifically concerns related to increased traffic along Islington Avenue, Dixon Road, and Highway 401, and ensuring the proposed development offers sufficient resident and visitor parking supply.
- Some participants voiced concerns with the possibility of residents and visitors of the proposed development parking on local streets and nearby parking lots - especially on Lemsford Road and on surrounding school sites - if insufficient vehicular parking spaces are provided.
- Some participants expressed a desire for bicycle parking facilities to be included within the proposed development, along with increased investment in cycling infrastructure within the surrounding neighbourhood.
- Residents suggested improvements to the bus stops in proximity to the proposed development.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff have reviewed the current proposal for consistency with the PPS. The proposal is consistent with the PPS.

Urban Structure and Land Use

This application has been reviewed against the policies of the Official Plan described in the Policy and Regulation Considerations Section of this report as well as the policies of the Official Plan as a whole. The Official Plan establishes a broad strategy for managing growth by identifying within the urban structure areas where intensification is appropriate and areas where little physical change is expected to occur. City-wide, growth is directed towards *Centres, Avenues, Employment Districts, and Downtown*. Stable areas, including *Neighbourhoods* and *Apartment Neighbourhoods*, are not envisioned to receive significant growth and change.

Section 5.3.1. (Policy 3) considers the circumstances under which Council will consider amendments to the Official Plan. Instances where a development is compatible with the physical context of the receiving neighbourhood and will not affect nearby *Neighbourhoods* or *Apartment Neighbourhoods* in a manner contrary to the neighbourhood protection policies in Chapter 2 are considered appropriate circumstances for amendment.

The recommended redesignation would extend the existing *Apartment Neighbourhoods* designation further north to the natural terminus. The proposal represents a unique opportunity to intensify an entire block in a manner that is compatible with the existing context of apartment buildings to the south without introducing shadowing impacts on neighbouring properties or adjacent *Neighbourhoods*. The site's separation from established low-rise *Neighbourhoods* on the west side of Islington Avenue, in addition to non-residential adjacencies, including Highway 401 to the north, *Core Employment Areas* north of the highway and to the northwest are not anticipated to compromise the integrity of the neighbourhood protection policies of the Official Plan.

The proposed land uses are compatible with the neighbouring land uses, fits within the existing and planned context of the neighbourhood, and contributes to housing choice in a community that has seen little new development and growth. The proposed redesignation from *Neighbourhoods* is acceptable and consistent with the objectives of the Official Plan.

Site and Area Specific Policy 29: Lester B. Pearson International Airport Operating Area

The site is located within the Lester B. Pearson International Airport Operating Area (SASP 29). SASP 29 prohibits new development and incompatible land uses within the Operating Area around the airport that would negatively impact the long-term function of the airport (i.e. noise impacts or flight procedures) or potentially cause aviation safety hazard. At 19, 36 and 38 storeys, the building heights in the original proposal were determined to negatively affect the aviation procedures for flights arriving and departing from Runway 24L. Collaborative efforts between City staff, the applicant, NAV CANADA, and the Greater Toronto Airport Authority resulted in revisions to the building heights to ensure the proposed buildings will not impact the operations of the airport.

Further controls in the proposed zoning incorporated will limit any and all parts of the buildings to not exceed 222.5 metres (730 feet) above sea level.

Compatibility/Mitigation, Noise, and Vibration Impacts

Section 2.2.4 (Policy 6) of the Official Plan requires the submission of a Compatibility/Mitigation Study when an application proposes to introduce, develop, or intensify sensitive land uses, such as residential uses on lands within the area of influence of major facilities. This study is required to identify and evaluate options to achieve appropriate design, buffering, and separation between land uses to minimize the risk to public health and safety, avoid the risk of complaints, ensure compliance with environmental approvals, and permitting *Employment Areas* to be developed for their intended purpose. Additionally, consideration has been given to impacts related to air, rail, and highway traffic.

A Compatibility/Mitigation Study, authored by SLR Consulting (Canada) Inc., and a Noise and Vibration Feasibility Study, authored by Howe Gastmeier Chapnik Ltd., were submitted in support of the proposed development. Community Planning secured an external peer reviewer to review the findings of both studies. The noise and vibration impacts from surrounding sources can be satisfactorily mitigated by specified noise control measures, such as central air conditioning, upgraded glazing, acoustic barriers around the at-grade outdoor amenity areas, and high-rated air filters. Further mitigation measures may be identified and secured prior to final Site Plan Control Approval as the detailed building design advances. The findings and third-party review of the studies are reflected in the recommendations and site-specific zoning, which require the applicant to finalize technical changes to the reports in accordance with the recommendations of the third-party peer reviewer.

Built Form

The built form of the proposed development introduces an urban form to an area characterized by mid-century apartment buildings and townhouses.

Ground-floor Condition: The proposed building footprints are proposed to frame surrounding streets, especially Islington Avenue, with an attractive, comfortable building edge. Proposed Building 3, with its angled, tapered building wall, would respond to the setback pattern south on Islington Avenue, while four-storey streetwalls with modest setbacks from the street would offer a sense of enclosure and frames Islington Avenue with good proportion. Ground floor units accessed from the mid-block private street and from Adriatic Road would introduce vibrancy and active uses to animate the public realm. Additional streetscape and ground floor design details will be secured through a future Site Plan Control application.

Massing, Form and Height: The proposed buildings introduce a unique building shape and form to an area predominantly containing slab apartment buildings. Each building would have a unique shape and orientation that offers visual variation and interest in the

skyline. Rather than flat, repetitive rectilinear forms, generous tower stepbacks with offset and recessed floorplates would break up the larger floorplate sizes and articulate the base building, middle, and tower component of the proposed tall buildings. The placement of the towers allow for increased building separation with appropriate sunlight/daylight and sky view access, and privacy conditions. The proposed massing is secured through the recommended zoning, including regulations on the maximum size of the tower floorplates, limits on where projecting balconies are permitted, and building setbacks and stepbacks.

The proposed tower heights and massing will fit harmoniously within the existing and planned context of the surrounding *Apartment Neighbourhood*. The table below provides a comparison of the original and revised proposal:

Building	Category	Original Submission	Recommended	Difference
Building 1	Base building height	5 storeys (19.8 metres)	8 storeys (26.0 metres)	+3 storeys (+6.3 metres)
	Tower height (including MPH)	38 storeys (129.9 metres)	22 storeys (72.0 metres)	-16 storeys (-58.0 metres)
	Tower floorplate (average)	754.2 square metres	861.6 square metres	+107.4 square metres
Building 2	Base building height	5 storeys (19.8 metres)	8 storeys (26.0 metres)	+3 storeys (+ 6.3 metres)
	Tower height (including MPH)	34 storeys (116.3 metres)	22 storeys (72.0 metres)	-12 storeys (- 44.3 metres)
	Tower floorplate (average)	773.9 square metres	865.2 square metres	+91.3 square metres
Building 3	Base building height	5 storeys (17.3 metres)	6 storeys (20.0 metres)	+1 storey (+2.8 metres)
	Tower height (including MPH)	19 storeys (64.3 metres)	22 storeys (72.0 metres)	+3 storeys (+ 7.8 metres)
	Tower floorplate (average)	942.7 square metres	850.9 square metres	-91.8 square metres

The recommended building heights are compatible with the neighbouring apartment buildings at 2085 and 2101 Islington Avenue (both 21 storeys) and the nearby hotel at

2180 Islington Avenue (13 storeys) and minimize shadow impacts on adjacent *Neighbourhoods*, parks, and *Other Open Space Areas*, such as Weston Golf and Country Club. The resultant density supports ridership of existing surface transit routes on Islington Avenue, with connections to the TTC's Line 2 subway and local routes to the GO Transit Etobicoke North station. Given the planned context of the subject property, the proposed building heights and scale are supported by staff.

Separation Distances: Separation distances to existing and proposed buildings have appropriate regard for the Tall Building Design Guidelines and represent good planning. Performance standards call for separation distances between tower elements of 25 metres or greater to protect the privacy of residents within adjacent buildings. In all cases, tower separation distances between the new and existing buildings exceed 30 metres. Beyond the acceptable separation distances, limits on projecting balconies are specified in certain locations to improve sunlight access, particularly on the proposed park.

Sunlight Access and Wind Impacts: The Sun/Shadow Study submitted in support of the applications demonstrate shadow impacts on public streets, nearby parks, and adjacent properties have been minimized. In the early morning during the equinoxes, the buildings would cast shadows northwest towards the *Employment Areas* and on the GO Transit rail corridor. At 2:18 p.m. shadows begin to move eastward where, by the late afternoon, they are cast towards Weston Golf and Country Club and the parkland. During summer months, shadows only reach Weston Golf and Country Club in the late afternoon - though they are predominantly cast upon the woodland between the development site and the golf course.

The Pedestrian Level Wind Study submitted in support of the application concludes that most locations are suitable for the intended use. There would be uncomfortable wind conditions at specific points along Adriatic Road, most notably around the outdoor amenity space between Building 1 and the park block. Wind mitigation features, such as canopies, overhangs, recessed building entrances and barriers are recommended to buffer salient winds channeling through the site. Detailed wind studies will be required to support any future Site Plan Control application, at which point mitigation measures will be secured through the approved plans and drawings.

Staff are satisfied that the resulting incremental shadows on the public realm and public spaces are limited and minimized. Public spaces within and around the site are anticipated to provide pedestrians and users access to sunlight and comfortable wind conditions to support the comfortable use of such spaces.

Mechanical Penthouse and Roof Level: City staff worked with the applicant to minimize the mechanical penthouses. Detailed elevations were submitted with the application, demonstrating that the mechanical penthouses for all three buildings are integrated into the design of the buildings. Appropriate controls are recommended that prevent the mechanical penthouses from projecting beyond the permitted maximum building height. The site-specific zoning by-law amendment also prohibits vertical

projections of any kind beyond 72 metres. The resulting roof level would be appropriately scaled.

Unit Mix and Size

The development proposes a total of 947 new residential units, consisting of 12 (1.2 percent) studio units, 419 (44.2 percent) one-bedroom units, 409 (43.1 percent) two-bedroom units, and 107 units with three or more bedrooms (11.2 percent).

With respect to unit mix, the proposal exceeds the recommended guidance in the Growing Up Guidelines and would accommodate the needs of all households, including multi-generational households with children. The site-specific zoning by-law amendment does not limit the maximum number of housing units. Instead, the recommended regulations include a minimum percentage of larger units be provided at a variable rate (at least 44 and 11 percent of the final number of dwelling units consist of two and three-or-more bedroom units, respectively). As the detailed design of the site progresses, staff will work with the applicant to increase the number of two- and three-or-more-bedroom units that exceed 87 and 100 square metres, respectively.

Amenity Space

Section 3.1 (Policy 2.11) of the Official Plan indicates that amenity spaces are encouraged to be of a high-quality and well-designed. Section 3.1 (Policy 2.13) states that outdoor amenity spaces should have access to daylight and direct sunlight, and have comfortable wind, shadow, and noise conditions, and promote use in all seasons. Guideline 2.3 of the Growing Up Guidelines indicates that indoor and outdoor amenity spaces should be designed and programmed to support a variety of age groups and activities. Guideline 4.1.1 of the Pet Friendly Guidelines recommends that up to 10 percent of outdoor amenity space should be allocated as pet-friendly spaces. These spaces may include pet relief areas, wash stations and off-leash areas.

The current proposal exceeds two square metres of indoor amenity space and two square metres of outdoor amenity space per unit. Through the Site Plan Control review process, details on the specific location, layout and programming of the amenity space, including spaces including pet and child-friendly features, will be reviewed further and secured.

Streetscape

As part of the Site Plan Control application, the applicant will be reconstructing the streetscape along Islington Avenue. New features include relocating the existing bus stop to the north side of the intersection of Islington Avenue and Lemsford Road, reconstructing adjacent sidewalks to a width of 2.1 metres along Islington Avenue, the north side of Lemsford Road, and Adriatic Road, new addition street tree planting, and new street furniture. The detailed streetscape design will be secured through the Site Plan Control approval process.

Parkland

In accordance with Section 42 of the *Planning Act*, the applicable alternative rate for onsite parkland dedication is one hectare per 600 net residential units to a cap of 10 percent of the development site as the site is less than five hectares. The total parkland dedication requirement is 1,007 square metres.

The owner is required to satisfy the parkland dedication requirement through an on-site dedication. A new 1,007 square metre park is to be located at the southeast portion of the site, with frontage on Adriatic Road and Lemsford Road. The parkland dedication complies with Section 3.2.3 (Policy 8) of the Official Plan.

The recommended Official Plan Amendment and site-specific zoning by-law amendment will:

- Re-designate the park block from Neighbourhoods to Parks.
- Re-zone the park block to the Open Space (OR) zone.
- Secure appropriate building setbacks of five metres or greater from the park block.

Staff recommend a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvements to be designed and constructed by the property owner. The Development Charge credit amounts to the lesser of the cost to the property owner of installing the Above Base Park Improvements and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's by-law. To implement the Above Base Park Improvement, the property owner will be required to enter into an agreement with the City to deliver the design and construction of the improvements, accompanied by a financial security to ensure completion of the work.

Natural Environment

The subject site is partially located within the Natural Heritage System as illustrated on Map 9 of the Official Plan, the Toronto and Region Conservation Authority's (TRCA) Regulated Area, and the City's Ravine and Natural Features Protection Area. The area in question consists of a portion associated with a tributary of the Humber River and a woodland on the north and east portions of the site.

Section 3.4. (Policy 8) of the Official Plan states new development should provide adequate setbacks of at least 10 metres from potential natural hazards. Additionally, Section 3.4. (Policy 10) does not permit new development within the natural heritage system. Instances where the underlying land use designation provide for development in or near the Natural Heritage System must:

- Recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area.
- Minimize adverse impacts and when possible, restore and enhance the Natural Heritage System.

Staff from Urban Forestry (Ravines) and the TRCA evaluated the proposal's potential impacts on the Natural Heritage System early in the review and worked closely with the applicant to improve conditions around the proposed buildings and protect important natural features, including mature and healthy trees. Resulting from further investigation in partnership with the applicant, Parks, Forestry and Recreation, and TRCA, the recommended instruments establish appropriate buffers between Buildings 1 and 2 and the natural heritage feature, and re-zones part of the site to Open Space – Natural, protecting it from future development.

As part of the Site Plan Control application, the applicant will be required to submit a Construction Management Plan to review and avoid construction impacts on the natural features, and a Restoration Plan to plan naturalization efforts in the buffer areas and detail maintenance and management plans for the lands, which will remain in private ownership.

Tree Preservation

City by-laws provide for the protection of trees that are situated on both private and City properties. The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Articles II (Street Trees By-law) and III (Private Tree By-law). Additionally, City Council has adopted the objective of increasing the existing 28 percent tree canopy coverage to 40 percent.

The applicant submitted a Tree Inventory and Preservation Plan Report and Landscape Plan in support of the application. The report proposes to preserve and protect one protected non-ravine privately-owned tree and 58 City-owned trees within the Islington Avenue and Lemsford Road rights-of-way. Ten non-ravine privately-owned trees and 19 City-owned trees are proposed to be removed, with 23 new trees proposed on private property and 34 new trees within the right-of-way. Staff have reviewed the documentation and find the proposed tree removals and replantings to be acceptable, pending the final review of an application for tree removal. Through the Site Plan Control application process, staff will seek additional tree plantings of large growing deciduous trees on the site. The recommended zoning amendment requires a minimum depth of at least 1.5 metres between the top of any underground structure and the final grading of the site to allow sufficient soil volume for large shade trees and afford them the opportunity to grow to maturity.

Toronto Green Standard

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

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 as part of the Site Plan Control application.

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 applicant submitted a Community Services and Facility Study in support of the application. Internal comments were received from City Planning's Policy Unit and the local school boards. Toronto District School Board's local schools (Hilltop Middle School and Kipling Collegiate Institute) were determined to have sufficient capacity, apart from Valleyfield Junior School, which may have insufficient capacity to accommodate new students from the proposed development. Toronto Catholic District School Board reported sufficient capacity at St. Maurice Catholic School, Monsignor Percy Johnson Catholic Secondary School, and St. Basil the Great Catholic Secondary School.

As part of the recommendations to Council and as a condition of the Site Plan Control application, the applicant will be required to include a warning clause in all purchase and sale or rental agreements and post a development sign notifying prospective residents that sufficient accommodation may not be available for all anticipated students at local schools.

Social infrastructure needs include licensed child-care spaces and community agency space. Although direct financial contributions are not proposed, the proposed development will be reviewed in the context of the new Community Benefits Charges framework and provide funding towards parks and recreation, community facilities, and public realm improvements. Development Charges, required at the time of the issuance of the first building permit, may also be required.

Traffic, Access, Parking, Loading

The consolidated Transportation Impact Study submitted in support of the application assessed loading, parking, and transportation impacts resulting from the proposed development. The development site introduces a new nine-metre-wide private street connecting Islington Avenue to Adriatic Road. The street's treatment will ensure it 'reads' like a public street, and its connection to the existing and to-be-reconfigured signalized intersection at Islington Avenue and Monogram Place offers safer vehicle movements, especially left turns for southbound traffic on Islington Avenue. Prior to final Site Plan Control approval, the applicant's transportation consultant will be required to submit a warrant analysis to evaluate modifications to the signalized intersection. Further, the entrance of the private road will be designed to City standards.

City staff accept the estimated traffic impacts associated with the proposed development. The proposal is forecasted to generate approximately 173 and 202 two-way trips in the morning and afternoon peak hours respectively. Under future conditions, nearby intersections are anticipated to continue operating at acceptable capacities. Traffic forecasts submitted with the TIS indicate that adding a signalized intersection at Monogram Place and the new private street is expected to improve existing conditions, where left turns on Islington Avenue are taken from the unsignalized intersection at Lemsford Road, which is currently operating at critical levels during peak hours. Given the level of estimated trip generation and the proposed interventions to improve traffic conditions, the forecasted traffic impacts are expected to be minimal.

The site plan and landscape plan shows a conveyance at the northern terminus of Adriatic Road. The cul-de-sac is needed to facilitate turning for large vehicles, in particular, emergency vehicles. Staff accept in principle the conveyance and will work with the applicant to secure the final design, layout, and conveyance of the area to the City prior to final Site Plan Control approval.

Parking standards in the recommended zoning by-law amendment implements city-wide standards from By-law 89-2022. By-law 89-2022 does not include minimum vehicle parking requirements for apartment buildings, and this approach is carried over into the amendment. Maximum rates for residential parking spaces are recommended for each dwelling unit based on the unit type. Further to this, appropriate standards are established for accessible and bicycle parking spaces, matching or exceeding the standard requirements of By-law 89-2022.

At the first community consultation meeting, members of the public voiced concerns with the amount of visitor parking proposed in the original submission. Concerns specifically related to the frequency of non-permitted on-street parking on neighbourhood streets and nearby sites, including Dante Alighieri Academy caused by the original rate of visitor parking proposed in the first submission. In response to this concern, a higher minimum rate for visitor parking spaces, matching the higher standard in By-law 89-2022, are recommended to be applied to the site.

The proposed development will provide three loading spaces. Two Type G spaces in Buildings 1 and 2 and one Type C space would be in the shared underground garage for Buildings 2 and 3. This supply is acceptable and will be secured in the zoning. Loading has been arranged to be shared between Buildings 2 and 3, with shared Type G and C loading areas. Garbage collection will be stored underground, and as collection day approaches, brought to the staging area of the Type G spaces at Building 2. As the buildings are connected below-grade, the shared loading arrangement is acceptable.

Servicing

A Functional Servicing and Stormwater Management Report was submitted in support of the application. Each building will have individual servicing connections to water, sanitary, and storm sewer services. Improvements and connections to municipal infrastructure will be further reviewed and refined prior to the release of a Holding Provision and during the review of the Site Plan Control application.

Recent engineering studies for the area recommend a new storm sewer be installed on Adriatic Road. The consultant engineer for this development has proposed upgrades to the storm sewer under Adriatic Road to a 450-millimetre diameter storm-pipe; however, further verification and confirmation from Toronto Water on the acceptability of the proposed storm sewer upgrade is required. To accommodate increased water servicing for the proposed development, the existing 150-millimetre diameter watermain on Adriatic Road and Lemsford Road are proposed to be replaced with a 300-millimetre diameter watermain, connecting into a 400-millimetre diameter watermain on Islington Avenue.

The Holding Provision recommended in the zoning by-law amendment is intended to confirm the acceptability of the proposed storm sewer and watermain improvements through updates to the Functional Servicing Report, and subsequently enter into a financially secured Municipal Infrastructure Agreement to construct the storm sewer and watermain.

Rail Safety

The site is within less than 300 metres of Metrolinx's rail corridor that carries the Kitchener Line GO Transit train service. As a result, the site falls within Metrolinx's zone of influence for review and resulted in the need for a Rail Safety and Risk Mitigation Study. The study, prepared by Stantec Consulting Limited, was submitted in support of this application. These reports were peer reviewed by an external expert retained by Metrolinx. Subject to recommended revisions, the recommended safety measures are considered to be satisfactory. Safety measures, including a 2.5-metre-high earthen berm or crash wall, an Adjacent Development Agreement, and a warning clause in all purchase and sale or rental agreements are required, and will be secured on site plan drawings and through a Site Plan Agreement.

Archaeological Assessment

An Archaeological Resource Assessment identifies and evaluates the presence of archaeological resources as archaeological sites. The site has archaeological resource potential. The Stage 1 Archaeological Resource Assessment, dated April 4, 2022, prepared by Archaeological Consultants & Contractors, and submitted in support of the application has been reviewed by staff and was considered to be satisfactory.

CONCLUSION

The proposal has been reviewed against the policies of the PPS and the Official Plan. The proposal is consistent with the PPS and conforms to the Official Plan, particularly as it relates to:

- Intensifying lands within a built-up area served by infrastructure and community services.
- Supporting a mix of housing forms with units of varying sizes and types.
- Promoting design quality and new investment in an area of northwest Toronto that has received little recent residential development.
- Creating an attractive public realm that supports gathering, walking, cycling, and transit use.
- Creating a new public park.

Staff recommend that Council support approval of the application.

CONTACT

Daniel Hahn, Planner, Community Planning
Telephone: 416-394-8071
E-mail: Daniel.Hahn2@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: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: 3D Model of Proposal in Context (Looking Northwest)
Attachment 6: 3D Model of Proposal in Context (Looking Southwest)
Attachment 7: 3D Model of Proposal in Context (Looking Southeast)
Attachment 8: Draft Official Plan Amendment (attached under separate cover)
Attachment 9: Draft Zoning By-law Amendment (attached under separate cover)

Attachment 1: Application Data Sheet

Municipal Address: 1-20 Adriatic Road **Date Received:** April 19, 2022

Application Number: 22 135811 WET 01 OZ

Application Type: Combined Official Plan and Zoning By-law Amendment

Project Description: Official Plan and Zoning By-law Amendment applications to permit the redevelopment of the site. The applicant is proposing to demolish the 18 dwellings on Adriatic Road to facilitate three new residential apartment buildings having heights of 22 storeys, a new public park, and a new private driveway connection between Islington Avenue and Adriatic Road.

Applicant	Agent	Architect	Owner
Bousfields Inc. 3 Church Street Toronto, ON M5E 1M2	Tyler Grinyer Bousfields Inc. 3 Church Street Toronto, ON M5E 1M2	Superkül 101-35 Golden Avenue Toronto, ON M6R 2J5	BV Realty Partners LP 201-20 Brentcliffe Road Toronto, ON M4G 0C6

EXISTING PLANNING CONTROLS

Official Plan Designation:	<i>Neighbourhoods</i>	Site Specific Provision:	SASP 29
Zoning:	RD (f13.5; a510; d0.45)	Heritage Designation:	N
Height Limit (m):	9.5	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	9,648	Frontage (m):	137	Depth (m):	70
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	0	0	3,566.2	3,566.2
Residential GFA (sq m):	1,667	0	64,265	64,265
Non-Residential GFA (sq m):	0	0	0	0
Total GFA (sq m):	1,667	0	64,265	64,265
Height - Storeys:	2	0	22	22

Height - Metres: 9 0 72 72

Lot Coverage Ratio 28.63 Floor Space Index: 6.38
(%):

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	64,255	0
Retail GFA:	0	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	22,638.4

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	0	0	0	0
Freehold:	18	0	0	0
Condominium:	0	0	0	0
Other:	0	0	947	947
Total Units:	18	0	947	947

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	0	0	0	0	0
Proposed:	0	12	419	409	107
Total Units:	0	12	419	409	107

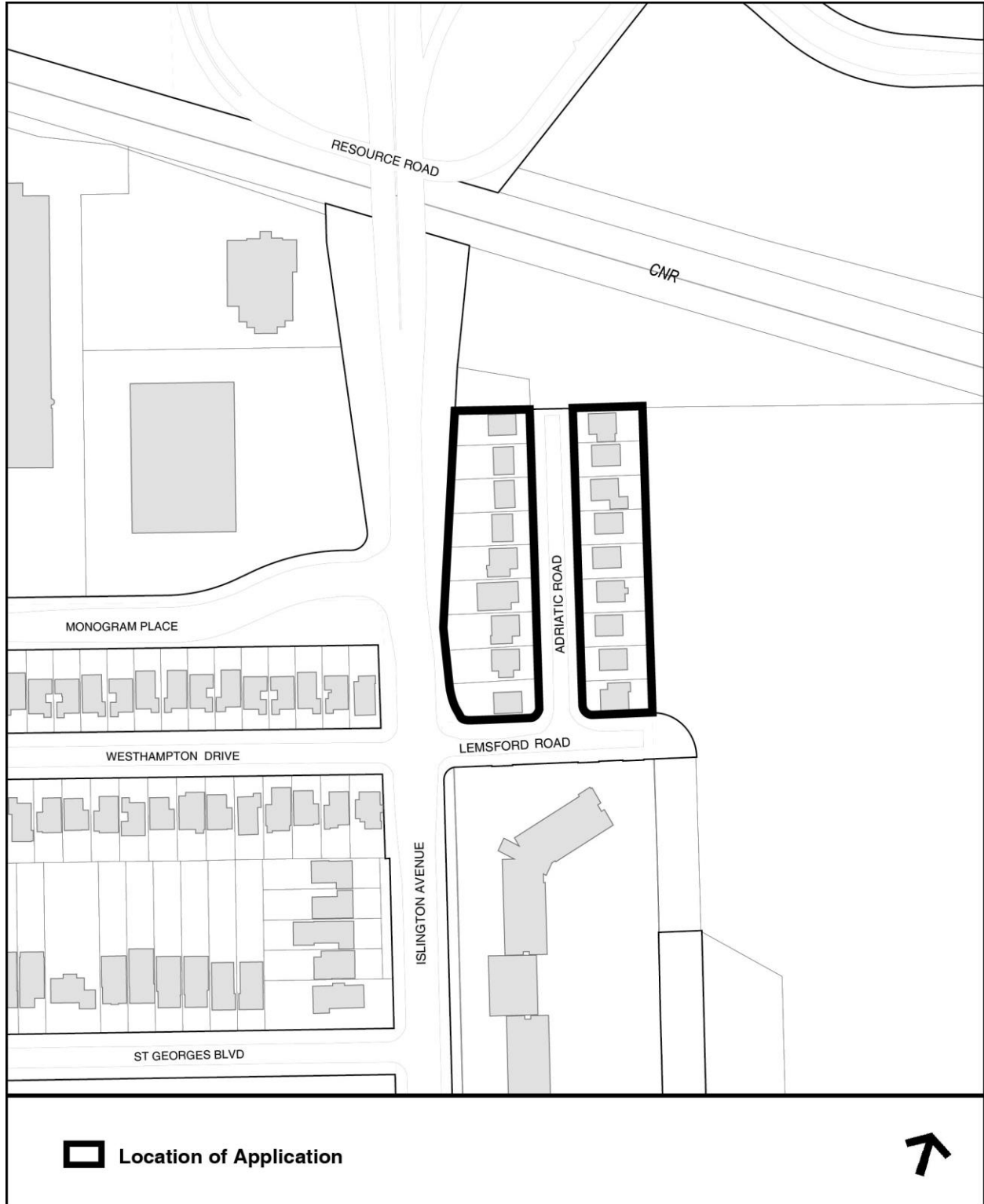
Parking and Loading

Parking Spaces: 467 Bicycle Parking Spaces: 757 Loading Docks: 3

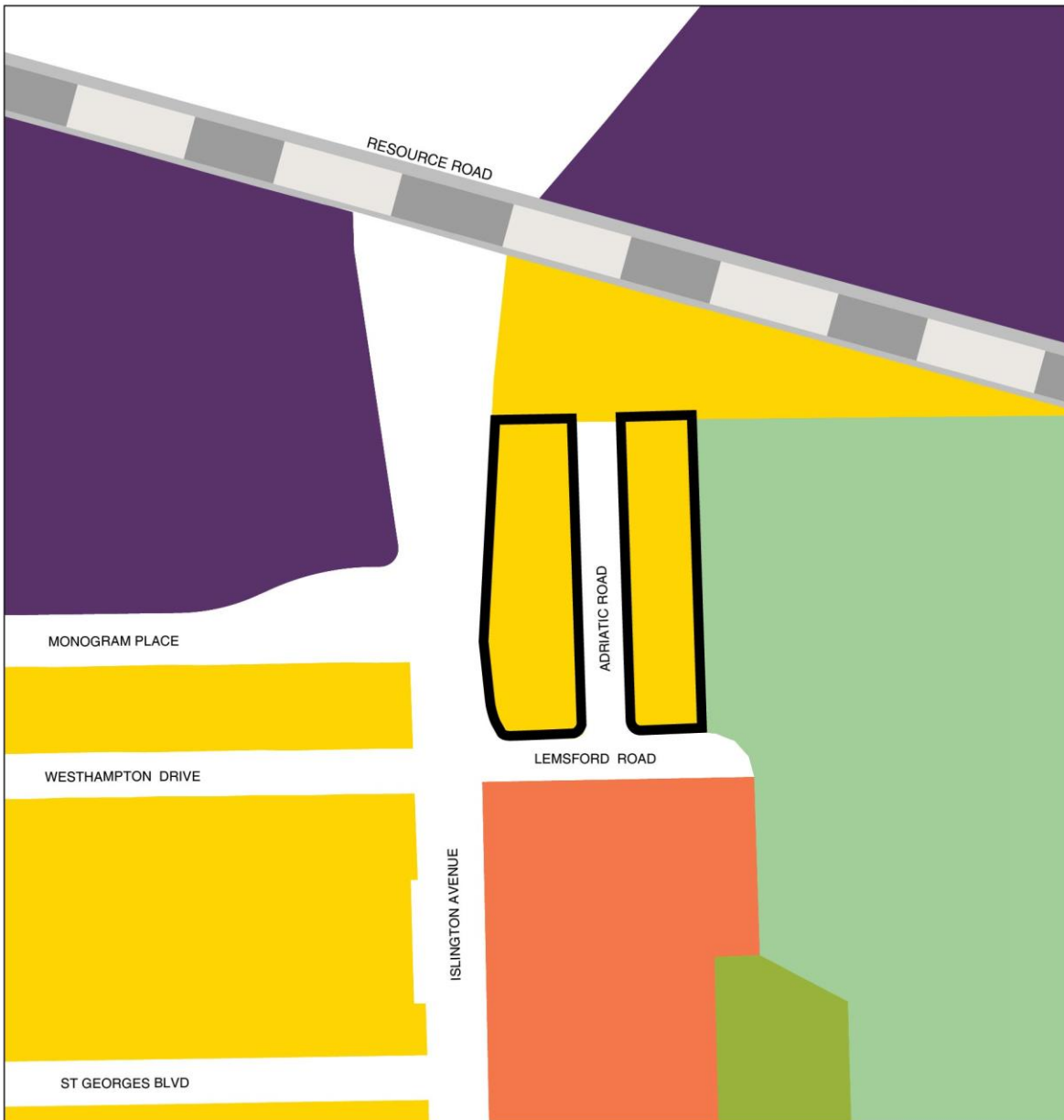
CONTACT:

Daniel Hahn, Planner
416-394-8071
Daniel.Hahn2@toronto.ca

Attachment 2: Location Map

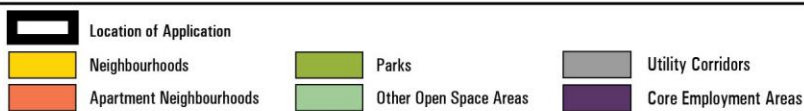


Attachment 3: Official Plan Land Use Map



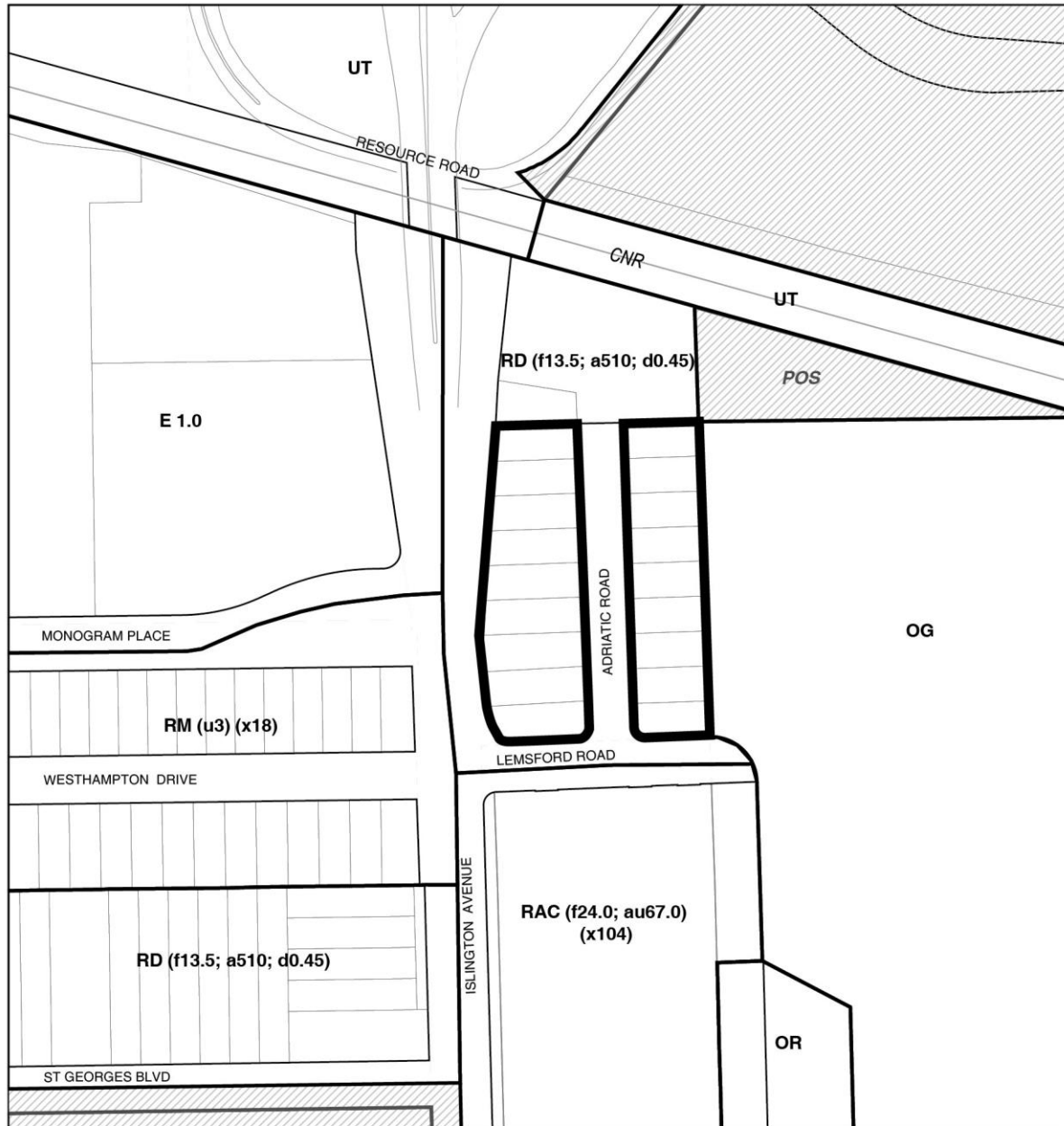
Official Plan Land Use Map #13

1-20 Adriatic Road
File # 22 135811 WET 01 0Z



Not to Scale
Extracted: 04/25/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1-20 Adriatic Road

File # 22 135811 WET 01 0Z



Location of Application

RD Residential Detached
RM Residential Multiple
RAC Residential Apartment Commercial
E Employment Industrial
OR Open Space Recreation
OG Open Space Golf Course

UT Utility and Transportation

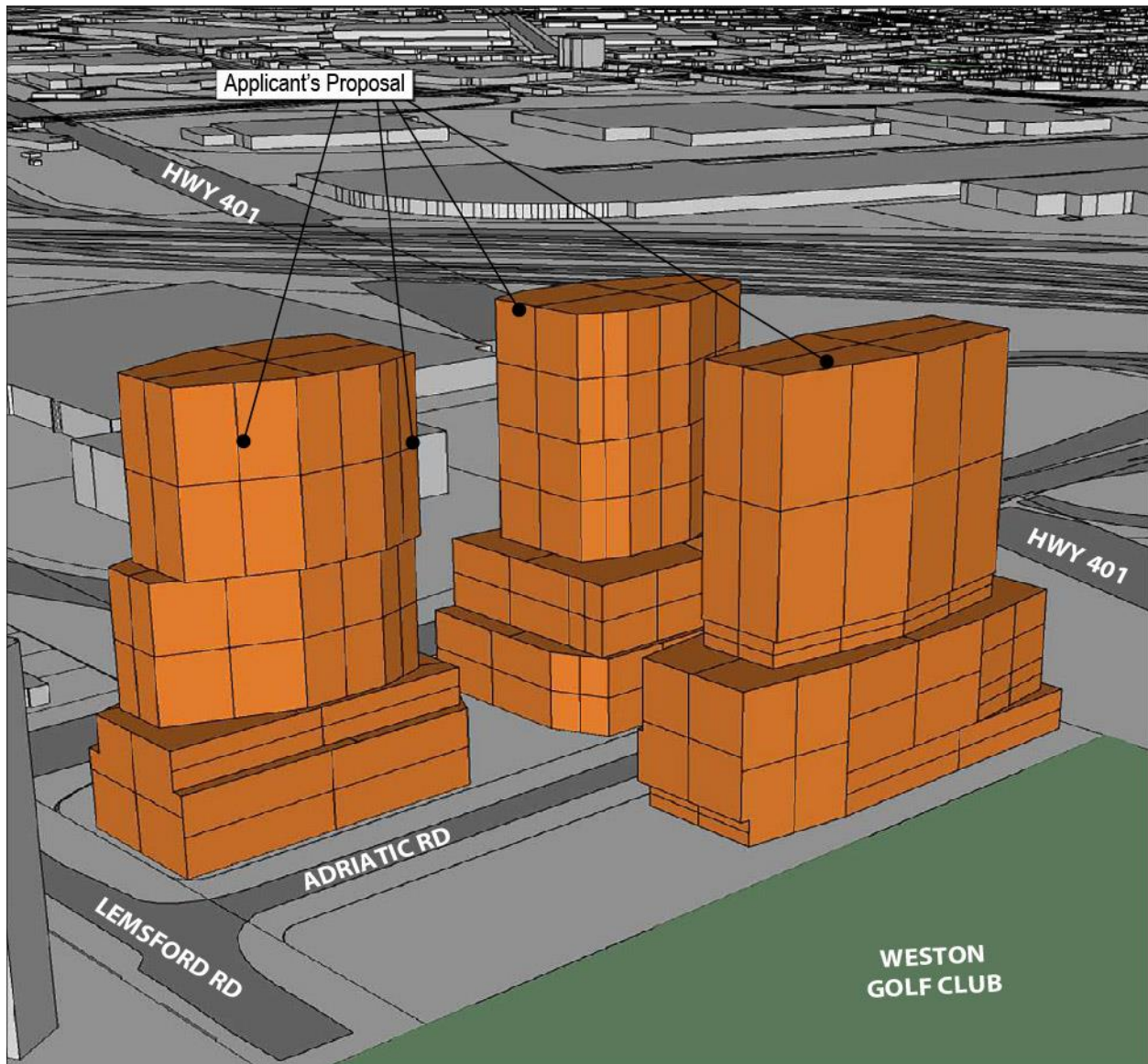


See Former City of Etobicoke By-Law No. 11,737
R2 Second Density Residential Zone
POS Private Open Space Zone
IC1 Class 1 Industrial Zone



Not to Scale
 Extracted: 04/25/2022

Attachment 5: 3D Model of Proposal in Context (Looking Northwest)

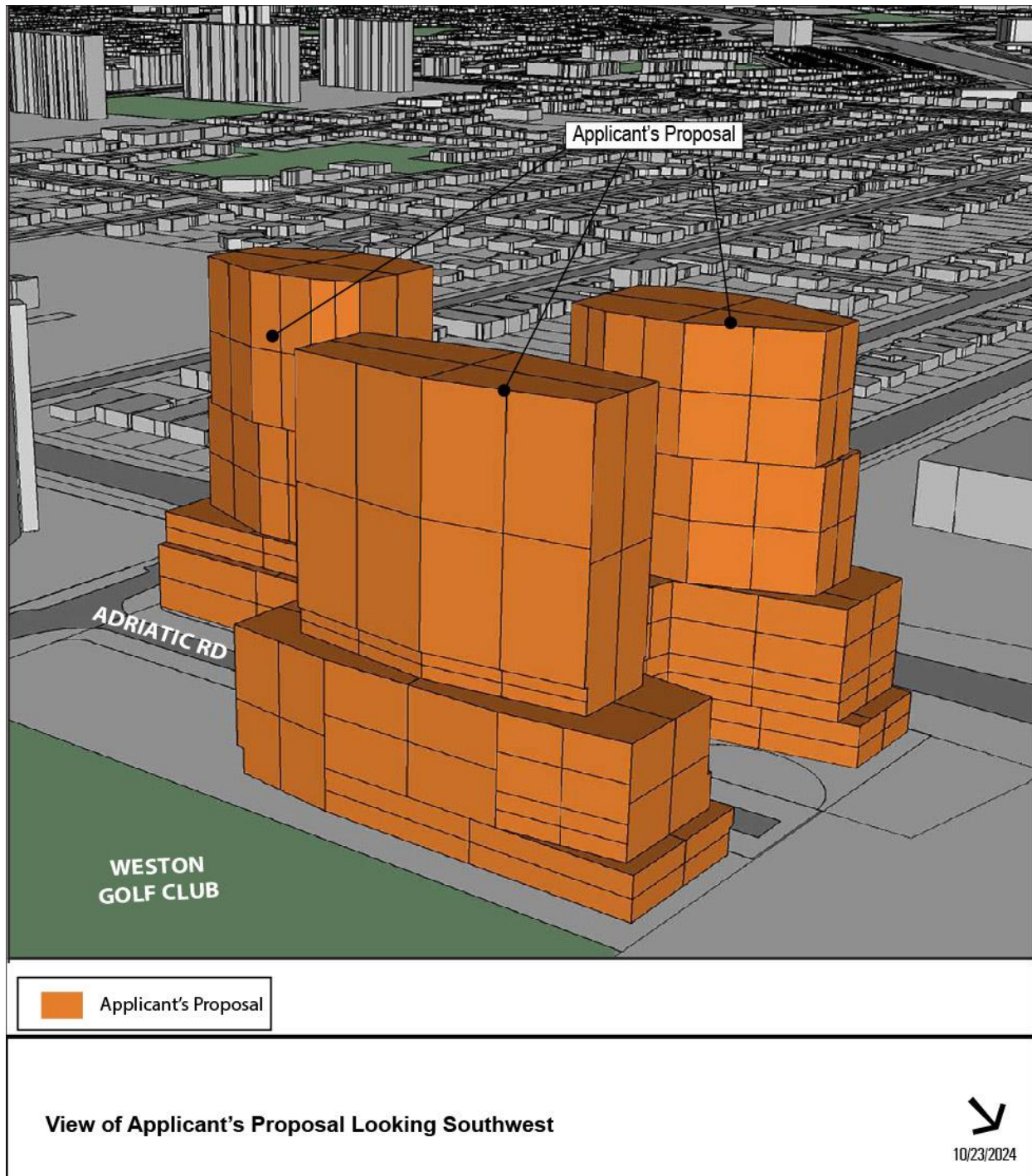


View of Applicant's Proposal Looking Northwest

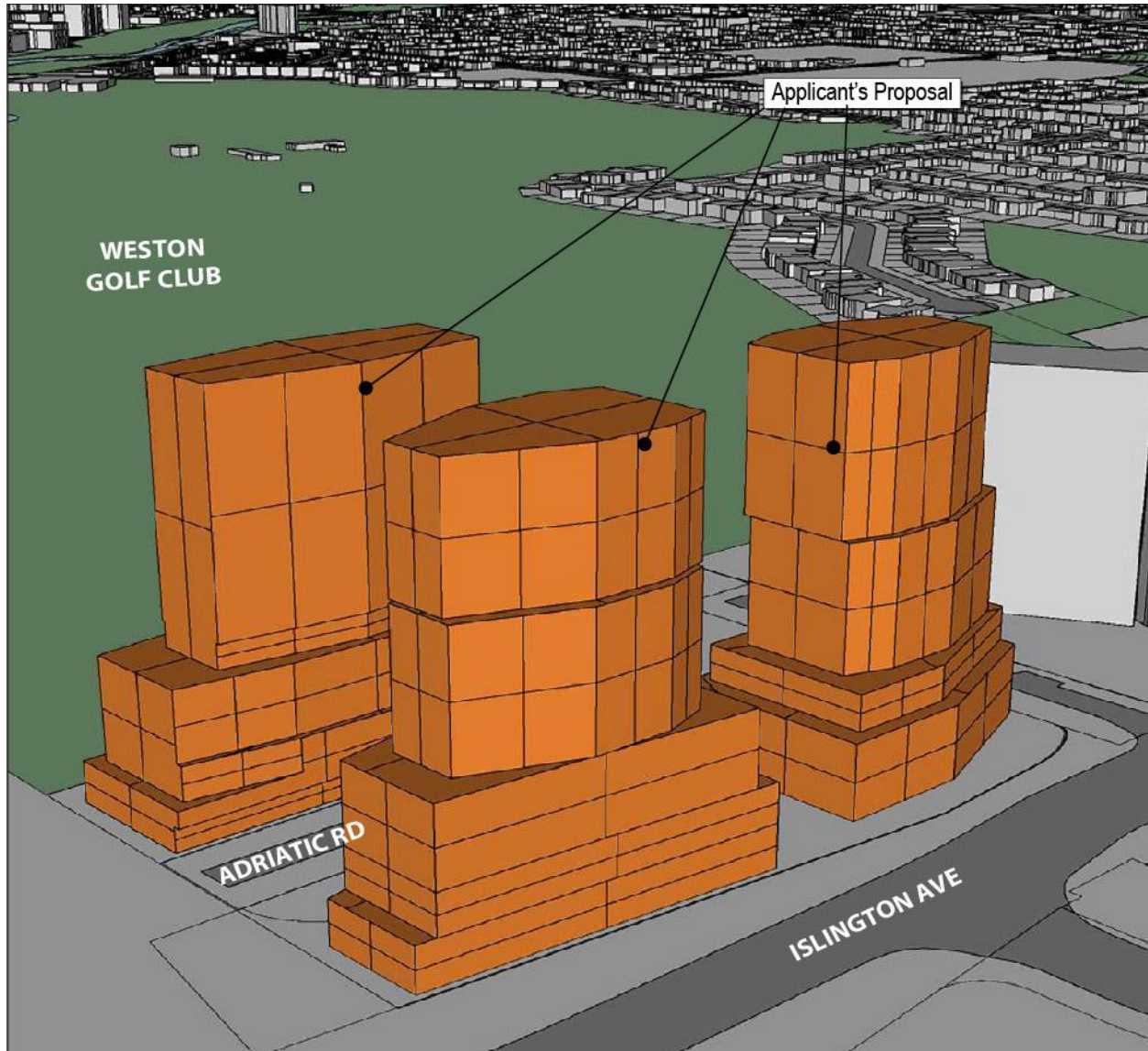


10/23/2024

Attachment 6: 3D Model of Proposal in Context (Looking Southwest)



Attachment 7: 3D Model of Proposal in Context (Looking Southeast)



Applicant's Proposal

View of Applicant's Proposal Looking Southeast



10/23/2024

Attachment 8: Draft Official Plan Amendment (attached under separate cover)

Attachment 9: Draft Zoning By-law Amendment (attached under separate cover)