

NOVEMBER
2019

 **BOUSFIELDS INC.**
PLANNING | DESIGN | ENGAGEMENT

 **PLANNING
& URBAN
DESIGN
RATIONALE**

**3353 – 3359 LAKE SHORE
BOULEVARD WEST**
CITY OF TORONTO

PREPARED FOR:
LAKESHORE BLVD. GP INC.





Job Number - 1987

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[1.01]

INTRODUCTION

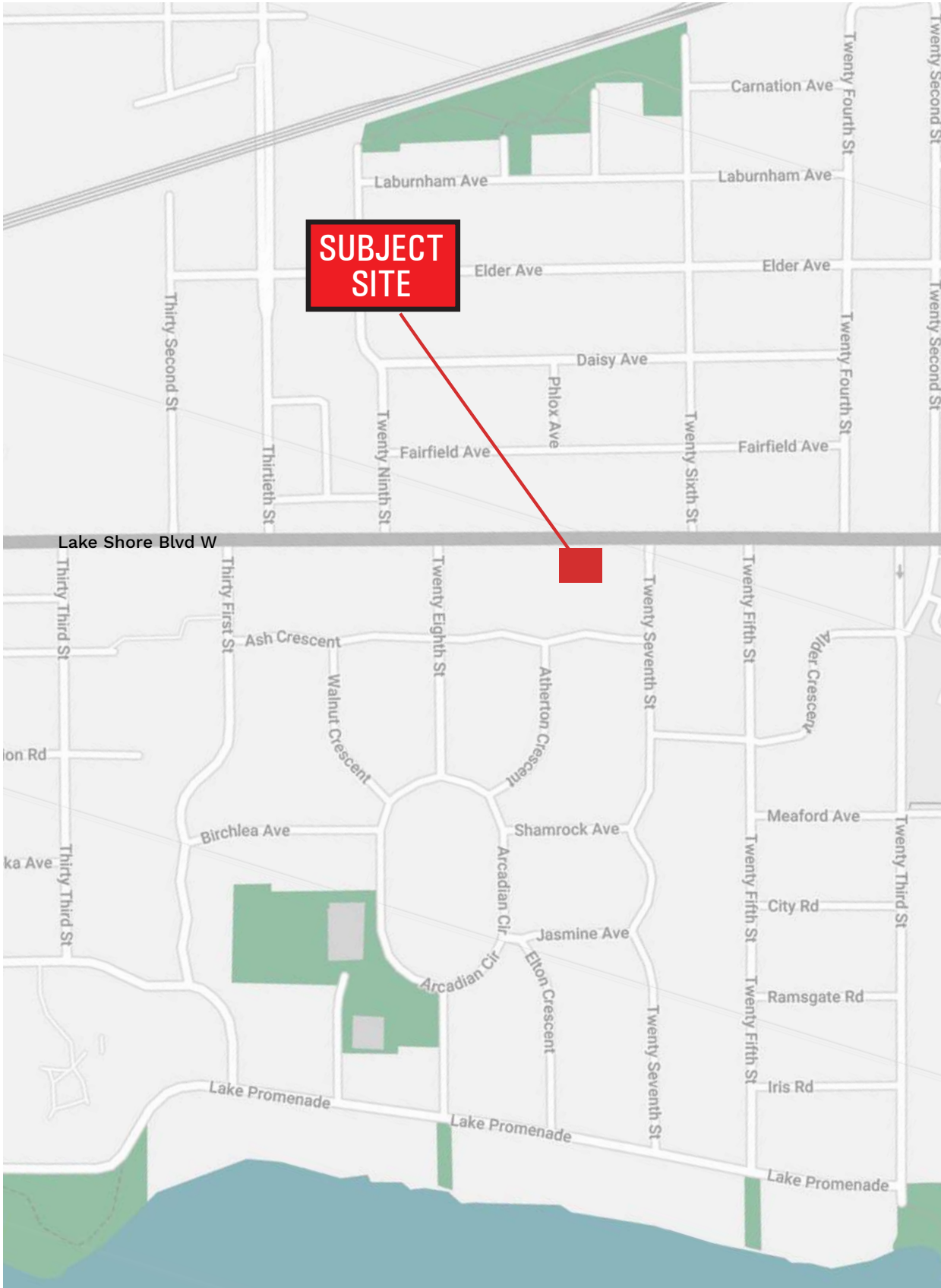


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by Lakeshore Blvd. GP Inc., for an amendment to the former Etobicoke Zoning Code, as amended, as well as the Toronto Official Plan with respect to a property located on the south side of Lake Shore Boulevard West (the "subject site").

The subject site is approximately 1,410 square meters in size, with an approximate 41.2 metre frontage onto Lake Shore Boulevard West and is municipally known as 3353 – 3359 Lake Shore Boulevard West (see **Figure 1** – Location Map). The site is currently occupied by an automotive detailing and repair business and used car dealership lot. A portion of the Lake Shore Boulevard West frontage is occupied by surface parking.

The application seeks to permit a 6-storey mid-rise building with retail uses at grade. The proposed building would have a total height of approximately 19.9 metres (25.1 metres including mechanical) and a total gross floor area of 5,378 square metres, resulting in a density of 3.81 times the area of the lot. Through the redevelopment of the subject site, active retail and residential uses will be introduced along the Lake Shore Boulevard West frontage, further enhancing the streetscape. The proposed development incorporates a series of step backs from the south lot line in order to provide an appropriate transition to the residential neighbourhood to the south.

This Planning and Urban Design Rationale report concludes that the proposed development is consistent with the Provincial Policy Statement ("PPS"), conforms with the 2019 Growth Plan for the Greater Golden Horseshoe ("Growth Plan") and the City of Toronto Official Plan, and generally adheres to the applicable urban design guidelines.

From a land use and intensification perspective, the proposal is consistent with the Provincial Policy Statement and conforms with the Growth Plan and Official Plan policy directions promoting intensification and a range of housing choices within built-up urban areas, particularly in locations that are well served by municipal infrastructure, including public transit. In this regard, the proposed mid-rise development would appropriately intensify a site designated *Mixed Use Areas*, one of four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy over the coming decades. Furthermore, the proposed development would contribute to the ongoing revitalization of the Lake Shore Boulevard West *Avenue*.

From a built form and urban design perspective, the height and massing of the proposed development will fit harmoniously within the existing and planned built form context. The location, as well as the size and depth of the site, is able to comfortably accommodate a mid-rise building that provides for appropriate transition to the *Neighbourhood* to the south without unacceptable built form impacts and generally meets the performance standards set out in the City's Mid-Rise Building Guidelines.

In our opinion, the proposal represents good planning and urban design, and has been planned to use land and infrastructure efficiently through a mix of uses in a compact built form that will appropriately redevelop an underutilized site. For all of the foregoing reasons, it is our opinion that the requested Official Plan and Zoning By-law Amendment applications be recommended for approval.

[2.01]

S I T E &
S U R R O U N D I N G S

2.1 Subject Site

The subject site is located on the south side of Lake Shore Boulevard West, west of Kipling Avenue in the former City of Etobicoke, and is close to the Toronto-Mississauga municipal boundary. The subject site is a consolidation of two properties which are municipally known as 3353 – 3359 Lake Shore Boulevard West (**Figure 2** – Aerial Photo). The subject site is rectangular in shape and has a total area of approximately 1,410 square metres, with an approximate 41.2-metre frontage along Lake Shore Boulevard West and depth of approximately 35.1 metres.

The subject site is currently occupied by an automotive detailing and repair centre (“Hi-Line Detailing”, 3353 Lake Shore Boulevard West) and single-storey used car lot (“Angora Auto Sales”, 3359 Lake Shore Boulevard West). The automotive building extends the depth of the subject site with a small single-storey portion fronting onto Lake Shore Boulevard West. The building steps up to 2-storeys and then down to one-storey in the rear. Two surface parking spaces and 2-garage driveway are located in the front yard adjacent to the building entrance. On the east side of the building, extending the depth of the property, is a surface parking lot.

The westerly portion of the subject site is occupied by a single-storey garage and sales building, as well as a surface parking lot. The existing building/garage is located in the rear of the subject site. A retractable entrance provides access to the surface lot from Lakeshore Boulevard West. Both buildings on the subject site are generally built to the south property line. In total, there are currently two wide curb cuts along the street frontage.



Subject site, looking southwest



Subject site, looking southeast



Subject site, 3353 Lake Shore Boulevard West, looking southwest

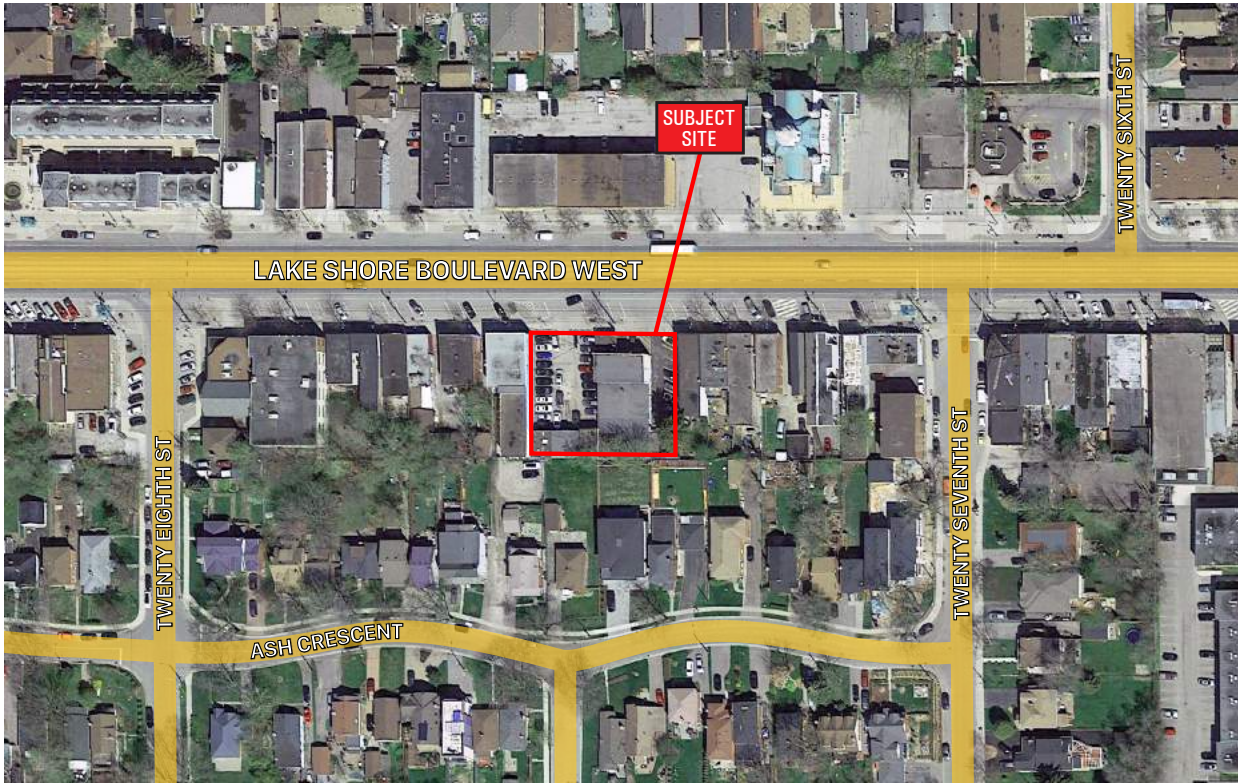


Figure 2 - Aerial Photo

2.2 Surroundings

The subject site is located in the Long Branch Neighbourhood, as defined by the City of Toronto. The Long Branch Neighbourhood is generally bound by the CN Rail Corridor (north), Forty Second Street (west), Lake Ontario (south) and Twenty Fourth Street / Twenty Third Street (east). Originally settled in 1797, the Long Branch was largely developed between the 1920s to the 1950s. As a result, the neighbourhood area in Long Branch predominantly consists of older low-density residential dwellings, however, there has been an influx of reinvestment in the neighbourhood through renovations, new construction, as well as lot severances to create new lots and dwellings (**Table 1** and **Figure 3** – Context Map). The Long Branch Triangle, which is generally defined by the CN Rail Corridor (north), Browns Line (west), Lake Shore Boulevard West (south) and the northward production of the alignment of Thirty Third Street (east), was formally an industrial area. The Triangle began to transition into a mixed-use area (which included residential) starting in the mid 1990's.

Table 1 - Local Development Context

	Address	Storeys
1	Aquaview Condominiums 3865 Lake Shore Boulevard West	16
2	3845 Lake Shore Boulevard West	15
3	3621 & 3625 Lake Shore Boulevard West	7, 7
4	3600 Lake Shore Boulevard West (Townhouses)	4
5	Watermark Long Branch Condos 3563 Lake Shore Boulevard West	7
6	Waterford Terrace 3531 Lake Shore Boulevard West	4
7	3526 Lake Shore Boulevard West (Townhouses + low-rise building)	4
8	3418 Lakeshore Boulevard West (pre-LPAT)	5
9	3400 Lakeshore Boulevard West	4
10	220, 230, & 240 Lake Promenade	7, 7, 7
11	21 & 23 Park Boulevard	7, 7

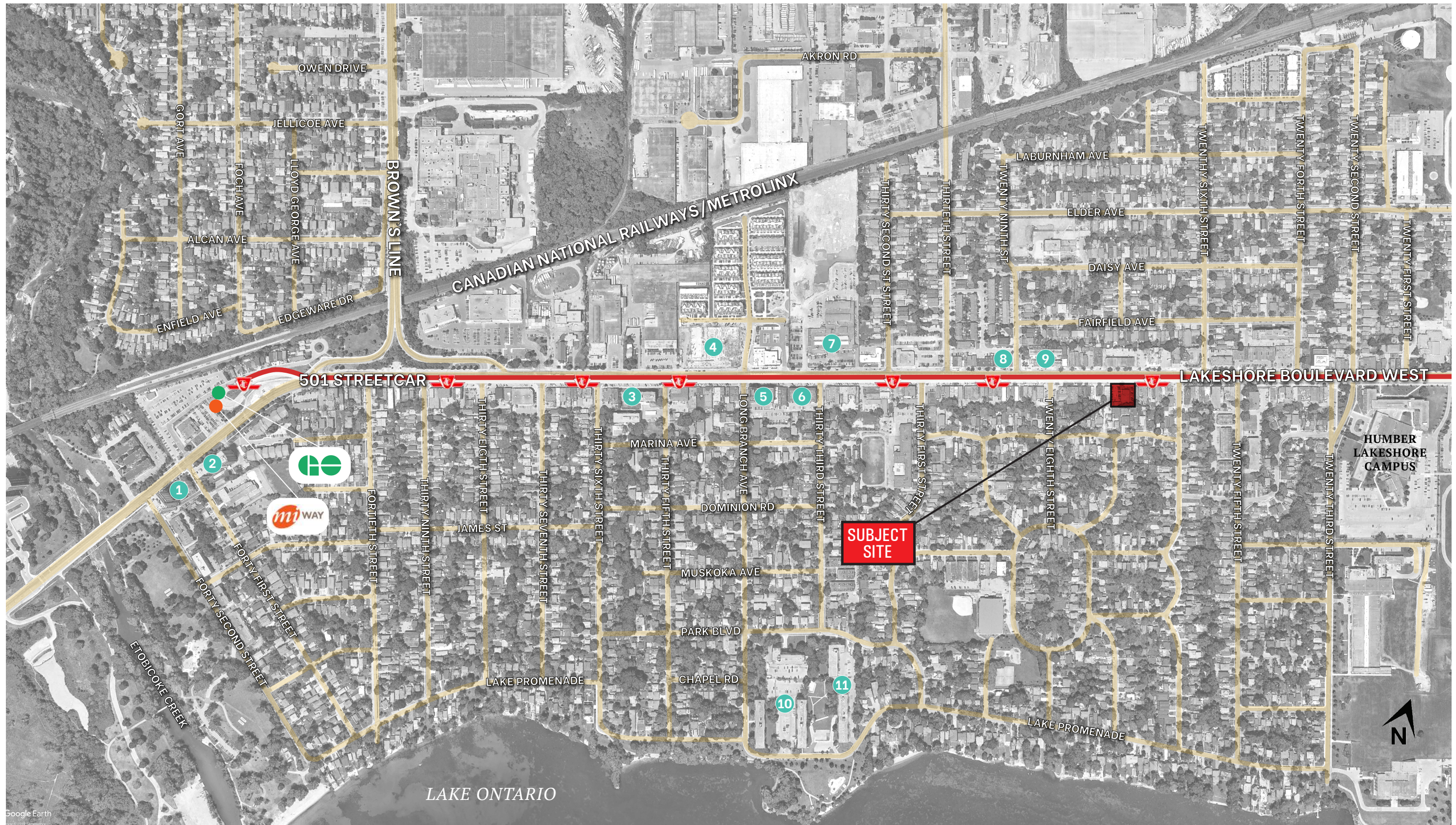


Figure 3 - Context Map

Bisecting the Long Branch Neighbourhood is Lake Shore Boulevard West, a mixed-use transportation corridor that separates the low-rise commercial and residential areas to the north and south. Lake Shore Boulevard West contains a combination of industrial, commercial and retail uses, as well as residential uses in the form of grade-related and mid-rise building types. In addition, the corridor contains a number of institutional uses such as the Humber College Lakeshore campus, Twentieth Street Junior School (TDSB, 3190 Lake Shore Boulevard West) and Toronto Public Library Long Branch Branch (3500 Lake Shore Boulevard West), among others. The buildings along Lake Shore Boulevard West are generally 1- to 3-storey commercial or mixed-use buildings with residential units above. The built forms along Lake Shore Boulevard West are relics of the area's former manufacturing operations. The Long Branch Neighbourhood experienced a decline in its manufacturing base between 1987 – 2003¹.

In the early 2000s, reinvestment was seen in the corridor through the redevelopment of underutilized low-rise mixed-use buildings and the former industrial lands. These developments took the form of townhouse blocks and buildings, mid-rise and commercial buildings with heights ranging between 5- to 7-storeys, taller buildings up to 16 storeys nearing the Long Branch Loop, Etobicoke's local and regional transit hub.

Flanking Lake Shore Boulevard West to the immediate north and south are low-rise residential neighbourhoods containing a broad mix of detached, semi-detached and townhouse dwellings, as well as schools and a number of low-rise apartment buildings along the waterfront. With the exception of a few City-operated public parks, the majority of the Lake Ontario shoreline is privatized.

¹ Council Clause No.25: "Avenue Studies Implementation Report Lake Shore Boulevard West – Long Branch", adopted by City Council on November 1 and December 1 and 2, 2004

IMMEDIATE SURROUNDINGS

Immediately west of the subject site is a 2-storey commercial mixed-use building with at-grade retail uses (3365-3367 Lake Shore Boulevard West). A surface driveway, wide enough for one vehicle, is located on the west side of the building. West of the commercial building are a series of single use and mixed-use commercial buildings that are between one and two-storeys in height (3363 – 3379 Lake Shore Boulevard West). At the southeast corner of Lake Shore Boulevard West and Twenty Eighth Street is a 3-storey Baptist Church and single-storey entryway facing the intersection ("Long Branch Baptist Church", 3381 Lake Shore Boulevard West). Further west, along the south side of Lake Shore Boulevard West are primarily 2-storey mixed-use commercial buildings.



3365 – 3367 Lake Shore Boulevard West and 3369 Lake Shore Boulevard West, looking south



3365 - 3381 Lake Shore Boulevard West, looking southwest



Waterford Terrace (3531 Lake Shore Boulevard West, looking southeast)

At the southeast corner of Lake Shore Boulevard West and Thirty Third Street is a block of 4-storey, brick stacked townhouses ("Waterford Terrace", 3531 Lake Shore Boulevard West). The primary entrances to the townhouse units are from Lake Shore Boulevard West. Private surface parking and integral garages are provided in the rear and accessed from Thirty Third Street. Immediately west of the townhomes are 3- and 2-storey commercial and mixed-use buildings (3545 – 3555 Lake Shore Boulevard West). At the southeast corner of Lake Shore Boulevard West and Long Branch Avenue is a 7-storey mid-rise residential building with retail/service uses at-grade ("Watermark Long Branch Condos", 3563 Lake Shore Boulevard West). The building utilizes a combination of masonry and stone finishes to distinguish the small-scale retail units at-grade from the residential units above.

Further west along Lake Shore Boulevard are two 7-storey apartment buildings (3621 and 3625 Lake Shore Boulevard West), a 15-storey apartment building (3845 Lake Shore Boulevard West) and a recently constructed 16-storey mixed-use apartment building (Aquaview Condominiums) at 3865 Lake Shore Boulevard West. North of 15-storey apartment building, on the north side of Lake Shore Boulevard West is the Long Branch Loop; a transportation hub for local (i.e.TTC and MiWay) and regional transit lines (GO Transit).



3545 – 3555 Lake Shore Boulevard West



Watermark Long Branch Condos (3563 Lake Shore Boulevard West, looking southeast)



3845 Lake Shore Boulevard West, looking southeast



3621 Lake Shore Boulevard West, looking southwest



3625 Lake Shore Boulevard West, looking southwest from Thirty Fifth Street



Aquaview Condominiums (3865 Lake Shore Boulevard West, looking southwest)



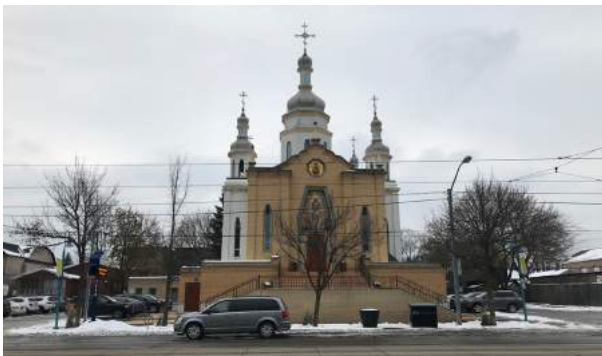
Long Branch GO Station (Long Branch Loop)



3358-3344 Lake Shore Boulevard West, looking northeast



3308 Lake Shore Boulevard West, northeast corner of Lake Shore Boulevard West and Twenty Sixth Street



Ukrainian Orthodox Church St. Demetrius, 3338-3328 Lake Shore Boulevard West

North of the subject site, on the north side of Lake Shore Boulevard West, is 3-storey mixed-use building with several at-grade storefronts and residential units above (3358-3344 Lake Shore Boulevard West). A large surface parking lot is located at the rear, accessed via two surface driveways extending north from Lake Shore Boulevard. East of the building is the Ukrainian Orthodox Church St. Demetrius (3338-3328 Lake Shore Boulevard West), single-storey commercial buildings (3320 and 3316 Lake Shore Boulevard West). At the northeast corner of Lake Shore Boulevard West and Twenty Sixth Street is a 3-storey mixed-use building with commercial and office uses at-grade (3308 Lake Shore Boulevard West).

Further east, along the north side of Lake Shore Boulevard West are low-rise retail buildings, the newly constructed Humber College Lakeshore athletic facility (3246 Lake Shore Boulevard West), three blocks of 3-storey townhomes (3204, 3202 and 3200 Lake Shore Boulevard West) and Twentieth Street Junior Public School (TDSB operated school, 3190 Lake Shore Boulevard West).



Humber College Lakeshore Campus Athletic Facility, 3246 Lake Shore Boulevard West

West of 3358-3344 Lake Shore Boulevard West are several 2-storey commercial mixed-use buildings (3366 – 3392 Lake Shore Boulevard West) and a 4-storey stacked back-to-back townhouse development, located at the northeast corner of Lake Shore Boulevard West and Twenty Ninth Street (3400 Lake Shore Boulevard West). A courtyard is located at the northeast corner of the intersection that provides pedestrian access to the townhomes in the rear. At the northwest corner of Lake Shore Boulevard West and Twenty Ninth Street is a vacant parking lot currently subject to a Site Plan Control application for a 5-storey mixed use apartment building (3418 Lake Shore Boulevard West). The development would contain commercial space at-grade and 30 residential units above. The application is currently under appeal to the Local Planning Appeal Tribunal (the "LPAT").

Further west along the north side of Lake Shore Boulevard West is a recently approved rezoning application for a comprehensive residential and mixed-use development (3526 Lake Shore Boulevard West). The proposal sought approvals for redeveloping a 3.99-hectare site with stacked and street-related townhouse blocks and a 4-storey mixed-use building. The application was approved, in principle, by the LPAT in February 2019. Further west, at the northwest corner of Long Branch Avenue and Lake Shore Boulevard West is a residential townhouse development, currently under construction (3600 Lake Shore Boulevard). Once complete, the development will contain three, 4-storey stacked townhouse blocks and one, 4-storey mixed-use stacked townhouse block fronting onto Lake Shore Boulevard.



Commercial mixed-use buildings along Lake Shore Boulevard West (3366 – 3392 Lake Shore Boulevard West, looking northeast)



3400 Lake Shore Boulevard West, northeast corner of Lake Shore Boulevard West and Twenty Ninth Street



Lands associated with 3526 Lake Shore Boulevard West development approval, looking northwest



3351 Lake Shore Boulevard West (westerly building façade) looking southeast



3351 – 3339 Lake Shore Boulevard West



Southwest corner of Lake Shore Boulevard West and Twenty Seventh Street, looking southwest

Immediately east of the subject site, is a 2-storey mixed-use building with a vacant retail unit at-grade (3351 Lake Shore Boulevard West). The building is setback between approximately 1.3 and 1.4 metres from the west property line, allowing for a narrow pedestrian walkway to the secondary building entrance. East of the building are three, 2-storey commercial mixed-use buildings (3345 – 3343 Lake Shore Boulevard West), a recently renovated 2-storey commercial building (3339 Lake Shore Boulevard West) and a 3-storey residential building with retail uses at-grade (3335 Lake Shore Boulevard West). Towards the intersection of Lake Shore Boulevard West and Twenty Seventh Street are single and two-storey mixed-use and commercial buildings (3333 – 3327 Lake Shore Boulevard West). Further east, at the southeast corner of Lake Shore Boulevard West and Twenty Fifth Street is a 3 1/2 -storey apartment building (105 Twenty Fifth Street).

Further east along the south side of Lake Shore Boulevard West is Humber College Campus (Lakeshore) and Colonel Samuel Smith Park.

Immediately south of the subject site are four single-detached residential dwellings; 16 Ash Crescent (2 storeys); 18 Ash Crescent (2 storeys); 20 Ash Crescent (1-storey); and 24 Ash Crescent (2 1/2-storeys). The properties at 16 – 20 Ash Crescent have rear yards abutting the south property line of the subject site. The property at 24 Ash Crescent is bound to the north by the rear-yard surface parking and driveway associated with the property at 3365-3367 Lake Shore Boulevard West, however, a small rear yard is provided behind the house.

Ash Crescent is local road that extends west from Twenty Seventh Street and terminates at Thirty First Street. Ash Crescent intersects with other local roads within the neighbourhood area and provides pedestrian and vehicular access to Lake Shore Boulevard West.

As mentioned previously, the area south of Lake Shore Boulevard West is primarily comprised of residential dwellings as well as institutional and community uses. With the exception of five, 7-storey apartment buildings along the waterfront (21 & 23 Park Boulevard and 220, 230 & 240 Lake Promenade), the neighbourhood is characterized by low-rise, single detached dwellings.



16 Ash Crescent



18 Ash Crescent



20 Ash Crescent



Surface driveway associated with 3365-3367 Lake Shore Boulevard West



24 Ash Crescent

2.3 Transportation Network

ROAD NETWORK

Lake Shore Boulevard West is a major arterial road with a planned right-of-way width of 36 metres. Lake Shore Boulevard extends between the Long Branch GO Station / Long Branch Loop (in the west end) to Woodbine Avenue (in the east end). Lake Shore Boulevard generally runs along the southern end of Toronto along the waterfront and connects to larger thoroughfares such as the Gardiner Expressway.

The segment of Lake Shore Boulevard West adjacent to the subject site contains four lanes for eastbound and westbound traffic with sidewalks on either side, as well as TTC Streetcar tracks running down the middle of the street. Along the northern portion of the right-of-way, generally between Twenty Sixth Street and Twenty Ninth Street, parallel on-street parking is permitted. Similarly, designated public surface parking spaces are located along the south side of Lake Shore Boulevard West.

TRANSIT NETWORK

The subject site is served by surface transit, in particular, the 501 Queen TTC Streetcar (see **Figure 4 - 501 Queen TTC Streetcar**). The 501 Queen generally runs in an east-west direction between the Neville Park Loop and the Long Branch Loop, with stops at Queen Station (Subway Line 1 – Yonge) and Osgoode Station (Subway Line 1 – University). The 501 Queen is part of the City’s 10 Minute Network and operates seven days a week. Streetcar stops are located east and west of the subject site at the following intersections:

- Twenty Sixth Street and Lake Shore Boulevard West;
- Twenty Seventh Street and Lake Shore Boulevard West;
- Twenty Eighth Street and Lake Shore Boulevard West; and
- Twenty Ninth Street and Lake Shore Boulevard West.

From the Long Branch Loop, located approximately 1.5 kilometers west of the subject site, there is access to GO Transit (with service along the Lakeshore West Line) and MiWay routes (City of Mississauga Transit).

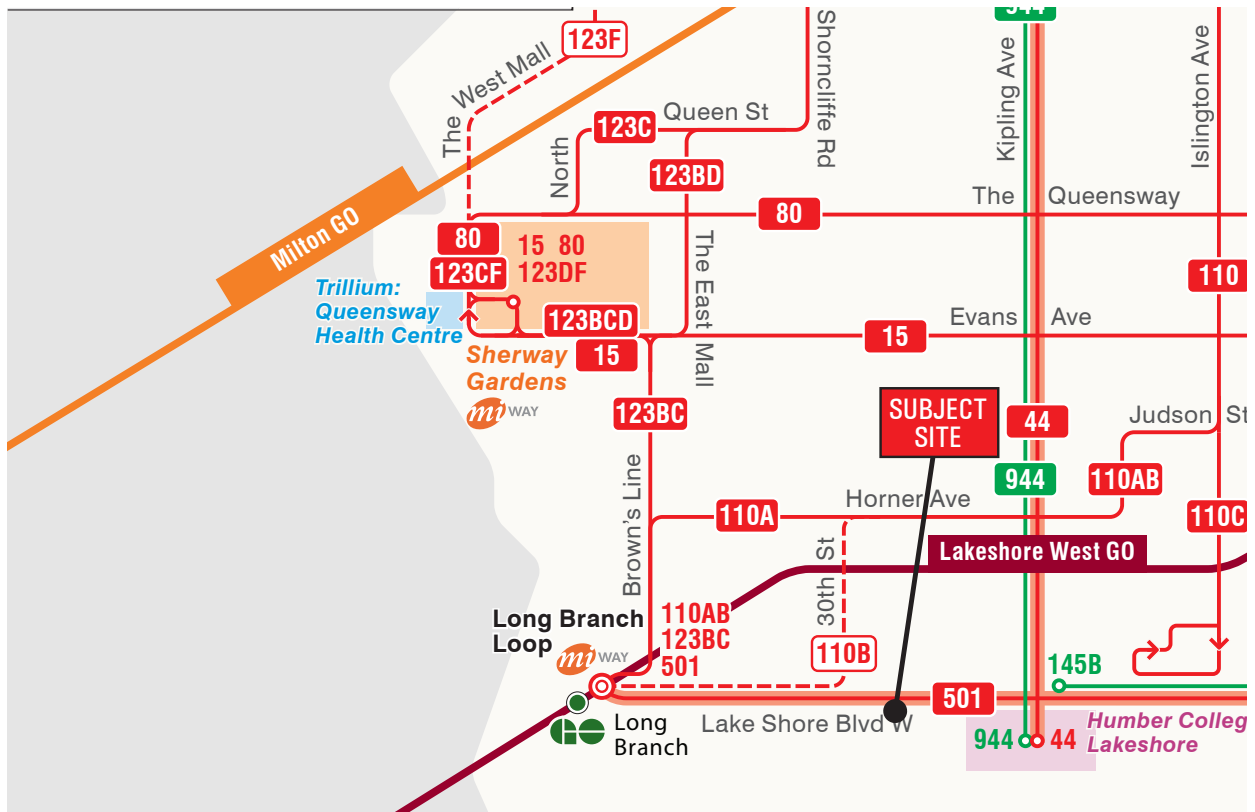


Figure 4 - TTC Transit Map

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P R O P O S A L

3.1 Description of Proposal

The proposal contemplates the redevelopment of the subject site with a 6-storey (approximately 19.9 metres, excluding mechanical penthouse) residential building with small-scale retail at-grade. The proposed mixed-use building would have an overall gross floor area of 5,378 square metres, resulting in an FSI of 3.81.

The proposed development would replace the existing buildings and surface parking lots with approximately 304 square metres of new retail uses and 60 residential units. The proposed unit types achieve a mix that is favorable to both individuals and families. The residential units will be comprised of family-sized units (i.e. two- and three-bedroom units), as well as one- and two-bedroom units with convertible dens.

With respect to the proposed massing, the greatest height of 6 storeys will be located along the Lake Shore Boulevard West frontage, while providing for a 4-storey street wall condition. To the south, the proposed building will be terraced and step down to a height of 3-storeys in the rear, adjacent to the residential dwellings to the south. Sustainable building elements have been incorporated into the proposal, including a green roof, green terraces, greywater flushing systems and solar panels. The areas reserved for solar panels will be located within the rear-yard building step backs.

GROUND FLOOR

At-grade, the proposed building will be setback approximately 2.5 metres² from the north property line and will frame Lake Shore Boulevard West with new retail and residential uses. The two retail units will be approximately 102 and 121 square metres in size, and will have separate entrances to the street. The larger retail unit also includes a mezzanine level that results in an additional 80.6 square metres of retail space. Situated between the retail units will be the primary residential entrance to the building. As the building's primary entrance, the front doors will be slightly setback from the streetwall and

will open up to the residential lobby. Residents will be able to access the mail room, pet amenity room (dog wash) and elevator corridor from the lobby, as well as the indoor amenity area, which will be located in the southern portion of the ground floor. A direct connection to the outdoor amenity area, located in southeast corner of the subject site, will be provided (see **Figure 5 – Ground Floor Plan**).

From the east and west property lines, no setback will be provided and from the south property line, the building will be setback 7.5 metres. At the southeast corner of the building, an additional 2.5 metre setback will be provided in order to achieve a 10.0 metre setback from the rear property line. An approximate 0.8 metre-wide landscape strip will line the southern and westerly property lines with hedging and shrubbery (see **Figure 6 – Landscape Site Plan**).

With the exception of a small portion of the driveway in the southeast corner of the subject site, the proposed loading, servicing and vehicular activities will be located within the building envelope or below-grade. Vehicular access to the building will be provided by a 7.2 metre-wide driveway located at the west end of the building, which will extend south from Lake Shore Boulevard West into the subject site towards an underground garage ramp in the rear. Vehicular and bicycle parking will be consolidated in one level of underground parking. Additional bicycle parking spaces will be located at-grade adjacent to the loading space, within the front yard setback along Lake Shore Boulevard West and the curbside bump-out adjacent to the right-of-way.

In terms of materiality, the Lake Shore Avenue West frontage will be comprised of precast brick panel (white), prefinished metal panel and clear glass vertical panels. Moving east to west, the proposed materiality will change from metal to brick along the Lake Shore Avenue West façade (Floors 2 to 4). At grade, the building wall will be primarily glazed with brick and metal elements distinguishing the retail units and residential entrance.

² The front yard setback includes a proposed 0.78 metre sidewalk widening.

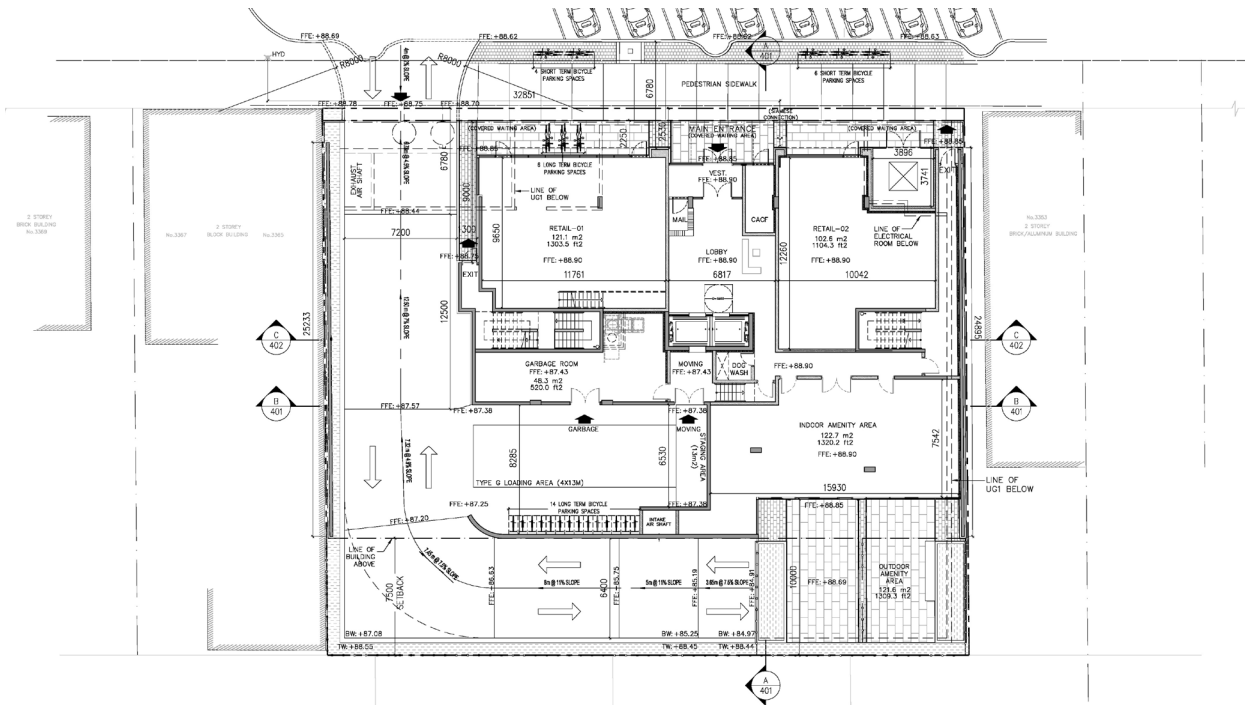


Figure 5 - Ground Floor Plan

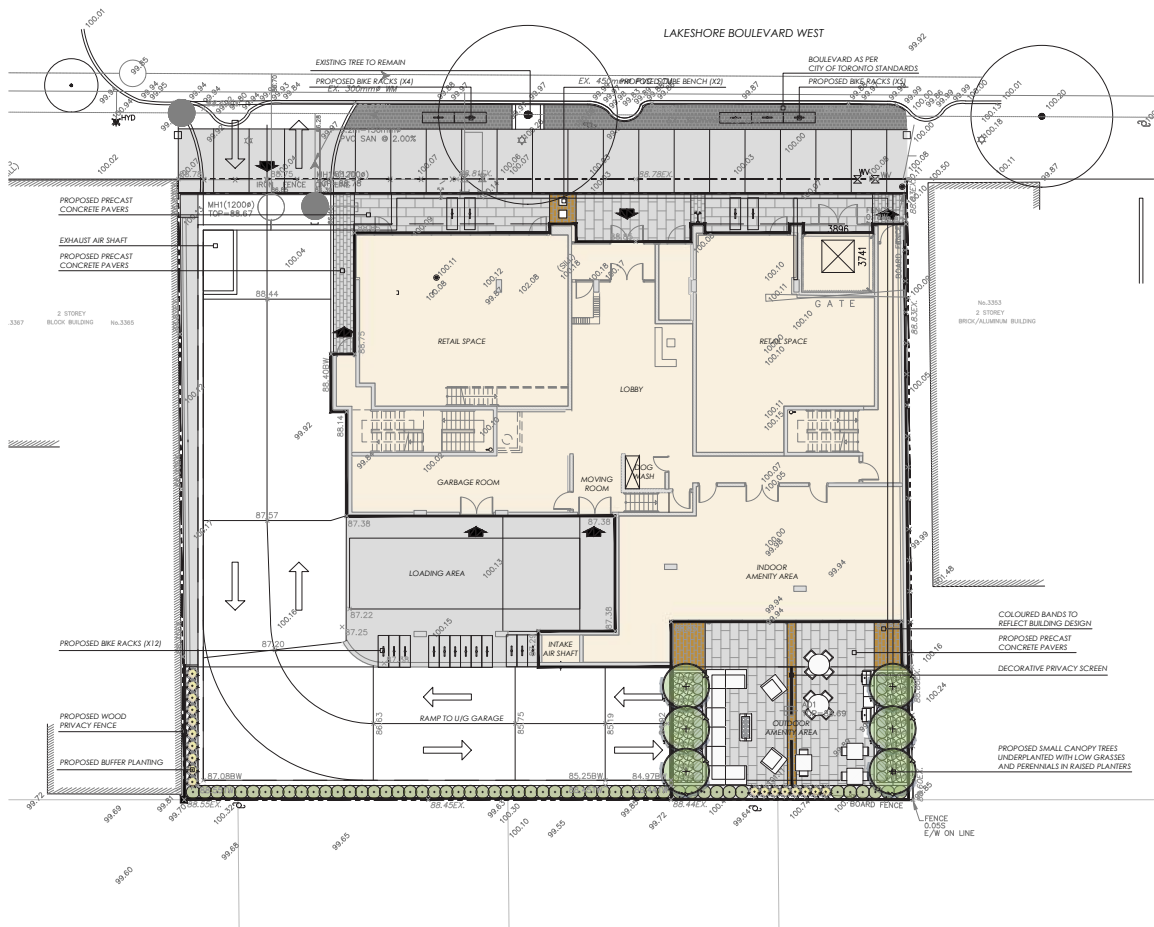


Figure 6 - Landscape Site Plan

The inset balconies along the easterly portion of the Lake Shore Avenue West façade will have a perforated metal handrail, which will be similar in terms of the metal panels used on the building exterior with the exception of small cut outs. Towards the westerly portion of the façade, clear glass handrails will be applied to the balconies to compliment the white brick exterior and vertical panels. In the upper storeys (Floors 5 and 6), the building will be comprised spandrel panel and the projecting balconies will also use clear glass handrails.

RESIDENTIAL FLOORS

The northern building face of Floor 2 above will cantilever over the retail and lobby entrances, resulting in a reduced front yard setback of 0.78 metres. To the south, a 7.5-metre setback will be provided along the entirety of the building face. The overhang created by the floorplate of Floor 2 will result in a weather-protected area above the building entrances. Floor 3 will have a similar floorplate and replicate the front, side and rear-yard setbacks (see **Figure 7 – 2nd & 3rd Floor Plan**).

On Floor 4, an additional step back of approximately 3.78 metres will be provided from the south building face (see **Figure 8 – 4th Floor Plan**). Additional step backs of 2.8 metres are provided on Floors 5 and 6, to achieve a total rear yard setback of approximately 14.1 metres and 16.9 metres, respectively, from the south property line (see **Figures 9 and 10 – 5th and 6th Floor Plan**). As illustrated in **Figure 11** (East Building Section), solar panels are proposed in the rear-yard building step backs, along with private terraces.

Along the Lake Shore Avenue West frontage, an additional 1.3-metre step back will be provided on Floor 5. The proposed step back will result in an approximate 13.8 metre streetwall height along Lake Shore Boulevard West and a pedestrian-scaled base element (see **Figure 11**).

The proposed building will have an overall height of 19.9 metres, plus a 5.5 metre mechanical penthouse on the roof. The mechanical unit will be located generally in the centre of the roof in order to minimize its view and appearance from street level (see **Figure 12 – Roof Floor**).

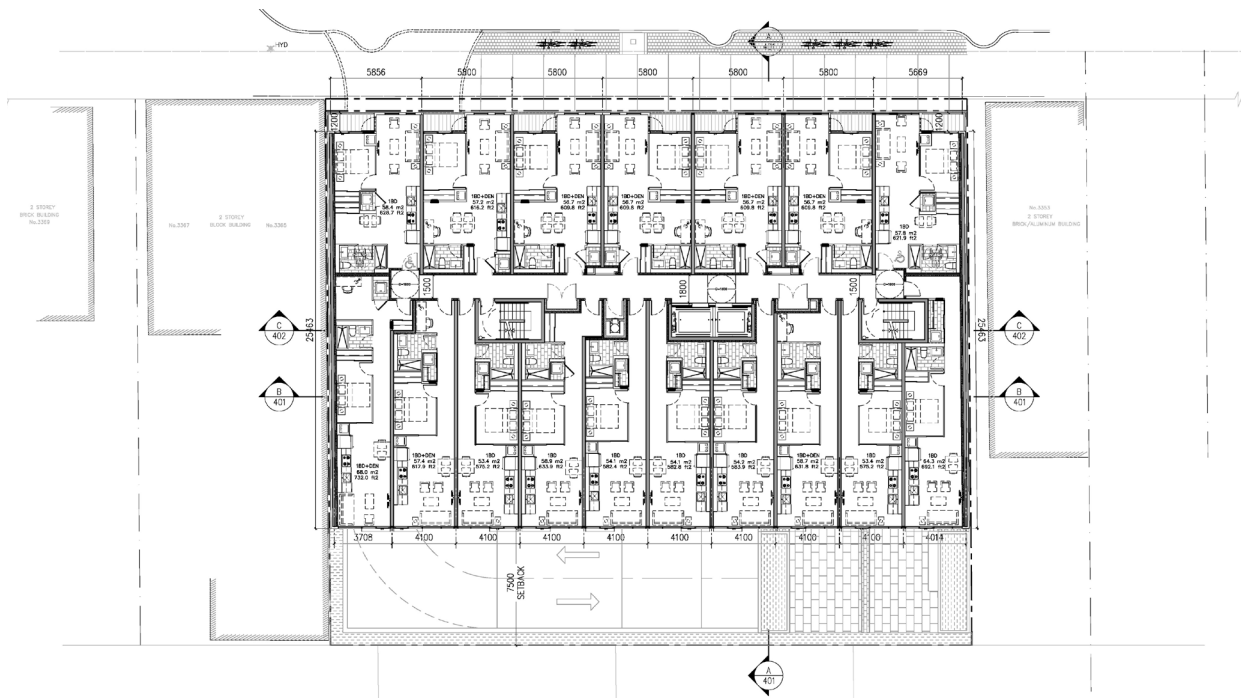


Figure 7 - 2nd & 3rd Floor Plan

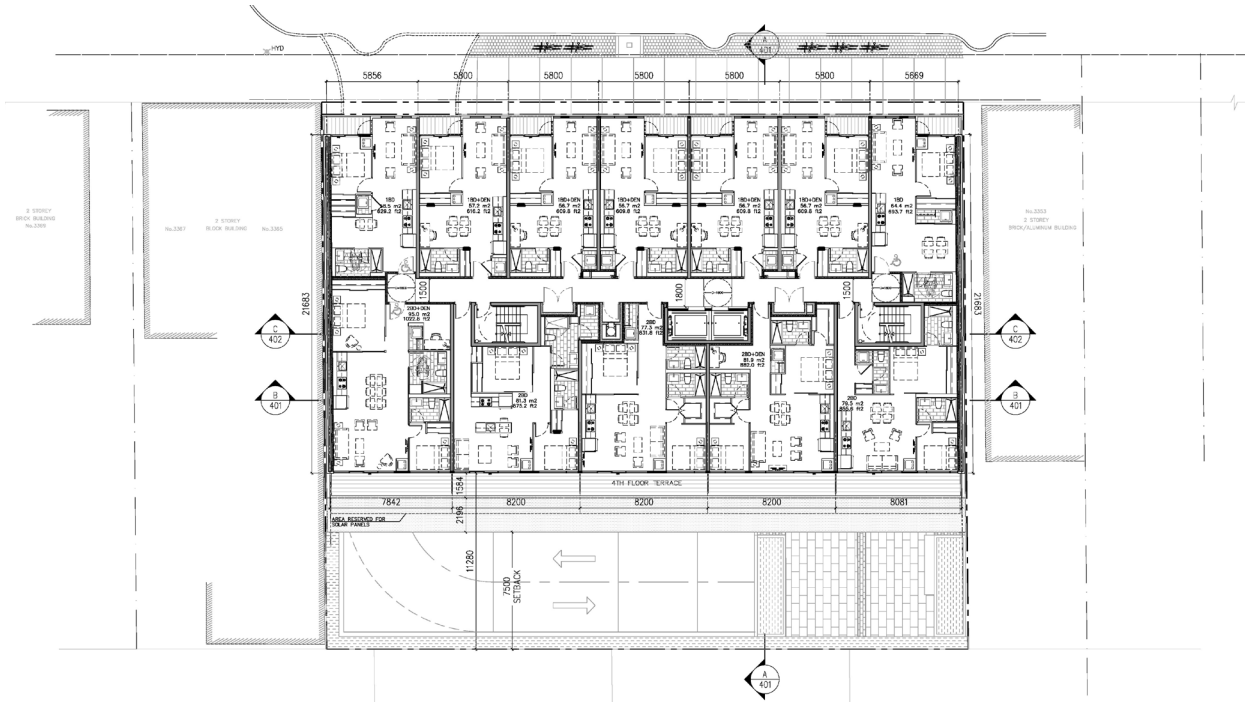


Figure 8 - 4th Floor Plan

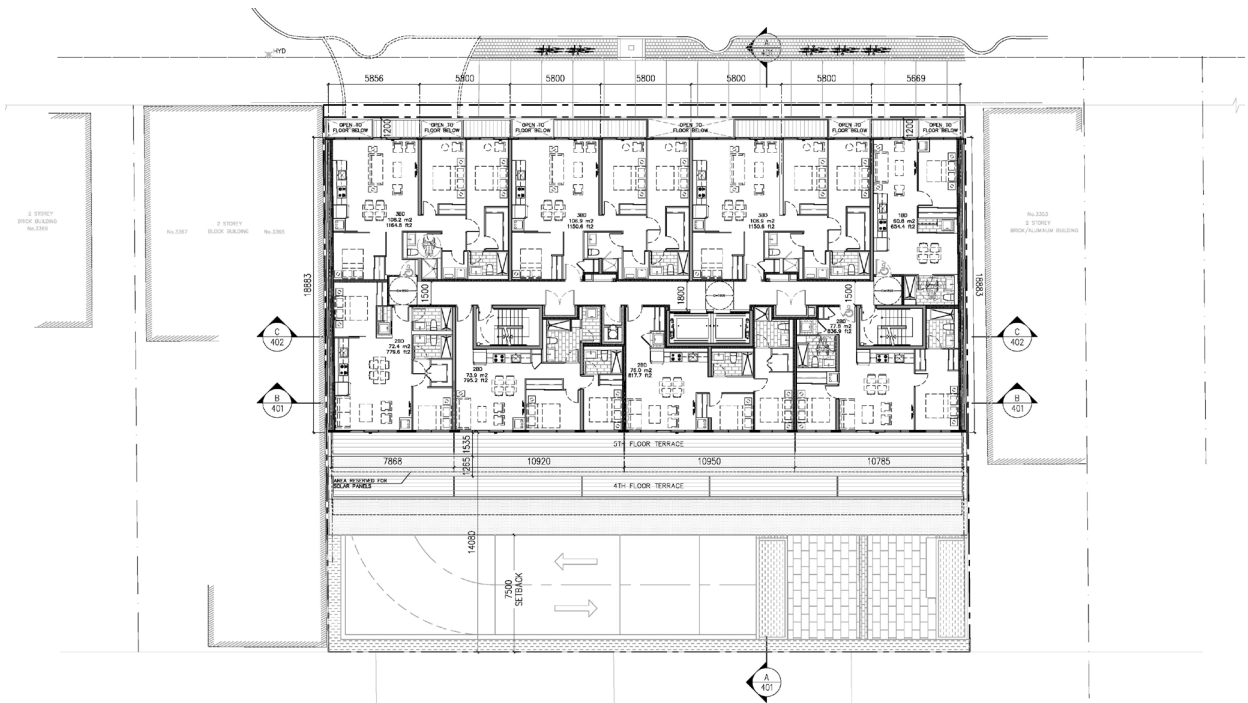


Figure 9 - 5th Floor Plan

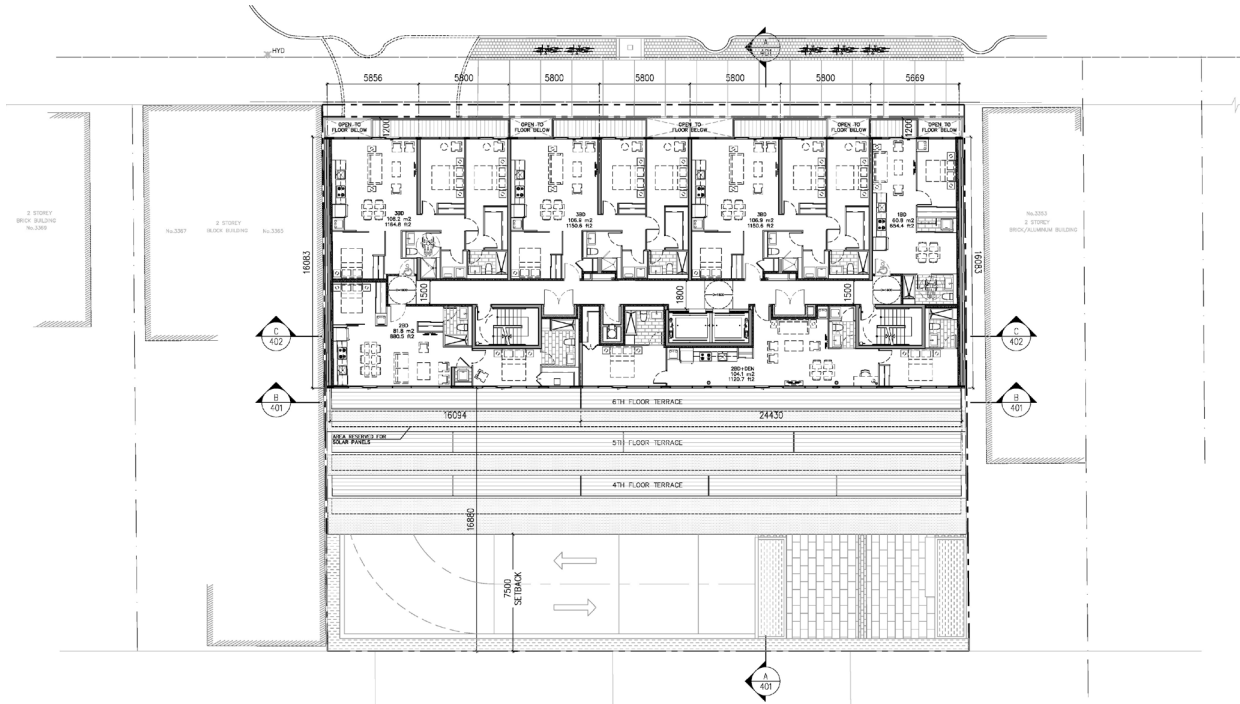


Figure 10 - 6th Floor Plan

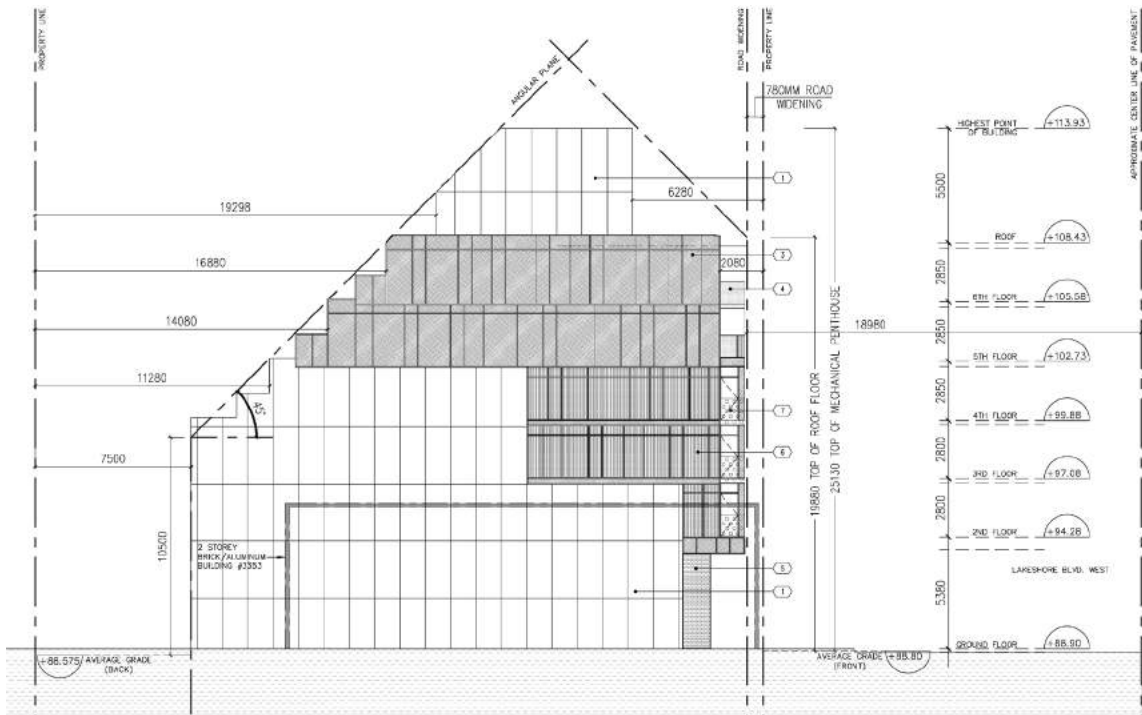


Figure 11 - East Building Section

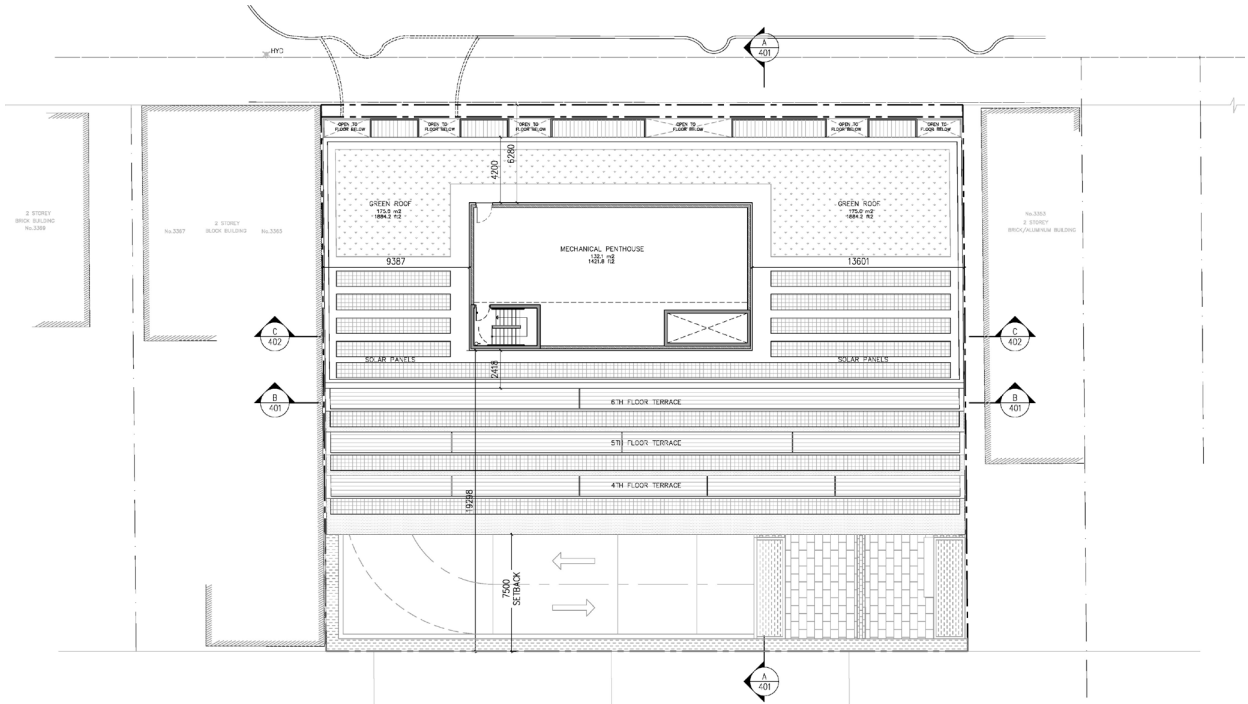


Figure 12 - Roof Floor



Figure 13 - Artists Rendering - Looking northeast from rear

RESIDENTIAL UNITS AND PRIVATE AMENITY

The proposed residential units will be located on Floors 2 through 6, will be oriented in a north-south direction. A linear hallway will provide access to the shared elevator corridor. A total of 60 residential units are proposed, 17 of which will be two- and three-bedroom units. Of the remaining 43 units, almost half are proposed to be one-bedroom units plus a den.

Private amenity areas are proposed in the form of balconies (inset and projecting) and outdoor terraces. The north-facing units on Floors 2

through 4 will be provided inset balconies, while the units on the upper floors (Floors 5 and 6) will have projecting balconies. Alternatively, outdoor terraces will be provided for the south-facing units on Floors 4 to 6. As previously mentioned, the proposed terraces will be located within the building step backs and will be separated from the south building face by the areas reserved for solar panels (see **Figure 13**).

3.2 Key Statistics

Site Area		1,410 m ²
Floor Space Index		3.81 m ²
Gross Floor Area	<i>Residential</i>	5,378 sq.m
	<i>Non-residential</i>	5,074 sq.m
		304 sq.m
Unit Count	<i>One-bedroom</i>	60 units
	<i>Two-bedroom</i>	43 units (72%)
	<i>Three-bedroom</i>	11 units (18%)
		6 units (10%)
Amenity Space	<i>Indoor</i>	122.7 sq.m
	<i>Outdoor</i>	121.6 sq.m
Loading Spaces		One Type "G"
Vehicular Parking		30 parking spaces
Bicycle Parking		52 spaces

3.3 Required Approvals

In our opinion the proposed development conforms with the City of Toronto Official Plan, in particular, the proposed use and the intensification of lands in in *Mixed Use Areas* along an *Avenue*. However, as the proposed development does not conform with the density and angular plane provisions set out in Site and Area Specific Policy 21, accordingly, an Official Plan Amendment is required to permit the proposed development.

Further to this, the development requires an amendment to the Etobicoke Zoning Code, as amended by Site Specific By-law 1055-2004, in order to increase the permitted height and density, as well as to revise other development regulations as necessary to accommodate the proposal.

We acknowledge that the development proposal will also be subject to Site Plan Control, which will be applied for as the application moves through the review process.



[4.01]

P O L I C Y &
R E G U L A T O R Y
C O N T E X T

4.1 Overview

The proposed redevelopment of the subject site is supportive of the policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the City of Toronto Official Plan, all of which promote and encourage intensification within the built-up urban areas.

4.2 Provincial Policy Statement (2014)

The current Provincial Policy Statement (PPS) came into effect on April 30, 2014. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation."

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional and other uses.

Policy 1.1.3.2 of the PPS supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, and which are transit-supportive where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing

building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact built form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and public transit.

The efficient use of infrastructure (particularly public transit) is a key element of provincial policy (Sections 1.6.1, 1.6.3 and 1.6.7). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal is consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

As of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 (the "2017 Growth Plan") was replaced with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (the "2019 Growth Plan"). All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Many policies within the 2019 Growth Plan are consistent with the 2017 Growth Plan, however, significant new policies addressing employment areas, designated greenfield areas and settlement area boundary expansions are included. Within "strategic growth areas", including "urban growth centres" and "major transit station areas", minor policy adjustments have been made to strengthen the applicable intensification policies.

It is noted that the 2017 Growth Plan, which replaced the 2006 Growth Plan strengthened the policies as they apply to the integration of land use and infrastructure planning, and the importance of "optimizing" the use of the land supply and infrastructure. Further details were included about the objectives of a "complete community" and the requirement of minimum density targets for major transit station areas along priority transit corridors and existing subways.

The proposed development conforms with the 2019 Growth Plan, in particular, policies encouraging growth and intensification generally, optimizing land use and infrastructure, particularly in areas well served by public transit, and encouraging a diverse range and mix of housing options and densities.

Similar to the Provincial Policy Statement, the 2019 Growth Plan supports mixed-use intensification within built-up urban areas, as a method to accommodate forecasted growth in complete communities. As noted in Section 2.1 of the Plan:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

The subject site would be considered to be part of a "strategic growth area" pursuant to the 2019 Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). Strategic growth areas are located within "settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas".

The subject site fronts onto Lake Shore Boulevard West, a major arterial road, and is serviced by the 501 Queen Streetcar (TTC). As mentioned in Section 2.3 above, the 501 Streetcar is part of the City's 10-minute transit network. In accordance with the 2019 Growth Plan, 'frequent transit' is

considered a “public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week” (our emphasis). Further to this, Lake Shore Boulevard West has been classified as a major arterial road. As such, the subject site would be considered a strategic growth area.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

In this respect, Schedule 3 of the 2019 Growth Plan continues to forecast a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041. The 2016 Census indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now more than half-way through the 2001-2031 forecast period, the 2016 population of 2,822,902 (adjusted for net Census undercoverage) is only 38.8% of the way toward achieving the population growth forecast of 3,190,000 by 2031.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, including public open spaces, and mitigate and adapt to climate change impacts and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated

built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and encourage intensification generally throughout the delineated built-up area.

Section 2.2.6 deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

The infrastructure policies set out in Chapter 3 of the 2019 Growth Plan place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form.”

This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

For the reasons set out in Section 5.1 of this report, it is our opinion that the proposal and, more particularly, the requested Official Plan and Zoning By-law Amendments conform with the Growth Plan and, in particular, the policies promoting growth and intensification in strategic growth areas, as well as those supporting the development of complete communities and providing a diverse range of housing choices.

4.4 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was substantially approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

In December 2018, the Local Planning Appeal Tribunal (formerly the Ontario Municipal Board), approved Official Plan Amendment No. 320 (OPA 320), as modified. The approval brought into full force and effect the amendments that related to the Plan's Healthy Neighbourhoods, Neighbourhoods and Apartment Neighbourhoods policies. The relevant sections of the Plan, as amended by OPA 320, have been integrated into the subsequent sections of this report.

GROWTH MANAGEMENT POLICIES

Chapter 2 (Shaping the City) outlines the City's growth management strategy. It recognizes that:

"Toronto's future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City."

To that end, Policy 2.1(3), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that that these figures are neither targets nor maximums; they are minimums:

"The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates

to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) ... This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors" (our emphasis).

The growth management policies of the Official Plan direct growth to identified areas on Map 2 (Urban Structure), which include *Centres, Avenues, Employment Districts* and the *Downtown and Central Waterfront*, where transit services and other infrastructure are available. The subject site fronts onto Lake Shore Boulevard West, which has been designated an *Avenue* (see **Figure 14** - Urban Structure).

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). The Plan states that:

"... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Districts" (our emphasis).

In this regard, the subject site is located immediately south of Lake Shore Boulevard West, which contains a TTC Streetcar Route (501 Queen). The Official Plan has identified Lake Shore Boulevard West as a "Transit Priority Segment" (see **Figure 15** - Surface Transit Priority Network).

Policy 2.2(2) provides that "growth will be directed to the *Centres, Avenues, Employment Districts* and the *Downtown* as shown on Map 2" and sets out a number of objectives that can be met by this strategy, including:

- using municipal land, infrastructure and services efficiently;
- concentrating jobs and people in areas well served by surface transit and rapid transit stations;
- promoting mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- offering opportunities for people of all means to be affordably housed;
- facilitating social interaction, public safety and cultural and economic activity;
- improving air quality and energy efficiency and reducing greenhouse gas emissions; and
- protecting neighbourhoods and green spaces from the effects of nearby development.

Under Section 2.2.3 ("*Avenues: Reurbanizing Arterial Corridors*"), the Plan states that reurbanization along *Avenues* is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Policy 2.2.3(1) provides that the reurbanization of *Avenues* will be achieved through the preparation of "*Avenue Studies*" for particular segments of designated *Avenues*. In this regard, the Official Plan notes that there is no "one size fits all" program for reurbanizing the *Avenues*. The Plan goes on to say that a framework for change will be tailored to the situation of each *Avenue* through a local *Avenue Study* that will involve local residents, businesses and other stakeholders and that the priorities for future *Avenue Studies* will be *Avenues* characterized by one or two storey commercial buildings, vacant and underutilized lands and large areas of surface parking.



URBAN STRUCTURE Legend

- Avenues
- Centres
- Employment Areas
- Downtown and Central Waterfront
- Green Space System
- Greenbelt Protected Countryside
- Greenbelt River Valley Connections



Figure 14 - Toronto Official Plan - Map 2



SURFACE TRANSIT PRIORITY NETWORK Legend

- Existing**
- TTC Subway and LRT Lines
- GO Rail Lines
- Expansion Elements**
- Transit Priority Segments



Figure 15 - Toronto Official Plan - Map 5

LAKE SHORE BOULEVARD WEST AVENUE STUDY

In November 2002, City Council adopted the Toronto Official Plan (the "2002 Official Plan"), which would govern the development of lands in the recently amalgamated City of Toronto. The 2002 Official Plan identified *Avenues*, selected corridors along major streets where transit-supportive urbanization could create new jobs, housing as well improve local streetscapes, infrastructure and amenities³. The policies related to *Avenues* were included in Section 2.2.3 of the 2002 Official Plan. These policies were developed in conjunction with the findings of four City-led pilot *Avenue* studies. The policy framework in Section 2.2.3 recognized that the *Avenues* varied contextually and provided that *Avenue* studies be prepared for mixed use segments of the *Avenues*.

The pilot *Avenue* studies also assisted with identifying the criteria and processes for selecting priority *Avenue* studies. In February 2003, Council adopted the criteria for selecting priority *Avenue* Studies, which included:

- Presence of vacant and underutilized lands with redevelopment potential;
- Creation of new jobs and housing along transit lines;
- Existing zoning an impediment to area improvement and growth;
- Need for streetscape improvements and scheduling of road reconstruction;
- Market conditions exist for redevelopment;
- Physical infrastructure can accommodate additional growth;
- Community support for an *Avenue* study;
- Geographic distribution;
- Studies have been done but not implemented; and
- Consider existing economic development programs and initiatives.

Shortly thereafter, four *Avenue* studies were adopted by City Council in June 2003, which included Lake Shore Boulevard West, between Etobicoke Creek and Dwight Avenue (of which the subject site is located within this segment). As outlined in Report No. 7 of the Planning and

Transportation Committee, which informed Council's 2003 decision, the Lake Shore Boulevard *Avenue* was identified given the presence of transit, growing development pressures, recent mid-rise residential developments as well as the existence of underutilized and vacant sites.

It should be noted that within the 2002 Official Plan, this segment of Lake Shore Boulevard West was governed by Site and Area Specific Policy No. 21 ("SASP 21"). The policies in SASP 21 were carried over from the Etobicoke Official Plan, in particular, the Central/Western Lake Shore Area Secondary Plan. The Etobicoke Official Plan was adopted in 1990 and received Ministerial approval in 1992.

The Planning and Transportation Committee Report notes that SASP 21 and the Central/Western Lake Shore Area Secondary Plan would provide a basis for the study. With respect to the existing zoning, the Report noted that:

"While the Central/Western Lakeshore Area Secondary Plan established a long-term vision, the existing zoning has been an impediment to growth and area improvements".

The Lake Shore Boulevard West *Avenue* Study resulted in amendments to the Etobicoke Official Plan (By-law No. 1054-2004) and Etobicoke Zoning Code (By-law 1055-2004). The proposed amendments were adopted by Council in November 2004. At the time, the 2002 Official Plan was under appeal to the former Ontario Municipal Board (now the Local Planning Appeal Tribunal). It is our understanding that the amendments made to the Etobicoke Official Plan were integrated into the carried over SASP 21. One of the notable policy changes that came from the study was the increase of the maximum permitted building height from 4 storeys to 6 storeys (20 metres). The Planning and Transportation Committee Report noted that for lots with depths less than 35 metres, "a six storey height limit would allow the *Avenue* to develop a critical building mass along the street edge that will foster the vision anticipated for the *Avenue* as well as an appropriate street proportion".

³ Council Clause No.2: "Criteria and process for Selecting Priority *Avenue* Studies", adopted by City Council on February 4, 2003

The Report had also recommended a maximum height of 8 storeys (27 metres) for lots greater than 35 metres in depth. However, Council removed the policy permissions the Etobicoke Zoning Code Amendment that would allow building heights up to 8 storeys. A full summary of current in-force SASP 21 is provided below.

TRANSPORTATION POLICIES

Section 2.4 "Bringing the City Together: A Progressive Agenda of Transportation Change" notes that:

"The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City."

Following therefrom, Policy 2.4(4) states as follows:

"In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy."

Policy 2.4(7) provides that for sites in areas well served by transit (such as locations around rapid transit stations and along major transit routes), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), establishing minimum and maximum parking requirements and limiting surface parking as a non-ancillary use.

Furthermore, Policy 2.4(8)(a) directs that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics".

LAND USE POLICIES

The Land Use Plan (Map 15) designates the subject site as *Mixed Use Areas* (see **Figure 16**). Within the introductory text of Section 4.0 ("Land Use Designations"), the plan states that *Mixed Use Areas, Employment Areas, Regeneration Areas* and *Institutional Areas* are intended to accommodate the increased jobs and population growth anticipated by the Plan's growth strategy. The Plan goes on to say that,

"Many of the properties within Downtown, the Centres and along the Avenues are designated Mixed Use Areas, encouraging a broad range of commercial, residential, institutional and open space uses. Flexibility is provided for future redevelopment in these areas to accommodate increases in population and jobs along transit lines".

As it relates to the *Mixed Use Area* land use designation, the Plan envisions that development in *Mixed Use Areas* will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community ((Policy 4.5(1)).

Policy 4.5(2) of the Plan sets out a number of criteria for development within the *Mixed Use Areas* designation, including:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;

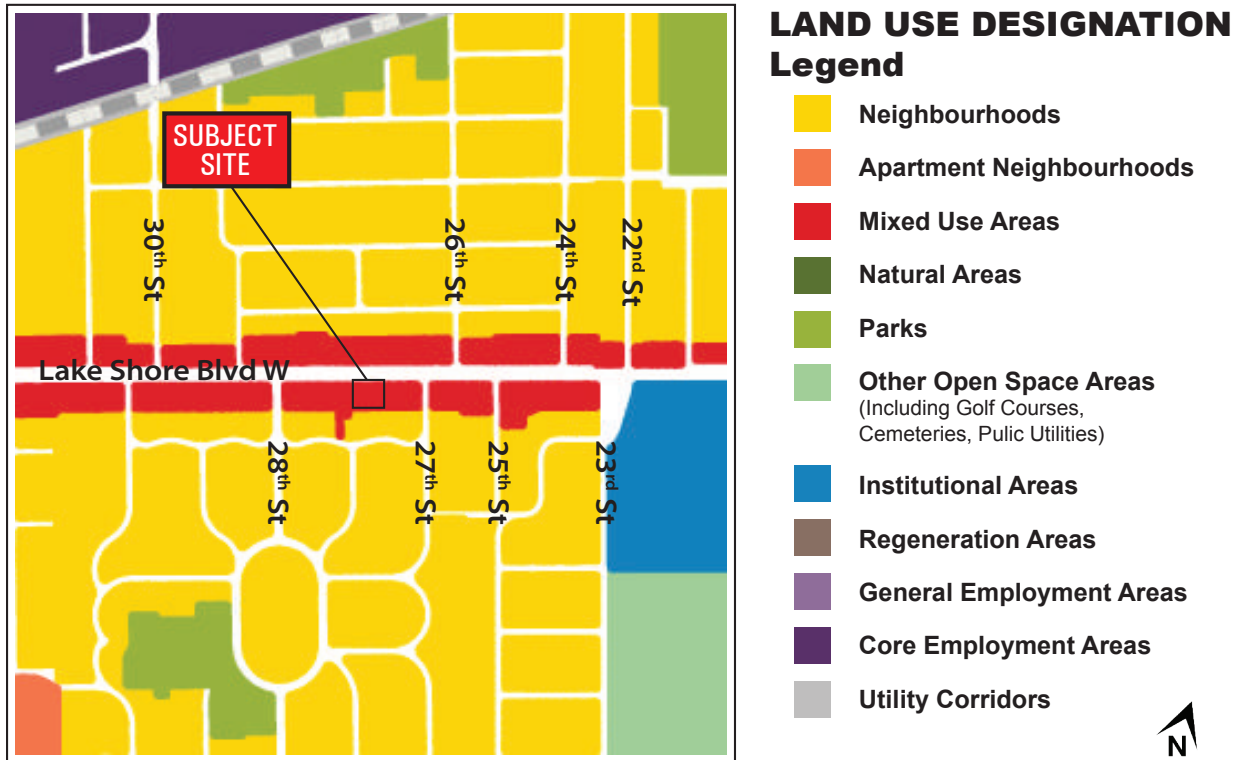


Figure 16 - Toronto Official Plan - Map 15

- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors; and
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences.

The adjacent lands fronting onto the north and south sides of Lake Shore Boulevard West are also designated *Mixed Use Areas*. The lands immediately south of the subject site are designated *Neighbourhoods*.

HEALTHY NEIGHBOURHOODS POLICIES

The Plan's Healthy Neighbourhoods policies are set out in Section 2.3.1. As it relates to transition to neighbourhood areas, the introductory text, as amended, states that,

"At the boundary points between the neighbourhoods and the growth areas, development in the growth areas will have to demonstrate a transition in height, scale and intensity as necessary to ensure that the stability and general amenity of the adjacent neighbourhood areas are not adversely affected".

Policy 2.3.1(3) provides that developments in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

- be compatible with those *Neighbourhoods*;
- provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;

- maintain adequate light and privacy for residents in those *Neighbourhoods*;
- orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*;
- locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and
- attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Further to this, Policy 2.3.1(4) provides that intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. The Policy goes on to state that where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an *Avenue Study*, or area based study. It is noted that a City-initiated *Avenue study* was already been undertaken, as described above.

BUILT FORM POLICIES

Section 3.1.2 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately developed built form. The Official Plan recognizes that, as intensification occurs on the Avenues and elsewhere throughout the City, there is an extraordinary opportunity to build the next generation of buildings and to create an image of Toronto that matches its status as one of the great cities of North America.

In putting forward policies to guide built form, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building and site fit within the context of the neighbourhood and the City.

Policy 3.1.2(1) provides that new development will be located and organized to fit with its existing and/or planned context, and to frame and support adjacent streets, parks and open spaces. Relevant criteria include:

- generally locating buildings parallel to the street with a consistent front yard setback;
- locating main building entrances so that they are visible and directly accessible from the public sidewalk;
- providing ground floor uses that have views into and, where possible, access to adjacent streets; and
- preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Policy 3.1.2(2) requires that new development locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties by, among other things:

- using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.2(3) sets out policies to ensure that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2(4) provides that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Policy 3.1.2(5) requires that new development provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing, among other things:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;

- co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.2(6) requires that every significant new multi-residential development provide indoor and outdoor amenity space for residents, giving each resident access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

HOUSING POLICIES

The Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). Policy 3.2.1(2) provides that the existing housing stock will be maintained, improved, and replenished and that new housing supply will be encouraged through intensification and infill that is consistent with the Plan.

SITE AND AREA SPECIFIC POLICY NO. 21

The subject site is located in the boundary of Site and Area Specific Policy ("SASP") No. 21, which applies to the properties fronting onto Lake Shore Boulevard West generally between Etobicoke Creek and Dwight Avenue. The provisions within SASP 21 set out general built form, height and density requirements for lands along the Lake Shore Boulevard West Avenue.

Policy 21(a) encourages buildings to be built to the Lake Shore Boulevard West street line with a discretionary setback zone of 1.5 metres and for buildings to have a continuous building face for at least 70 per cent of the Lake Shore Boulevard West frontage. The Policy goes on to limit built heights to 4 storeys, subject to the following:

- between Twenty Second Street and Twenty Third Street, where a six storey building is permitted if the extra height is stepped back from the street (Policy 21(a)(i)); and

- for the area between Twenty Third Street and 3829 Lake Shore Boulevard West (one block west of Fortieth Street), where a six-storey building is permitted; however, in areas where lot depths exceed 35 metres, higher building height may be considered (Policy 21(a)(ii)).

With respect to angular plane provisions, Policy 21(a) states that building heights should not exceed a 45-degree angular plane from the property line of the adjacent low-scale residential properties. For lands designated *Mixed Use Areas*, Policy 21(b) provides that the maximum net density of mixed commercial-residential buildings with commercial uses on the ground floor is 3.0 times the lot area.

As discussed above, the policies in SASP 21 were modified by City Council in 2004. In particular, Policy 21(a), as written in the 2002 Official Plan, was amended to include policy permissions for new buildings up to 6 storeys in height.

IMPLEMENTATION POLICIES

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*.

Policy 5.6(1) provides that the Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. Policy 5.6(1.1) states that the Plan is more than a set of individual policies and should not be read in isolation or to the exclusion of other relevant policies in the Plan. When more than one policy is relevant, all appropriate policies are to be considered in each situation. The goal of this Plan is to appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City (our emphasis).

4.5 Zoning By-law

The in-force zoning by-law applying to the subject site is the Former City of Etobicoke (Long Branch) By-law 23/64, as amended, also referred to as the Etobicoke Zoning Code. The subject site was not brought into the City-wide Zoning By-law No. 569-2013, as amended.

As discussed in Section 4.4 above, in 2004, Council adopted amendments to the Etobicoke Official Plan and Etobicoke Zoning Code following the Lake Shore Boulevard West *Avenue* study. By-law 1055-2004 amend the Etobicoke Zoning Code for the lands between Etobicoke Creek and Dwight Avenue to introduce an *Avenues* zoning area and the associated development standards.

In accordance with By-law 1055-2004, the subject site is zoned C1-AV (Commercial-Avenues), with a maximum height permission of 6 storeys (20 metres⁴) and density of 3.0 times the area of the lot. Within the Commercial-Avenues zone, a range of uses are permitted, including mixed use buildings, live/work units, apartment buildings with grade-related commercial uses as well as a range of retail, office and commercial uses (see **Figure 17** – Zoning Map).

In terms of built form provisions, the By-law requires a building to have a front yard setback that is between 0 and 1.5 metres and rear yard setback of 7.5 metres. For properties abutting an RS zone (Residential Single-Family), a minimum 2.0 metre landscape strip is required along the rear lot line. As the subject site fronts onto Lake Shore Boulevard West, no side yard setback is required. Further to this, the by-law requires that the Build-to Line be a minimum of 70 percent of the lot frontage abutting a public street. The By-law defines 'Build-to Line' as the area of the lands within which a streetwall of a building or structure shall be located.

As it relates to angular plane requirements, the By-law states that all buildings and structures shall be within a 45-degree angular plane measured from any lot line of an adjacent low-scale residential property or public open space.

The By-law also includes standards for amenity space, as well as vehicular and bicycle parking.

⁴ Maximum building height excludes the mechanical penthouse.



Figure 17 - By-law 1055-2004 - Zoning Map

4.6 Lake Shore Boulevard West Urban Design Guidelines

The Lake Shore Boulevard West Urban Design Guidelines are intended to be read in conjunction with Site and Area Specific Policy 21 and 23 of the Official Plan. The portion of the Guidelines applying to the lands on Lake Shore Boulevard West between Etobicoke Creek and Dwight Avenue are applicable to the subject site.

As it relates to building height and massing, the Guidelines encourage new buildings to,

- create a more intimate atmosphere and pleasant pedestrian environment;
- incorporate where appropriate terraced or tiered building designs of successive storeys;
- incorporate architectural diversity through the use of various materials, façade treatments and detailing;
- blend parking structures, where permitted, with the surrounding area; and
- provide signage and other orientation measures in public areas and parking structures, where permitted.

For buildings along the commercial-residential strip, the Guidelines provide urban design direction for building profiles with respect to transition, setbacks and height. In terms of transition to existing residential dwellings, the Guidelines encourage buildings along Lake Shore Boulevard West to be within a 45 degree angular plane taken from the abutting residential property line (see **Figure 18** - Building Heights and Massing, Lake Shore Boulevard West Urban Design Guidelines). Buildings are also encouraged to provide 1.5 metre setbacks from the right-of-way.

As it relates to pedestrian and vehicular access, the Guidelines encourage building and site design to promote transit usage, such as providing ease of pedestrian access from transit stops to building entrances. In addition, the Guidelines provide that street parking will continue to be allowed along the Boulevard to separate pedestrians from vehicular traffic and that vehicular access across sidewalks on Lake Shore Boulevard will be minimized as access will be encouraged from side streets, including accessing to parking and loading facilities).

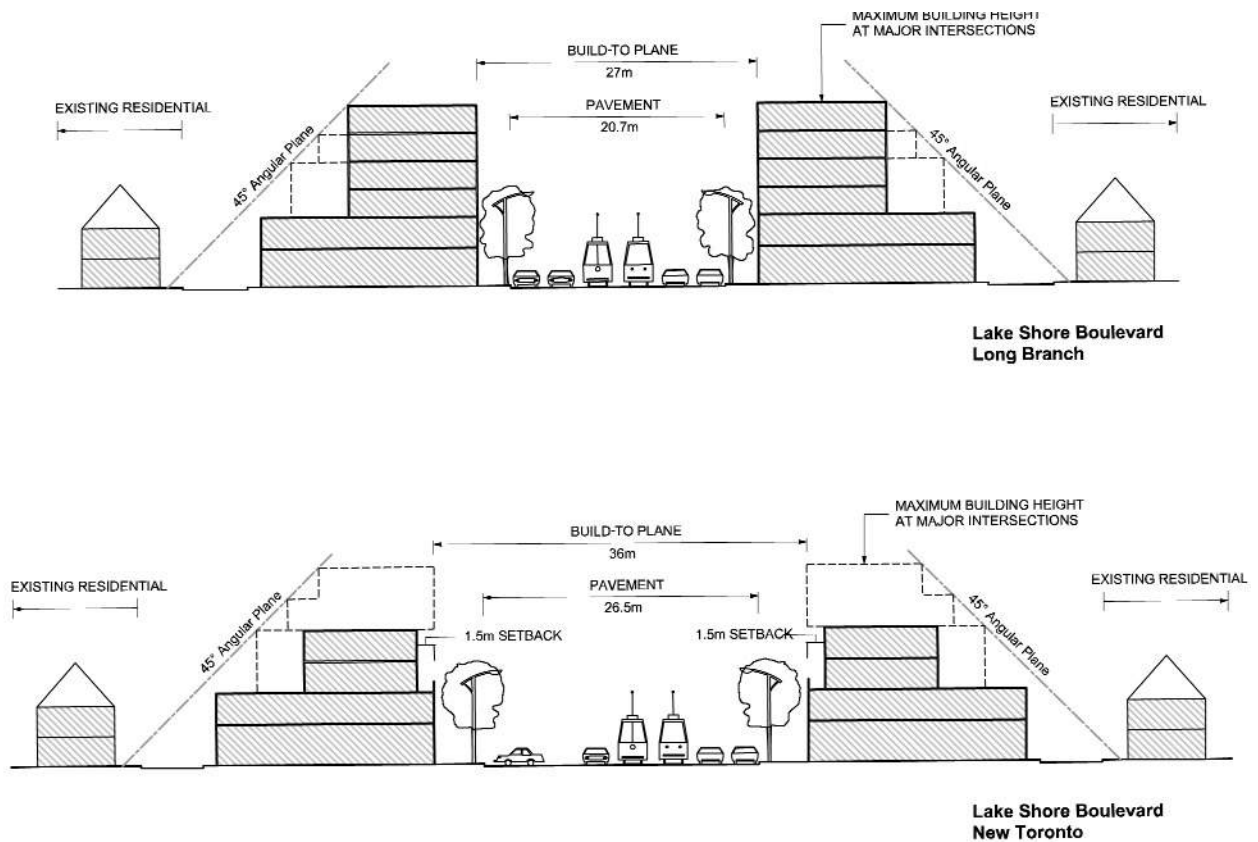


Figure 18 - Building Heights & Massing

4.7 Avenues & Mid-Rise Building Guidelines

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*.

During its meeting in July 2010, City Council adopted a staff recommendation to use the Performance Standards for Mid-Rise Buildings proposed in the "Avenues & Mid-Rise Buildings Study" (May 2010) in evaluating mid-rise building development proposals along Avenues for a monitoring period of approximately two years. On November 13, 2013, Council adopted a staff recommendation to extend the monitoring period to the end of 2014.

In March, 2016, City Planning staff issued a report on Mid-Rise Building Performance Standards Monitoring, followed by an addendum report in April 2016. City Council approved the revised Mid-Rise Building Performance Standards Addendum in June 2016, with a direction to City Staff to use the addendum in conjunction with the 2010 Performance Standards to evaluate development applications where mid-rise buildings are proposed until updated Guidelines are adopted in the fourth quarter of 2017. No new guidelines have yet been brought forward for adoption.

Section 3 of the Mid-Rise Guidelines provides a series of Performance Standards that are intended to guide the design of mid-rise buildings along *Avenues*. The Performance Standards are guided by the objective to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. In that respect, they are designed to ensure that *Avenues* are developed in an appropriate and context-sensitive manner.

Key provisions for mid-rise buildings include the following:

- buildings are moderate in height – no taller than the right-of-way is wide (a 1:1 ratio), up to a maximum height of 11 storeys (36 metres), excluding mechanical penthouse;
- buildings provide an appropriate transition in scale to adjacent neighbourhoods, taking into account a 45-degree angular plane;
- sidewalks on the *Avenues* enjoy at least five hours of sunlight from the spring through to the fall; and
- the ground floors of buildings provide uses that enliven sidewalks and create safe pedestrian conditions.

In accordance with the Guidelines, the site would be considered a shallow property. A lot abutting a road with a planned Right-of-Way width of 36 metres is considered shallow if it has a depth equal or less than 51.8 metres (Performance Standard #5B). The subject site has a depth of approximately 35.1 metres.

The Performance Standards recognize that exceptions may sometimes be warranted and that, at times, a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. The proposed development is evaluated in the context of the Mid-Rise Building Guidelines in Section 5.5 of this report.

4.8 Growing Up Guidelines

In 2015, City Planning staff initiated a study to explore how new multi-unit residential buildings and “vertical neighbourhoods” can better accommodate the needs of households with children. This study resulted in the “Growing Up: Planning for Children in New Vertical Communities Draft Urban Design Guidelines” (the “Guidelines”). A staff report summarizing the study process and draft Guidelines were adopted without amendment by City Council at its meeting on July 5, 2017.

The draft Guidelines are now part of an ongoing consultation process with the design and development industries through the development application review process for new and under review multi-unit residential development proposals. City staff are monitoring their implementation for a period of two years and will report back to the Planning and Growth Management Committee in 2019.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized into three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- The Neighbourhood Scale: At the neighbourhood scale, the draft Guidelines focus on children’s experience in the city, promoting independent mobility, access to parks, schools and community facilities;
- The Building Scale: At the building scale, the draft Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts; and
- The Unit Scale: At the unit scale, the draft Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family’s daily needs. Considerations include providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The primary objectives of the draft Guidelines include:

- to ensure a diversity of housing types and sizes to support not only households with children, but also a variety of households of at all different life stages;
- to maintain liveability and quality of vertical communities over the long-term; and,
- to plan public realm and community amenities from the perspective of a child.

The use of the term “large units” in the draft Guidelines, refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two and three bedroom units, comprised of 15% two bedroom units and 10% three-bedroom units. In this respect, the proposal achieves the recommended 10% three-bedroom and exceeds the 15% two-bedroom targets as envisioned by the guidelines.

Section 2.0 of the draft Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

[5.01]

U R B A N D E S I G N
P L A N N I N G &
A N A L Y S I S

5.1 Intensification

In our opinion, the proposed mixed-use intensification of the subject site is supportive of numerous policy directions articulated in the Provincial Policy Statement, the 2019 Growth Plan and the City of Toronto Official Plan, all of which support intensification and redevelopment of sites which are well served by municipal infrastructure and are transit-supportive.

In accordance with the 2019 Growth Plan, the subject site would be considered a “strategic growth area” given its location along Lake Shore Boulevard West, a major arterial road, and adjacency to the 501 TTC Streetcar. Strategic growth areas are intended to accommodate intensification and a higher-density mixed uses in a compact built form. Further to this, the 2019 Growth Plan directs growth to strategic growth areas and locations with existing or planned transit. As well, strong policy support is expressed in the Official Plan for growth and intensification along the *Avenues* in a form that is intended to make efficient use of land and infrastructure and concentrate population and jobs in areas well served by transit. Similarly, the Official Plan directs *Mixed Use Areas* to accommodate most of the increased jobs and population anticipated by the Plan’s growth strategy over the coming decades. In this regard, the site is located on an *Avenue* (Lake Shore Boulevard West) and within a *Mixed Use Area*, as illustrated on Maps 2 and 15 of the Official Plan, respectively. The proposed mixed-use development represents an appropriate and desirable form of transit-supportive intensification that can take advantage of existing municipal infrastructure and reduce the need for an automobile. As well, residential intensification will result in population growth that will contribute to the achievement of forecasts in the Growth Plan and the Official Plan.

Both the Provincial Policy Statement and the 2019 Growth Plan promote residential intensification and the efficient use of land and infrastructure throughout the built-up urban area. As it relates to housing, both the Provincial Policy Statement and Growth Plan encourage a range of housing types and densities to meet the projected needs of current and future residents. The proposed residential intensification of the subject site can take advantage of the retail, institutional

and community services and amenities in the area, which will assist in providing additional population-based support to these businesses and services. Further to this, the introduction of residential uses to the site in proximity to existing transit will promote ridership and active forms of transportation. The proposed mixed-use development will support the achievement of a complete community, as outlined in the 2019 Growth Plan.

In the non-policy sidebar within Section 2.1 of the Official Plan, it is noted that by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps to reduce demands on nature and improves the liveability of the urban region by: reducing the pace at which the countryside is urbanized; preserving high quality agricultural lands; reducing reliance on the private automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources. The current use of the subject site for low-rise commercial uses and surface parking represents an underutilization of land and infrastructure on an *Avenue* that is served by surface transit and in proximity to regional transit connections.

It is our opinion that the permitted density set out in the applicable policy context set out in Section 4.0 above is not consistent with the Provincial Policy Statement and does not conform with the Growth Plan. In this regard, the in-force zoning of C1-AV, as set out in the Etobicoke Zoning Code, as amended is outdated and dates back to 2004 with the enactment of SASP 21. The built form provisions set out in the C1-AV zoning originated from policy documents that were established well over twenty years ago and then amended in 2004, all of which pre-dated the current provincial planning framework in place today. The in-force zoning was adopted prior to the current PPS (2014) and all versions of the Growth Plan (2006, 2017 and 2019). Nor has it been updated to reflect the built form directions set out in the Mid-Rise Building Guidelines (2010, amended in 2016)

The planning policy framework established after the adoption of the in-force zoning emphasizes the importance of optimizing the use of land and infrastructure in built-up areas, particularly in

areas with frequent transit service. The existing 3.0 FSI density limit applying to the site does not optimize the use of land and infrastructure. In this regard, "optimization" means making something "as fully perfect, functional, or effective as possible". In our opinion, the existing zoning does not make use of land and infrastructure in a way that is efficient or as effective as possible.

Based on the foregoing, it is our opinion that the permitted density in the existing in-force Zoning Code for the subject site is not consistent with the Provincial Policy Statement (2014) and do not conform with the Growth Plan (2019).

5.2 Land Use

In our opinion, the proposed mixed-use development is in keeping with the land use permissions of the *Mixed Use Areas* designation and the C1-AV zoning in the Etobicoke Zoning Code, as amended, both of which permit a broad range of residential and commercial uses in mixed-use buildings.

The proposed development will contribute to the achievement of the overall planning objectives of the *Mixed Use Areas* designation and the development criteria set out in Policy 4.5(2) of the Official Plan by introducing a balance of high quality residential and commercial uses that reduces automobile dependency and meets the needs of the local community. The proposed retail units are a size and scale that complement the retail character along the south side of Lake Shore Boulevard West and will accommodate businesses and services that are targeted for local consumption. The siting and massing of the proposed building will frame the edge of the street with active retail and residential uses and the inseting of the ground floor creates a weather protected area, enhancing pedestrian comfort and safety along Lake Shore Boulevard West.

As it relates to *Neighbourhood* proximity, the proposed development appropriately steps down in height towards the lower scale properties to the south. As described below in Section 5.4, through the inclusion of step backs in the rear building façade, the mass of the building is setback from the residential *Neighbourhoods* in order to preserve sunlight access and skyview and minimize privacy and overlook. Visual and noise impacts on the adjacent *Neighbourhoods* will be mitigated through the internalization of loading, servicing and vehicular activities within the envelope of the proposed building. As such, it is our opinion that the proposed development will meet the criteria for new development adjacent to *Neighbourhoods* as set out in Policy 2.3.1(3) and will not adversely impact the stability of the *Neighbourhood*.

The objective of the Official Plan in intensifying *Avenues* and *Mixed Use Areas* is that of reurbanization. It is anticipated that residents will be able to live, work and shop in the same area, giving people an opportunity to depend less on their cars and creating districts along transit routes that are animated, attractive and safe during the day and at night. In this regard, the proposal will introduce additional housing to a transit corridor that provides access to the City's Downtown and connections to Regional transportation networks.

From a zoning perspective, the proposed mix of uses are permitted by the C1-AV zoning designation under the Etobicoke Zoning Code, as amended, which allow for a variety of office, retail and service commercial uses, as well as apartment houses and dwelling units over a commercial space. Through By-law 1055-2004, additional use permissions were added to the subject site, which include mixed-use buildings and live/work units.

For the reasons set out above, it is our opinion that the proposed redevelopment of the subject site with a residential/mixed-use development is appropriate and desirable in land use terms.

5.3 Height, Massing and Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for intensification. From a built form perspective, the subject site is a contextually appropriate location for a mid-rise building. In our opinion, the height and massing of the proposed development is appropriate and desirable and would fit harmoniously within the existing and planned built form context of Lake Shore Boulevard West. Moreover, the site's frontage onto a major arterial road, as well as the site's size and depth, is able to comfortably accommodate a mid-rise building that provides for appropriate transition to the *Neighbourhood* to the south without unacceptable built form impacts.

With respect to building height, from an urban structure perspective, the proposed building height of 6 storeys is appropriate within the existing context and would fit within the planned context for Lake Shore Boulevard West. The existing pattern of heights along Lake Shore Boulevard West range between 2- and 3- storeys with more recently completed buildings up to 7-storeys in height (3563, 3821 and 3825 Lake Shore Boulevard West), as well as a few taller buildings with heights of 15 and 16 storeys closer to the Long Branch Loop (3865 and 3845 Lake Shore Boulevard West).

In terms of the planned context, the proposed development conforms with the height provisions set out in the Official Plan, in particular the policies set out in SASP 21 and complies to the maximum height permissions in the Etobicoke Zoning Code, as amended. In this regard, the planned context for Lake Shore Boulevard West, as directed by SASP 21, envisions mixed commercial-residential buildings up to 6 storeys with higher heights considered for lots exceeding 35 metres in depth, while the Etobicoke Zoning By-law, as amended, buildings are permitted heights of up to 6 storeys (20 metres) excluding mechanical penthouses.

From a massing perspective, the proposed development incorporates a mid-rise built form that provides a comfortable pedestrian scale along the Lake Shore Boulevard West frontage and conforms to the Official Plan *Neighbourhood* transition policies and generally conforms to the Mid-Rise Building Guidelines.

Above Floor 4, Floor 5 and Floor 6 are stepped back approximately 1.2 metres, creating a 4-storey street wall condition that provides for a comfortable pedestrian condition and scale along the street frontage. In this regard, the massing of the building along Lake Shore Boulevard is in keeping with the Mid-Rise Building Guidelines.

The tallest portion of the building has been sited in the northern portion of the subject site in order to minimize potential built form impacts on the *Neighbourhoods* to the south. In our opinion, the site depth of 35.1 metres allows for a 6-storey building to be accommodated on the subject site that is in keeping within the angular plane standards set out in the Mid-Rise Building Guidelines. In this regard, to the rear, the ground floor of the proposed building is setback between 7.5 and 10.0 metres from rear lot line, while the above Floor 3, setbacks are provided into each of the upper floors (i.e. Floor 4, Floor 5 and Floor 6 and mechanical levels). As a result, the building generally complies with a shallow lot 45-degree angular plane taken from the south property line as set out in the Mid-Rise Building Guidelines.

While the proposed building does not conform to a 45-degree angular plane taken from the rear property line as set out in SASP 21 and by the C1-AV zoning, it is our opinion that these policies and zoning provisions adopted in 2004 are outdated given the emergence of the more recent Mid-Rise Building Guidelines, which were adopted in 2010 (and amended in 2016). The City's Mid-Rise Building Guidelines were developed in response to the continued redevelopment of sites along the *Avenues* to achieve intensification objectives, while providing guidance for appropriate built form design standards. The guidelines adopted more current "best practice" approaches to deal with numerous matters such as overall height, street wall condition, the public realm, transition to low-rise residential areas, etc. Furthermore, as described above in Section 5.1, it is our opinion that by adopting the Mid-Rise Building Guidelines' performance standard for transition to the residential properties to the south, the resulting massing achieves more intensification on the site, while providing an appropriate stepping and transition down towards the south.

In our opinion, the proposed density of 3.81 FSI is appropriate and desirable. Firstly, it is important and appropriate from a planning policy perspective to optimize density on the site that is well served by public transit, and that is located along Lake Shore Boulevard West, a major arterial road identified as an *Avenue* in the City's Official Plan. Secondly, it is noted that the Official Plan does not generally include density limitations and provides that land use designations are generalized, leaving it to the Zoning Bylaw to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City". While SASP 21 establishes a maximum density of 3.0 times the area of the lot for properties along Lake Shore Boulevard (including the subject site), it is our opinion that the density limit is outdated.

As outlined in Section 5.1 above, the density permissions set out in SASP 21 was carried forward from the Central/Western Lakeshore Area Secondary Plan, which was adopted as part of the Etobicoke Official Plan in 1993. Notwithstanding the City's review of the *Avenue* in 2004, the local policy framework for the area has not been updated to conform with the recent Provincial planning directions. The policies and directions outlined in the Provincial Policy Statement and Growth Plan are intended to be implemented through municipal official plans and they include very clear directives regarding the importance of ensuring that official plans are, in fact, consistent with or conform to their plans and policies. The optimization of density on the subject site is consistent with both good planning practice and policy directions outlined in the PPS, Growth Plan as well as the *Avenue* policies of the City of Toronto Official Plan.

Based on the foregoing, it is our opinion that it is reasonable to establish an appropriate density based on built form design, context and urban structure considerations, rather than on the basis of density numbers.

5.4 Built Form Impacts

In our opinion, the proposed development will not have unacceptable built form impacts on surrounding streets, or on neighbouring lands. Potential built form impacts include light, view and privacy impacts and shadow impacts. The Official Plan development criteria applying to the *Mixed Use Areas* designation have a particular focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition through means such as appropriate setbacks and/or a stepping down of heights towards lower scale *Neighbourhoods*, while Policy 4.5(2)(d) requires buildings to be located and massed so as to adequately limit shadow impacts on adjacent *Neighbourhoods*. For lands in proximity to *Neighbourhoods*, Policy 2.3.1(3) provides a supplementary set of criterion applying to the *Mixed Use Areas* designation which requires new developments to be compatible, provide transition, minimize and mitigate visual and noise impacts and maintain privacy for residents in the *Neighbourhoods*.

With respect to transition, the sidebar in Section 3.1.2 of the Official Plan notes that "appropriate transition in scale can be achieved with many geometric relationships and design methods in different combinations, including angular planes, stepping height limits, appropriate location and orientation of the building, the use of setbacks and stepbacks of building mass". The Built Form policies of the Official Plan do not set out a specific angular plane as a means to achieve transition. Accompanying planning tools, such as the Mid-Rise Guidelines implement the Official Plan's policy direction for transition to lower-scale neighbourhoods. While SASP 21 is intended to achieve similar built form goals of transition, the Mid-Rise Guidelines Performance Standards, as amended in 2016, are more closely aligned with the intent of the Provincial and the Toronto Official Plan policies than the policies set out in SASP 21 that were originally established over 20 years ago.

The proposed development, in our opinion, provides an appropriate transition to the closest *Neighbourhoods* designated properties to the south through a combination of physical setbacks, step backs and angular planes that is in keeping with the performance standards set out in the Mid-Rise Building Guidelines. Specifically, the proposed minimum setback from the closest *Neighbourhoods* designation is 7.5 metres and the building generally falls below a 45-degree angular plane taken above 10.5 metres from the 7.5-metre setback to the southerly property line.

LIGHT, VIEW, PRIVACY

Light, View, and Privacy (LVP) impacts are considered to ensure that the residents of existing and proposed buildings have adequate levels of light, view and privacy. LVP impacts are generally addressed through the orientation of buildings and their internal uses, and spatial separation and mitigating measures between buildings. As such, it is our opinion that the proposed redevelopment scheme conforms to the built form policies of the Official Plan and Zoning By-law that address LVP impacts, and as such, would not result in any unacceptable light, view, or private impacts on adjacent buildings and neighbourhood properties.

In our opinion, and as described below, there will be no unacceptable light, view or privacy impacts on adjacent properties. To the north, the proposed residential units facing Lake Shore Boulevard will provide adequate separation distances from any facing units on the opposite side of the streets by virtue of the right-of-way width of Lake Shore Boulevard. In this respect, Lake Shore Boulevard has an existing right-of-way width of approximately 34.0 metres.

To the west and east, in our opinion, there are also no unacceptable LVP impacts, particularly given that the proposed building proposes blank windows along both façades resulting in no privacy and overlook impacts. While there are facing windows from the existing adjacent buildings flanking either side of the proposed building, it is our opinion that the 0-metre setback to the property lines is permitted as-of-right by the C1-AV zoning and it was envisioned that as the entire segment of Lake Shore Boulevard was being redeveloped

with a continuous street wall condition along the street, it would be anticipated that existing buildings adjacent to those being redeveloped would be subject to similar conditions, whereby the existing facing windows would be blocked. In this regard, it is common for buildings along Lake Shore Boulevard (both existing and new ones) to be constructed with zero setbacks, for instance, the buildings to the west, not only have windows, but are also built to the lot lines. Further, to the east, the building at 3351 Lake Shore Boulevard West is set back between approximately 1.3 and 1.4 metres from the property line, which will allow for limited sunlight penetration.

To south, as described above, the building is designed with setbacks and stepbacks in keeping with the Mid-Rise Building Guidelines, in order to not only provide a transition in scale, but to also minimize LVP impacts to the low-rise properties to the south. In this regard, the three floors are setback 7.5 metres, while Floor 4, Floor 5 and Floor 6 are setback approximately 11.3 metres, 14.1 metres and 16.9 metres, respectively. As result, the increased setbacks of the upper levels will minimize privacy, overlook and sky view impacts, while providing sufficient sunlight penetration to the rear yards of the adjacent neighbourhood properties. In addition, the private amenity terraces provided on Floors 4 to 6 are sufficiently setback from the building face below to further mitigate any overlook and privacy impacts on amenity areas of the neighbourhood properties. The area between the building face and the terrace railings will be “buffered” by the proposed solar panels.

At-grade, an 0.88-metre landscape buffer will provide separation between the south property line and the outdoor amenity area in the southeast corner of the subject site. Further to this, locating the common outdoor amenity area at-grade will mitigate any overlook and noise impacts that may occur to the rear yards of the adjacent residential properties. As such, it is our opinion that the inclusion of residential amenity areas adjacent to, or on the south building façade would not result in any unacceptable impacts with respect to views, noise and privacy.

SHADOW IMPACTS

Official Plan Policy 3.1.2(3) requires that new development be massed to adequately limit any resulting shadowing of neighbouring streets, properties and open spaces, having regard for the varied nature of such areas, and to minimize any additional shadowing on neighbouring parks as necessary to preserve their utility, while Policy 4.5(2)(c) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. A Sun/Shadow Study has been prepared by Icon Architects in order to assess the shadow impacts at the equinoxes (March 21st and September 21st).

As described previously, the properties located immediately south, southeast and southwest of the subject site are designated *Neighbourhoods*. There are no *Parks* in proximity to the subject site.

With respect to the *Neighbourhoods* designated lands, the study demonstrates that there will be no shadow impacts, in particular, on the rear yards of 16-24 Ash Crescent on March 21st and September 21st. In terms of the adjacent street network, the study indicates there will be no incremental shadow impact onto the north sidewalk along Lake Shore Boulevard at the equinoxes, but there will be incremental shadow impact on the south sidewalk between 9:18 a.m. and 6:18 p.m. In this respect, while the shadow study illustrates that the existing built form context along the Lake Shore Boulevard West does result in incremental shadow impacts on the south sidewalk throughout the day during the equinoxes, further additional incremental shadowing would occur if properties were developed as per the C1-AV zoning permissions. As result, the resulting incremental shadow impacts created by the proposed building would be minor.

Based on the foregoing analysis, it is our opinion that the shadow impacts from the proposed development, which is of a permitted height under the zoning by-law, are "adequately limited" and in accordance with Official Plan Policies 3.1.2(3)(e) and 4.5(2)(c) and therefore are acceptable.

5.5 Urban Design

From an urban design perspective, the proposed redevelopment of the subject site will result in an appropriately scaled mid-rise building form that has regard for the existing and proposed built form context of Lake Shore Boulevard West and the low-rise residential neighbourhood to the south. The proposed development conforms to the Official Plan built form policies and is in keeping with the design principles set out in the Lake Shore Boulevard West Urban Design Guidelines and the City's Avenues and Mid-Rise Building Guidelines. The proposed development does not conform to the angular plane provisions set out in SASP 21, however, it is our opinion that the policy direction is not in keeping with the current planning framework for developing sites along *Avenues*.

In our opinion, the proposed building design conforms to the development criteria for *Mixed Use Areas* and with the general built form policies as set out in the Official Plan, in particular, Policies 3.1.2(1), 3.1.2(2), 3.1.2(3), 3.1.2(4), 3.1.2(5) and 4.5(2), as well as Lake Shore Boulevard West Urban Design Guidelines. Specifically:

- the building is located parallel to Lake Shore Boulevard West, creating a continuous street wall edge that is proportional to the street;
- a weather-protected overhang will create a pleasant and comfortable pedestrian environment, in particular by the residential and retail entrances;
- entry to retail and residential uses is visible and directly accessible from public sidewalks;
- at-grade retail will maintain view to Lake Shore Boulevard West;
- parking, services and utility functions are generally located within the building, and will be appropriately screened from view, in particular the rear-yards of the residential dwellings to the south;
- vehicular access is provided from Lake Shore Boulevard West and will require only one curb cut, an improvement to the existing condition;

- the building is massed in a way that respects the street proportion. The overall height of the building (25.1 metres, including mechanical penthouse), is below the planned ROW width of 36 metres, and appropriately frames Lake Shore Boulevard West;
- the proposed materiality and architectural expression of the building is reflective of the industrial and manufacturing history of the area and material palette of the existing buildings. Various materials (brick and metal) in the Lake Shore Boulevard West façade will distinguish the different building elements, in particular the lower levels;
- the building creates an appropriate transition by way of stepping down of heights to the rear, towards lower scale properties to the south;
- adequate light, view and privacy is provided, as noted in Section 5.4;
- the building massing adequately limits shadowing on neighbouring streets, properties and open spaces; and
- the development introduces fine-grain retail that is complimentary to the surrounding context, and new residential units to an area that is in proximity to public transit, which will help reduce automobile dependency.

In addition, the proposed building is designed substantially in accordance with the recommended Performance Standards for Mid-Rise Buildings, including the following:

Performance Standard #1: Maximum overall height recommends that the maximum allowable height of buildings on the Avenues be no taller than the width of the Avenue right-of-way, up to a maximum height of 11 storeys (36 metres).

- The planned right-of-way width of Lake Shore Boulevard West is approximately 36 metres. The height to the main roof (6-storeys) is approximately 19.9 metres (excluding mechanical elements) and, therefore does not exceed the 1:1 ratio. Moreover, the total height of the building (25.1 metres), which includes the mechanical penthouse does not exceed the 1:1 ratio.

Performance Standard #2: Minimum building height recommends that all new buildings on the Avenues achieve a minimum height of 10.5 metres (3 storeys) at the street frontage.

- The proposed exceeds the minimum streetwall height of 10.5 metres. A streetwall height of 4 storeys (13.83 metres) is proposed along the Lake Shore frontage.

Performance Standard #3: Minimum ground floor height recommends that the ground floor heights should be a minimum of 4.5 metres (floor to floor, measured from average grade) to accommodate retail uses and provide sufficient clearance for loading areas.

- The ground floor is designed to have a height of 5.38 metres, exceeding the recommended height minimum.

Performance Standard #4A: Front Façade Angular Plane recommends that the building envelope should allow for a minimum of 5 hours of sunlight on the Avenue sidewalks between March 21st and September 21st (based on a height equivalent to 80% of the street right-of-way plus a 45-degree angular plane).

- The planned ROW for Lake Shore Boulevard West is 36 metres. An angular plane would be taken at 80% of the ROW, which is approximately 28.8 metres. Notwithstanding that the overall building height is less than the 80% ROW, step backs have been incorporated at Floor 5 and the roof to ensure a minimum of 5 hours of sunlight on the north sidewalk between March 21st and September 21st.

Performance Standard #4B: Front Façade Pedestrian Perception Step-back recommends that "Pedestrian Perception" step-backs on buildings taller than 23 metres should be required to mitigate the perception of height and create buildings at the street that are of a comfortable scale for pedestrians.

- The proposed building height, excluding mechanical elements, is approximately 19.9 metres. As the mechanical penthouse brings the overall building height to 25.1 metres, an additional 4.2 metre step back is provided above Floor 6 to mitigate the pedestrian perception of the overall building height.

Performance Standard #4C: Front Façade Alignment recommends that the front streetwall of mid-rise buildings should be built to the front property lines or applicable setback lines.

- The ground floor of the building provides for an approximate 2.5 metre setback, however, Floors 2 to 4 above are generally built to the property line (inclusive of the proposed sidewalk widening). The inset balconies that are provided on Floors 2, 3 and 4 are flush with the Lake Shore Boulevard West streetwall.

Performance Standards #5B: Rear transition to Neighbourhoods: Shallow Properties recommends that the transition between a shallow Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas, and Natural Areas to the rear should be created through alternative setback & angular plane provisions.

- The proposed building generally conforms with the prescribed angular plane requirement for shallow lots. The proposed building provides, and maintains, a minimum 7.5 metre setback from the south property line and is within the 45 degree angular plane taken at a height of 10.5 metres with the exception of a small protrusion on Floor 3. A portion of the building roof slab penetrates the angular plane, however, it is our opinion that the protrusion is minor and acceptable.
- Further to this, the proposed building has been appropriately oriented and massed to not cause any shadow impacts on the adjacent *Neighbourhood* properties.

Performance Standard #7A: Minimum Sidewalk Zones encourages a minimum sidewalk dimension of 6.0 metres for streets with right-of-ways greater than 30 metres.

- Through the provision of an 0.78 metre sidewalk widening, a 6.78 metre sidewalk zone is provided.

Performance Standard #7B: Streetscapes recommends that Avenue streetscapes provide the highest level of urban design treatment to create a beautiful pedestrian environment and great places to shop, work and live.

- Through the redevelopment of the subject site, the pedestrian experience along Lake Shore Boulevard West will be improved by reestablishing a continuous streetwall along the south side of the street.

- The proposed development will compliment, and enhance, the pedestrian realm with an active at-grade retail uses fronting onto Lake Shore Boulevard West.

Performance Standards #8A: Side Property Line: Continuous Street Walls, and #8B: Side Property Line: Limiting Blank Side Walls recommend that buildings be built to the side property lines and have architecturally finish blank side walls.

- The proposed development will be built to the side property lines (west and east). The side walls are blank and do not contain window openings.
- The building has a maximum height of 6 storeys, which allows for blank side wall conditions along the east and west building faces. The materiality proposed for the side walls will mirror and compliment the vertical shapes and patterns applied to the front streetwall façade.

Performance Standard #8C: Side Property Line: Step-backs at Upper Storeys recommends breaks at upper storeys between new and existing, or multiple new mid-rise buildings to provide sky-views and increased sunlight access to the sidewalk.

- the proposed building height of 6-storeys (19.9 metres) would not require upper storey side step-backs. However, side step backs at the mechanical penthouse level have been provided. From the west property line, a side step-back of approximately 9.38 metres is provided and from the east property line, approximately 13.6 metres.
- In order to allow for sufficient light and sky view onto Lake Shore Boulevard West, step backs have also been incorporated into Floor 5.

Performance Standard #8D: Side Property Line: Existing Side Windows recommends that existing buildings with side wall windows should not be negatively impacted by new developments. Where adjacent sites have walls with windows, new buildings must ensure a minimum of 5.5 metres from the existing building wall.

- To the east (3351 Lake Shore Boulevard West), the existing building has both utility and principal windows facing the subject site and is setback approximately 1.4 metres from the

property line. To the west, the adjacent building (3365-3367 Lake Shore Boulevard West) is used for commercial uses and contains two small windows on the second floor. In our opinion, the proposed building is in keeping with the as-of right zoning permissions by building to the east and west lot lines and in turn, will not pose any adverse impacts on the adjacent properties.

Performance Standard #12: Balconies and Projections recommends that balconies and other projecting building elements should not negatively impact the public realm or prevent adherence with other Performance Standards.

- The inset balconies on the street-facing façade do not extend beyond the streetwall and the projecting balconies located in the upper floors of the building are within the proposed step back.
- In the rear, the private terraces are provided only for units on Floors 4, 5 and 6. The terraces are setback at least 10 metres from the south property line, with the exception of those on Floor 4, which are setback approximately 9.7 metres. In our opinion, the reduced setback of the terraces on Floor 4 is acceptable.

Performance Standard #13: Roofs & Roofscapes allows mechanical penthouses to exceed the maximum height by up to 5 metres, but may not penetrate any angular planes.

- While the mechanical penthouse has a proposed height of 5.5 metres, the overall building height is within the allowable height of 36 metres and has been designed to fit within the front or rear angular planes.

Performance Standard #14: Exterior Building Materials recommends that buildings utilize high-quality materials selected for their performance, durability and energy efficiency.

- The proposed building will use high-quality materials as well as incorporate solar panels into the built form. Specific details related to the materials as well as solar panels will be reviewed as part of the Site Plan Control Application.

Performance Standard #15: Façade Design & Articulation recommends mid-rise buildings to be designed to support the public and commercial function of the Avenue through well articulated and appropriately scaled facades.

- At-grade, the proposed development provides for multiple retail and residential entrances to create an animated and engaging pedestrian environment. The reduced setback of the upper floors creates a weather-protected area above the entrances to enhance pedestrian comfort.
- Glazing will be incorporated into the ground-floor building facades to allow for a visual connection between the public and private realms.
- The building's transformer is located at-grade, east of the retail unit, but will be appropriately screened with like-materials to minimize visual impact on the public realm and to maintain the continuous streetwall.

Performance Standard #16A: Vehicular Access recommends that wherever possible, vehicular access to on-site parking, loading, and servicing facilities should be provided from local streets and rear lanes, not from the Avenue.

- The subject site is located mid-block and is not serviced by a rear lane. As such, the proposed development seeks to utilize one of the existing curb cuts already provided for the subject site. The second curb cut, located at the northeast corner of the subject site, will be closed.

Performance Standard #16B: Mid-Block Vehicular Access for Constrained Sites recommends that mid-block vehicular access should be avoided wherever possible. However, acknowledges that there are instances where this is the only point of access for certain Avenue sites. Front driveways are permitted where there is no rear lane access.

- As discussed above, the proposed development will reduce the amount of curb cuts across the public sidewalk. In addition, the number and width of driveways currently provided on the subject site will be improved through the consolidation of vehicular access points.

- The development proposal will retain the curb cut located at the southwest corner of the subject site in order to maximize the distance between the proposed driveway and the nearest intersection at Lake Shore Boulevard West and Twenty Seventh Street.

Performance Standard #17: Loading & Servicing recommends that loading, servicing and other vehicular related functions do not detract from the use or attractiveness of the public realm.

- The loading, servicing and building maintenance functions and activities are proposed within the interior of the building. A portion of the vehicular driveway is exposed, but is located in the rear of the subject site.

Performance Standard #18: Design Quality recommends that mid-rise buildings reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role of the Avenues.

- See response to Performance Standard #15 above.

5.6 Housing

In our opinion, the proposal is in keeping with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan. In this respect, the proposal will provide for a full range of housing to meet the current and future needs of residents and will provide new housing supply in the area.

Although currently in draft form, it is our opinion that the proposal is largely consistent with the ideal unit mix stipulated in the draft Growing Up Guidelines. In this respect, the proposed building contemplates a minimum of 28% of two- and three-bedroom units, comprised of 18% two-bedroom units and 10% three-bedrooms units, which meets or exceeds the Guidelines that seek to achieve a minimum of 25% two and three bedroom units, comprised of 15% two bedroom units and 10% three-bedroom units.

With respect to the ideal unit sizes, the some of the two-bedroom plus den units and all of the three-bedroom units meet the Guidelines. Given the proposed mix of unit sizes and types, it is our opinion that the development meets the intent of the draft Growing Up Guidelines.

5.7 Transportation

A Transportation Impact Study ("TIS") was prepared by Stantec Consulting Ltd. to assess the transportation impact of the proposed mixed-use development. The TIS provided the following conclusions:

- The existing base year (2019) weekday AM, and PM Peak hour traffic operations at the Study Area intersections are characterized by good levels of service and all movements operating within their capacities;
- Under future background conditions, all Study Area intersections are anticipated to continue operating with acceptable levels of service and within capacity under the 2021 and 2026 horizon years;
- Under the future total conditions, all Study Area intersections and site accesses are anticipated to operate at good levels of service and volume-to-capacity ratios under the 2021 and 2026 horizon years. No queueing issues are anticipated;
- Delivery trucks, garbage trucks, and passenger cars can maneuver in to, out of, and within the development safely;
- The provided parking spaces are less than the By-laws requirement, but it should be sufficient to meet the parking demand and to be used as a measure to encourage residents to switch to active transportation modes such as transit and biking for which infrastructures are already established in the study area; and
- The road network does not require any improvements or mitigation measures to accommodate the proposed development. The road network will continue to perform at good levels of service at all intersections and movements.

5.8 Site Servicing

A Functional Servicing and Stormwater Management Report was prepared by Husson Engineering + Management to demonstrate how storm, sanitary and water services will be delivered to the subject site and the stormwater measures that will be undertaken to deal with the quantity, quality and water balance requirements for the subject site. The report provides the following conclusions:

- Retention measures, including a cistern with retention storage in conjunction with an irrigation system for on-site re-use and landscaping will be provided to reduce runoff volumes;
- Quality control will be provided by a StormFilter system to treat the storm runoff to a minimum of 80% TSS removal for the driveway. The remainder of the subject site will be rooftop or landscape and therefore, 80% TSS removal is provided;
- A cistern in conjunction with an orifice will be provided on the subject site to meet the storage requirements and to limit the release rates to below the allowable release rate as per the WWFM Guidelines;
- An effective erosion and sediment control plan has been prepared to limit sediment from leaving the site during construction;
- Gravity connections can be provided to the new development from the existing municipal sanitary sewer on Sheppard Avenue East;
- A hydrogeological impact assessment was completed by PRI Engineering and recommendations in the report will be followed. An application for a Discharge Permit for Private Water into the sanitary sewer will be required. Groundwater collected by the foundation drainage system will be pumped to the sanitary sewer at a rate of 1.58L/s. This flow is included in the downstream sanitary sewer capacity analysis;
- The sanitary system has been analyzed from the subject site to where it outlets into the trunk sewer at the intersection of Lakeshore Boulevard West and Twenty Eighth Street. It has been determined there is sufficient capacity to accommodate the proposed development in dry and wet conditions and the addition of the proposed flows will not result in basement flooding;
- The water system has been analyzed and adequate fire and domestic flows can be provided to the site from the municipal main. The results of the hydrant flow test will be provided when available; and
- With the proposed controls in place, the subject site design will meet the requirements of the Wet Weather Flow Management Guidelines and City of Toronto Standards.

[6.0]

C O N C L U S I O N

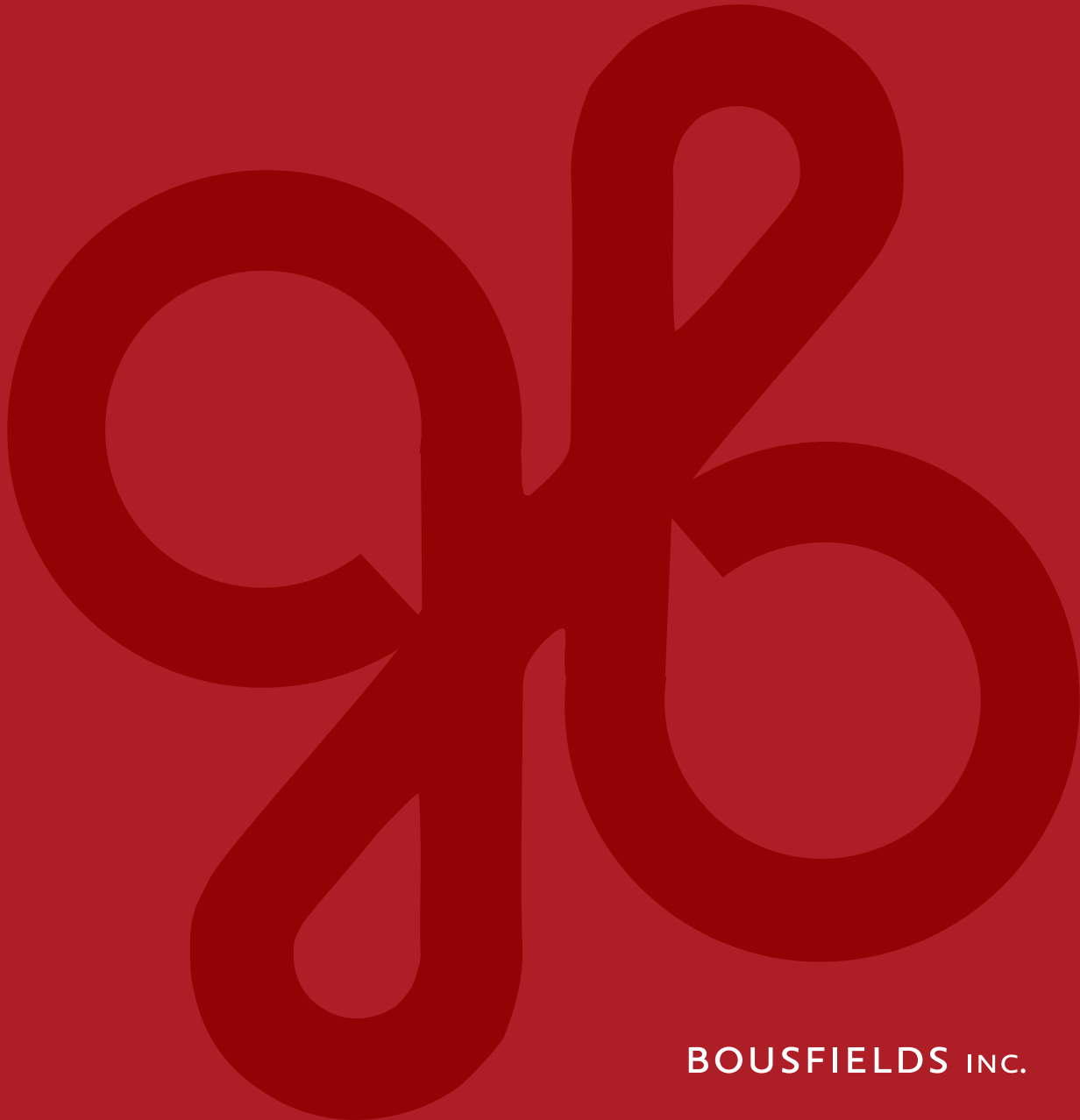
The proposed redevelopment of 3353–3359 Lake Shore Boulevard West with a mid-rise mixed-use building would appropriately intensify an underutilized site, improve the street condition along the south side of Lake Shore Boulevard West, and contribute to the reurbanization and continued evolution of the *Avenue*.

From a land use planning perspective, the proposal is supportive of policy directions established in the Provincial Policy Statement, the Growth Plan and the Toronto Official Plan, which promote intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure and public transit. The proposed development would result in a desirable form of mixed-use intensification within an *Avenue*, in proximity to frequent transit service. It is our opinion that the proposal is in keeping with the policy direction of SASP 21, which permits 6-storey mixed-use buildings with active commercial frontages and continuous streetwalls along Lake Shore Boulevard West.

Furthermore, the proposed residential and retail uses are in keeping with the existing *Mixed Use Areas* designation and have had regard for the criteria related to developments in proximity to *Neighbourhoods*. The proposed development appropriately transitions in height to the low-scale *Neighbourhood* properties to the south.

From a built form and massing perspective, the proposed development will fit harmoniously within the existing and planned built form context. The proposal has been designed to be in conformity with the Official Plan's urban design policies and is substantially in accordance with the Mid-Rise Building Guidelines, and will have no unacceptable light, view and privacy impacts on the *Neighbourhoods* designated lands surrounding the subject site.

Accordingly, it is our opinion that the requested Official Plan and Zoning By-law Amendments are appropriate and desirable and should be approved.



BOUSFIELDS INC.