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

 **PLANNING
& URBAN
DESIGN
RATIONALE**

2157 LAKE SHORE BOULEVARD WEST
CITY OF TORONTO

PREPARED FOR:
2599302 ONTARIO LTD.





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TOC

[1.01]

INTRODUCTION

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976 810
853 870
121 000
421 645



Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of applications by 2599302 Ontario Ltd. to amend the Motel Strip Secondary Plan and the former City of Etobicoke Zoning Code, as amended, with respect to a 788-square metre site located at the southeast corner of Lake Shore Boulevard West and Silver Moon Drive, municipally known as 2157 Lake Shore Boulevard West, see **Figure 1**, Location Map.

The subject site is currently vacant and given its location in proximity to existing and planned higher order transit including the 501 Queen streetcar line and the planned Park Lawn GO Transit station, respectively, as well as the other supporting infrastructure in the immediate vicinity such as an extensive parks and trail system, the subject site offers an opportunity to create a transit-supportive development with non-residential uses that will help support the achievement of a complete community for the Humber Bay Shores area.

The proposed Official Plan Amendment and rezoning application would permit a 13-storey hotel consisting of 165 suites and 1 level of underground parking providing 54 vehicle parking spaces and 5 bicycle parking spaces (the "proposal"). The proposal will have a total gross floor area of 7,810.5 square metres (based on Zoning By-law 569-2013), resulting in a net density of 9.91 times the area of the lot.

This report concludes that intensification of the subject site contributes to the achievement of numerous policy directions articulated in the Provincial Policy Statement ("PPS"), Growth Plan for the Greater Golden Horseshoe (the "Growth Plan", the City of Toronto Official Plan and the Motel Strip Secondary Plan, all of which promote intensification on underutilized sites within built-up areas, particularly on locations that are well served by existing and planned municipal infrastructure, including public transit. The proposal has also considered the applicable urban design guidelines.

From a land use planning perspective, the proposal will contribute to the achievement of numerous policy objectives that promote intensification and a mix of uses within built-up urban areas, particularly in locations that are well-served by municipal infrastructure, including public transit. The proposed hotel use is permitted by the City's Official Plan and Secondary Plan, while the subject site is located right along the existing streetcar line providing frequent transit service and is within convenient walking distance of a planned GO Transit station. In our opinion, the proposed mix of uses will contribute to the continued revitalization of the Humber Bay Shores area, providing employment opportunities in a predominately residential area, therefore allowing the potential for residents to live, work and play within walking distance to higher-order public transit, and within an evolving neighbourhood.

From a built form and urban design perspective, the proposal represents an appropriate design response that enhances the public realm along Lake Shore Boulevard and fits into the surrounding context. The proposal's height and massing are respectful of the existing heights along Lake Shore Boulevard. The proposal as contemplated minimizes adverse impacts on adjacent areas.

In our opinion, the proposal represents good planning and urban design, and reflects an exciting opportunity to create a new, transit-oriented development that assists in building a complete community for Humber Bay Shores. In summary, the subject site has been planned to optimize the use of land and infrastructure and will reurbanize an underutilized site. For the foregoing reasons, we recommend approval of the application.



[2.01]

SITE & SURROUNDINGS

For the purposes of this report and in order to provide consistency with the Motel Strip Secondary Plan, this report will refer to Lake Shore Boulevard West (and the Gardiner Expressway) as being to the north and Lake Ontario as being to the south, whereas Lake Ontario would be considered east and Lake Shore Boulevard West would be considered west, see **Figure 2**, Aerial Photo.

2.1 Site

The subject site is located on the south side of Lake Shore Boulevard West and the southeast corner of Lake Shore Boulevard West and Silver Moon Drive. The subject site abuts Crow's Beach Lane, a private lane, to the south. The subject site has a frontage of approximately 25.7 metres along Lake Shore Boulevard West, a frontage of approximately 21.24 metres along Silver Moon Drive and is approximately 788 square metres in size. The site is generally rectangular in shape and

relatively flat. The subject site is currently vacant and is used as a construction yard for nearby development. The subject site was previously occupied by the Silver Moon Motel, which was demolished in 2008.

As described in detail in Section 3.3, as part of a larger development that included the lands to the immediate south, the subject site was approved for a 5-storey office building in 2010.



Subject Site



Figure 2 - Aerial Photo



Subject Site



Subject site, west side along Silver Moon Drive



Subject Site



Laneway to south of subject site

2.2 Area Context

The general area is commonly referred to as Humber Bay Shores and formerly known as the Motel Strip area. Humber Bay Shores is generally bounded by the Humber River to the east, the Gardiner Expressway to the north, Mimico Creek to the west, and Lake Ontario to the south.

The western portion of Humber Bay Shores, west of Brookers Lane, has been subject to several new buildings and development projects in the last 10 to 12 years with heights ranging between 3 and 63 storeys, while the east portion of Humber Bay Shores features slightly older buildings with heights ranging between 3 and 45 storeys. The building forms and typologies within the Humber Bay Shores area demonstrates the evolution of development and various points of construction. In this regard, the east portion of Humber Bay Shores includes a range of building heights with large floorplates while the western portion includes a mix of mid-rise buildings and taller point towers atop podiums that are strategically located along Lake Shore Boulevard and Marine Parade Drive.

The entire Humber Bay Shores area abuts Lake Ontario to the south and the expansive waterfront parks and trails network, including Humber Bay Shores Park Trail along the water's edge and Humber Bay Park to the west.



Humber Bay Shores Area

2.3 Immediate Surroundings

To the immediate south of the subject site, on the south side of Crow's Beach Lane, is a 10-storey residential building and 39-storey mixed-use building, known as the "Ocean Club Waterfront Condominium" (60 and 59 Annie Craig Drive, respectively). As mentioned above, the subject site and these buildings were approved as one development back in 2010. The 10-storey building is directly south of the subject site and is oriented in north-south direction with views generally directed to the south, east and west. The tower of the 39-storey building sits atop the south end of a 7-storey podium, which also includes retail at grade (Scaddabush Restaurant). Lobby entrances for both buildings are off Annie Craig Drive located between the two buildings, while vehicular parking for both buildings is located within the 10-storey building off Annie Craig Drive as well.



Ocean Club Waterfront Condominium (59 Annie Craig Drive)



Ocean Club Waterfront Condominium (59 Annie Craig Drive)

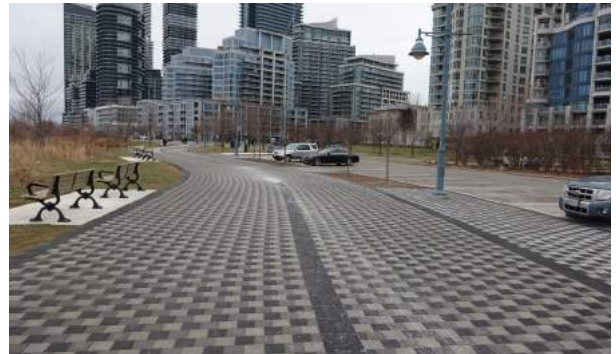


Ocean Club Waterfront Condominium (60 Annie Craig Drive)

Further south, south of Marine Parade Drive, is the Humber Bay Shores Park Trail and Lake Ontario. To the southwest of the Motel Strip is the Humber Bay Park East.



Humber Bay Shores Trail



Humber Bay Shores Trail



Humber Bay Park East



Humber Bay Park East

To the east of the subject site is a vacant parcel of land at 2155 Lake Shore Boulevard West, which is approved for a 3-storey (23-metre) office building. The approved building was part of an approval that included the lands to the south of the 2155 Lake Shore Boulevard property for two apartment buildings. Now completed, these properties are now comprised of a 50-storey residential building known as Lago (56 Annie Craig Drive) and a 16-storey mixed-use building known as Riva Del Lago with ground floor retail (110 Marine Parade Drive).



Lago, 56 Annie Craig



Riva Del Lago, 110 Marine Parade Drive



Riva Del Lago, 110 Marine Parade Drive



Riva Del Lago, 110 Marine Parade Drive

To the east of the 2155 Lake Shore Boulevard property is another vacant site fronting Lake Shore Boulevard (2143-2147 Lake Shore Boulevard West), which is approved for a 3-storey commercial building along Lake Shore Boulevard and a 56-storey residential building (known as Water's Edge at the Cove) to the south of it. South of the vacant parcel is a 17-storey building (known as Cove at Waterways) fronting on Marine Parade Drive (39 Annie Craig Drive).



39 Annie Craig Drive

To the east of the vacant parcel, east of The Marginal Boulevard, is a 39-storey mixed-use building known as "Nautilus at Waterview" (16 Brookers Lane). To the south of the Nautilus at Waterview building is a 30-storey mixed-use building known as "Waterscapes" at 80 Marine Parade Drive.



16 Brookers Lane on the left



2121 Lake Shore Boulevard West



80 Marine Parade Drive



58 Marine Parade Drive

Further east, along Lake Shore Boulevard West are two buildings at 27 and 16 storeys known as Voyager I and Voyager II at Lakeview (2121 and 2119 Lake Shore Boulevard West) and Jean Augustine Park which continues south to Lake Ontario. East of Jean Augustine Park is a property with a combination of 3-storey rowhouses and a 17-storey building (2111 Lake Shore Boulevard West), as well as a number of residential mixed-use buildings ranging in height from 5 storeys to 18 storeys. Finally, at the eastern extent of the neighbourhood are two cross-shaped buildings at 44 and 45 storeys, respectively, on a large shared property with large areas of soft landscaping (1 Palace Pier Court and 2045 Lake Shore Boulevard West).



Jean Augustine Park



2121 Lake Shore Boulevard West



2111 Lake Shore Boulevard West



2111 Lake Shore Boulevard West



2083 – 2095 Lake Shore Boulevard West



88 Palace Pier



80 Palace Pier



1 Palace Pier Court and 2045 Lake Shore Boulevard West

To the west of the subject site, there are several properties currently under construction and a number of recent approvals. Immediately west, on the west side of Silver Moon Drive fronting Lake Shore Boulevard is a vacant parcel (2165 Lake Shore Boulevard West) that is approved for a 4-storey commercial building. South of the vacant parcel are two buildings currently under construction, a 53-storey residential building known as Vita on the Lake and a 16-storey mixed-use building fronting Marine Parade Drive known as Vita 2. To the west of the Vita buildings is a vacant parcel (2169-2173 Lake Shore Boulevard West) that is approved for three buildings: a 2 storey commercial building fronting Lake Shore Boulevard, an 8-storey residential building fronting the north side of Anne Craig Drive and 43-storey mixed-use building fronting Marine Parade Drive.

On the west side of Shore Breeze Drive, is a vacant parcel approved for a 3-storey commercial building (2175 Lake Shore Boulevard West). To the south of the parcel is a 41-storey residential building known as Jade Waterfront Condos (33 Shore Breeze Drive) and a new public park (Jade Park) fronting Marine Parade Drive.

Further west, is a recently constructed development known as Eau Du Soleil, comprised of a 4-storey commercial building fronting Lake Shore Boulevard West (2183 Lake Shore Boulevard West), a 63-storey residential building (30 Shore Breeze Drive) and 49-storey mixed-use building (20 Shore Breeze Drive) connected by a 6-storey shared podium building. West of the Eau Du Soleil development is an Esso gas station and car wash at 2189 Lake Shore Boulevard West.



33 Shore Breeze Drive



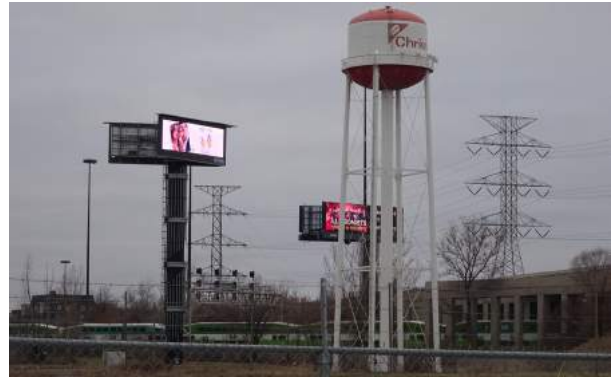
20 Shore Breeze Drive



30 Shore Breeze Drive

Further northwest of the Humber Bay Shores/ Motel Strip area is a high-rise mixed use development known as Westlake at the northwest corner of Park Lawn Road and Lake Shore Boulevard West with heights ranging between 39, 46 and 48 storeys.

To the north of the subject site is a vacant parcel of land municipally known as 2150 Lake Shore Boulevard West and 23 Park Lawn Road that was formerly the site of the Christie Bakery factory. To the west, at the northeast corner of Lake Shore Boulevard West and Park Lawn Road, is a one-storey commercial building at 2194 Lake Shore Boulevard West that is occupied BMO Bank and surrounded by surface parking. These lands, which are approximately 11.2 hectares in size, are currently subject to a City-initiated planning study (see Section 4.12 of this report), as well as a development application that was filed by the owner on October 21, 2019.



Former Christie Site

The Official Plan Amendment and Zoning By-law Amendment application (File No. 19 239170 WET 03 OZ) proposes the redesignation from *Regeneration Areas* to *Mixed Use Areas* and *Parks and Open Space* and the redevelopment of the lands for a new mixed-use, transit-oriented community that includes:

- New GO Transit station
- New public and private roads
- A new public park and series of privately-owned, publicly-accessible spaces (POPS)
- Numerous mid-rise buildings ranging between 8 and 13 storeys, with heights along Lake Shore Boulevard West and Park Lawn Road ranging between 12 and 13 storeys
- 15 tall buildings ranging between 22 to 71 storeys.
- 41,900 square metres of commercial gross floor area
- 42,700 square metres of gross floor area for retail, entertainment, restaurants and shops
- 20,200 square metres of hotel and other commercial uses
- 547,750 square metres of residential gross floor area
- A total of 7,500 dwelling units



Park Lawn Road and Lake Shore Boulevard West

2.4 Transportation Context

ROAD NETWORK

Lake Shore Boulevard West is a major arterial street with a right-of-way of 36 metres consisting of one lane of traffic in each direction, two mixed-traffic streetcar/vehicular lanes in the centre of the street separated by medians and an eastbound bike lane. There are sidewalks on both sides of the street.

Silver Moon Drive is a local road with a 2-lane cross section and right-of-way width of 18.5 metres. The right-of-way is currently comprised with a sidewalk on the east side of the street, with the west sidewalk to be completed upon the completion of the development currently under construction.

TRANSIT NETWORK

The subject site is well serviced by existing public transit, with consideration of planned transit in proximity to the subject site. The subject site is approximately 20 metres from TTC streetcar stops on Lake Shore Boulevard West and approximately 600 metres from the TTC Humber Loop at Queen's Way, which is a station for several streetcar lines. The subject site is approximately 1.8 kilometres from the Mimico GO Transit station and approximately 320 metres from a planned Park Lawn GO Transit station as part of the Christie Site (2150 Lake Shore Boulevard West). See **Figure 3**, TTC Map.

TTC

STREETCAR ROUTES

501 Queen – generally runs in an east-west direction along Queen Street and Lake Shore Boulevard from Neville Park in the east to the Humber Loop or Long Branch in the west. The streetcar line runs all day with service every 10 minutes or faster.

301 Queen – is the night service of the 501 Queen streetcar route. The streetcar line runs every day during the overnight period.

508 Lake Shore – generally runs in an east-west direction generally along King Street and Lake Shore Boulevard between the Long Branch loop in the west and King Street and Parliament Street in the east.

BUS ROUTES

66 Prince Edward – generally runs in a north-south direction between the Motel Strip area and Old Mill subway station on Line 2 of the TTC subway.

145 Downtown / Humber Bay Express – is an express downtown bus route that generally runs in an east-west direction generally along Lake Shore Boulevard West and King Street between King Street and Berkley Street in the east and Kipling Avenue in the west.

176 Mimico GO – generally runs in an east-west direction between the Motel Strip area and Mimico GO station

GO TRANSIT

Lake Shore West – commuter rail service generally runs east-west from Union Station to Niagara Falls stopping at Mimico GO Transit station, which is approximately 1.8 kilometres northwest of the subject site.

CYCLING NETWORK

As noted, the site is also well served by cycling infrastructure. The site is located along an on-street bicycle lane on Lake Shore Boulevard and is also within a short distance (approximately 180 metres) to the Humber Bay Shores Park Trail, both of which connect to the Martin Goodman Trail Network providing access to downtown Toronto. There are 3 Bike-Share locations in proximity to the site at Humber Bay Shores Park West, Humber Bay Shores Park East and Lake Shore Boulevard West/Louisa Street.

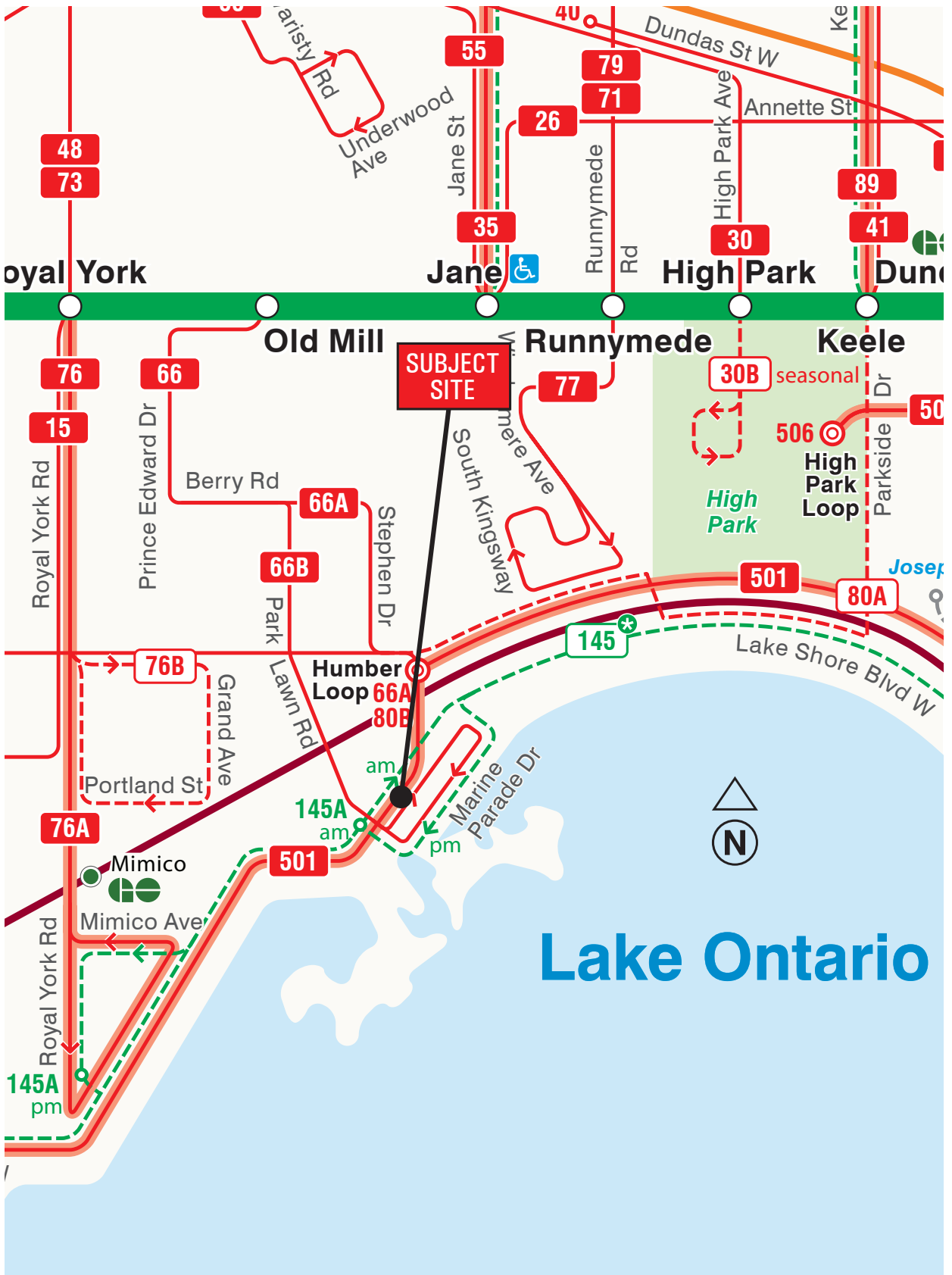


Figure 3 - TTC Map

A hand holding a pen is shown drawing on architectural blueprints. The blueprints are filled with technical drawings, lines, and text. A large red rectangular frame is overlaid on the center of the image, containing the text '[3.01]' and 'PROPOSAL'.

[3.01]

PROPOSAL

3.1 Description of Proposal

OVERVIEW

The proposal is for a 13-storey hotel with a total of 165 suites and a restaurant located on the ground floor. The hotel measures 44.6 metres in height to the top of the 13th floor and 50.6 metres measured to the top of the mechanical penthouse. The building has a total gross floor area of approximately 7,810.5 square metres (based on Zoning By-law 569-2013), which results in a net density of 9.91 FSI. For consistency purposes, applying the commercial gross site area of 1,158 square metres (net site area plus a portion of the private laneway and road widening dedication along Lake Shore Boulevard West), as set out by the in-force zoning (as summarized in Section 4.9 of this report), the resulting gross density is 6.74 FSI. See **Figure 4**, Rendering.

BUILDING, MASSING, AND DESIGN

The proposed 13-storey hotel is generally rectangular in shape and frames Lake Shore Boulevard West to the north and Silver Moon Drive to the west. The rectangular floorplate is generally consistent throughout the 13 floors; however, the building is inset at the southwest corner on the ground floor to allow a drop-off area and additional hotel entrance. See **Figure 5**, Site Plan.

The north elevation of the building, fronting on Lake Shore Boulevard West, features a material distinction between the first two floors and the upper floors. The first two floors feature large amounts of clear glazing that are accented with patterned glazing and a structure that resembles structural beams. The 2-storey base element is defined by a cornice feature. Floors 3 through 13 are clad with a combination of glazing, varying wood fritting, and solid white panels to distinguish the upper floors from the base and to provide articulation through the upper floors. The articulation is carried through to the other elevations, with the exception of the east elevation which is clad with solid white panels. **Figure 7**, North Elevation.

Above the 13th floor, the mechanical penthouse is setback approximately 5.9 metres from the building face along Lake Shore Boulevard West.

SUITE DISTRIBUTION AND AMENITY SPACE

The ground floor of the hotel includes a 157 square metre restaurant and adjoining 88.44 square metre lobby/lounge at the north end of the floor with associated service areas and a loading bay along the southern end of the floor.

The second floor include amenities such as a multi-purpose room and fitness room, as well as a laundry room, garbage room, and service room.

Floors 3 to 13 consists of hotel suites with similar floor plans that provide 8 double-queen suites and 7 king suites on each floor, totaling 15 suites on each floor and a total of 165 suites in the building. See **Figure 6**, Ground Floor Plan.

ACCESS, PARKING, AND LOADING

The primary pedestrian access to the hotel is from Lake Shore Boulevard West at the west end of the elevation with the entrance to the restaurant along the same frontage in the centre of the elevation. A secondary pedestrian entrance is provided on the south side of the building in proximity to the vehicle drop off area. Two additional pedestrian exits are located at the east end of the building on the north and south sides.

A private lane is located at the south end of the site which connects to Silver Moon Drive. The drop off area and the loading space are both accessed from the private lane.

At the south end of the site is a drop off area with the ingress from the private lane and the egress from Silver Moon Drive. One Type 'B' loading space is also accessed off the private laneway.

One level of underground parking with 44 parking spaces located in parking stackers is provided on the subject site and through an existing registered access easement, will be accessed

from the underground garage entrance from the existing building to the immediate south. Underground parking for the existing building to the south is accessed from Annie Craig Drive on the south end of the site.

The easement is reserved on the registered condominium plan and the condominium declaration document sets out an arrangement between the "Condominium Lands" (i.e. residential lands to the south) and the "Commercial Lands" (i.e. the subject site), in which access is granted through the first underground level of the

residential portion of the parking garage to the first underground level of the subject site. Within the condominium declaration document for the residential building to the south, the easement is acknowledged and refers to existing "knock out" panels which will be the points of connection for the underground parking garage on the subject site. The document also refers to the provision of providing 10 parking spaces within the existing parking garage on the residential lands for use by users on the subject site. As a result, a total of 54 parking spaces are provided for the building.



Figure 4 - Rendering

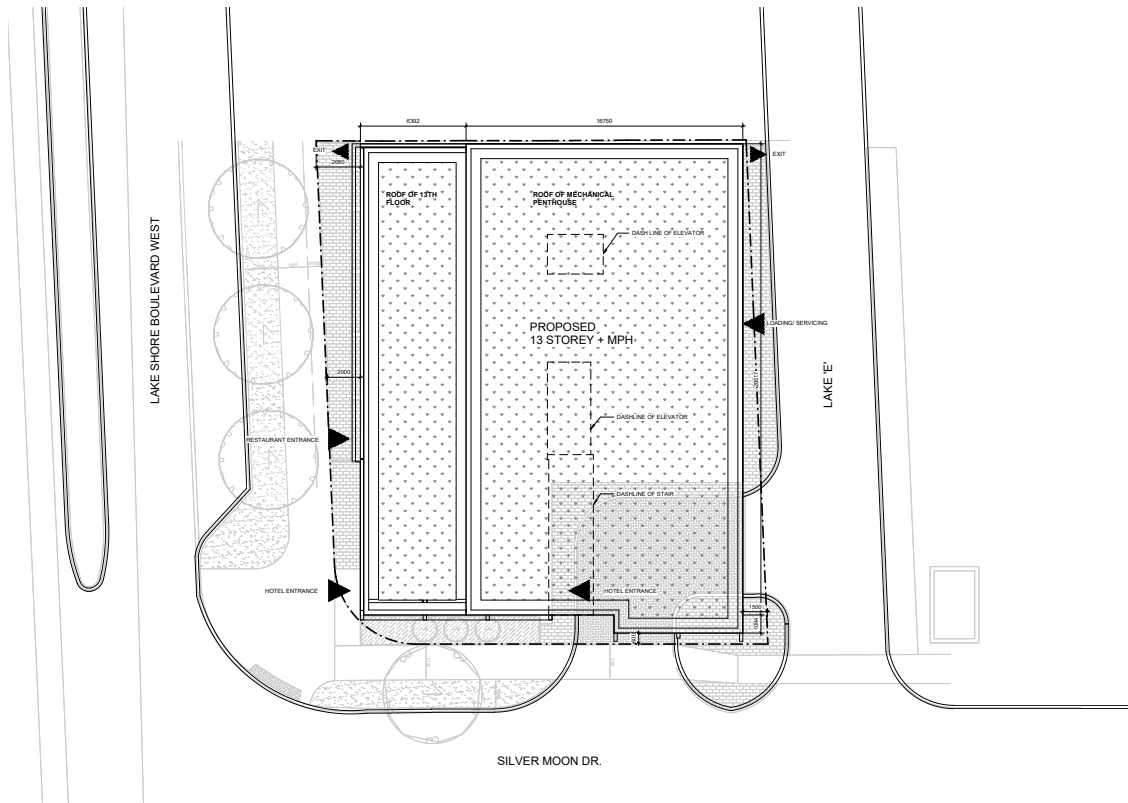


Figure 5 - Site Plan

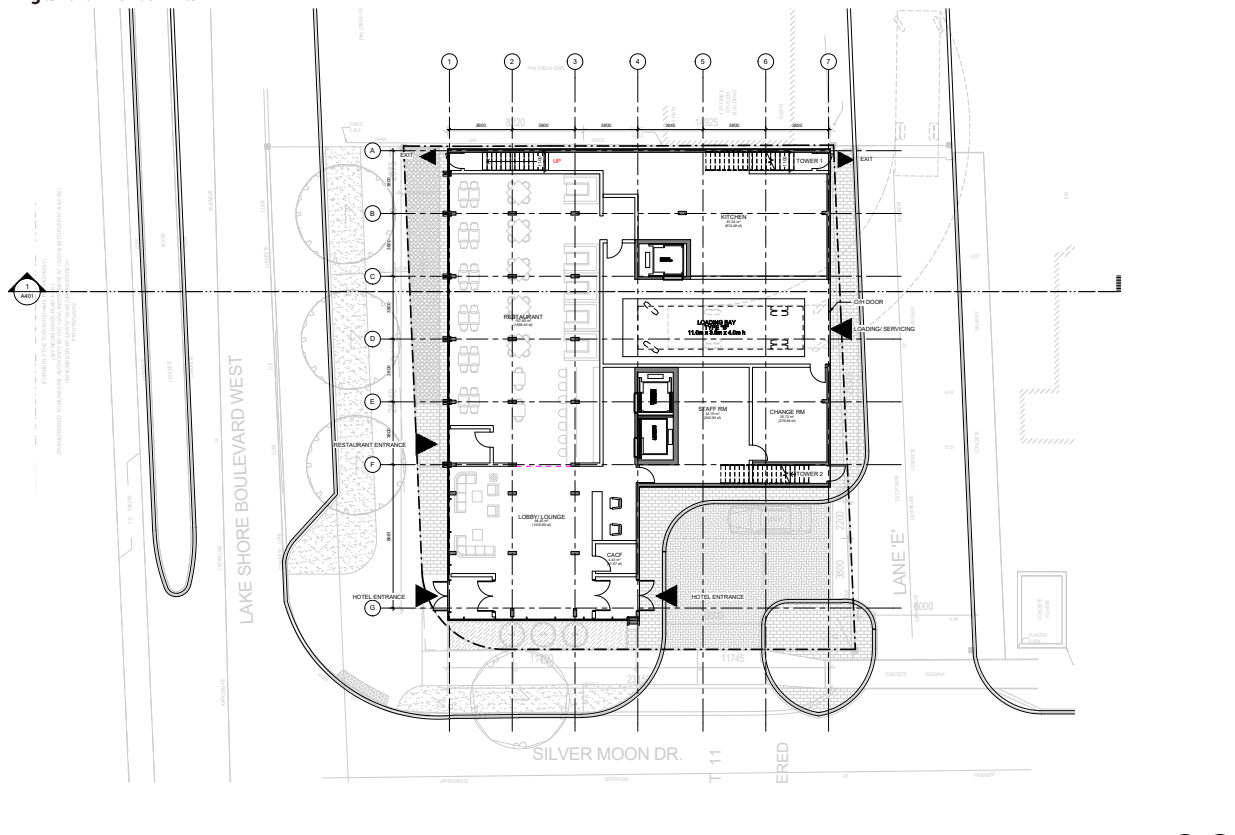


Figure 6 - Ground Floor Plan

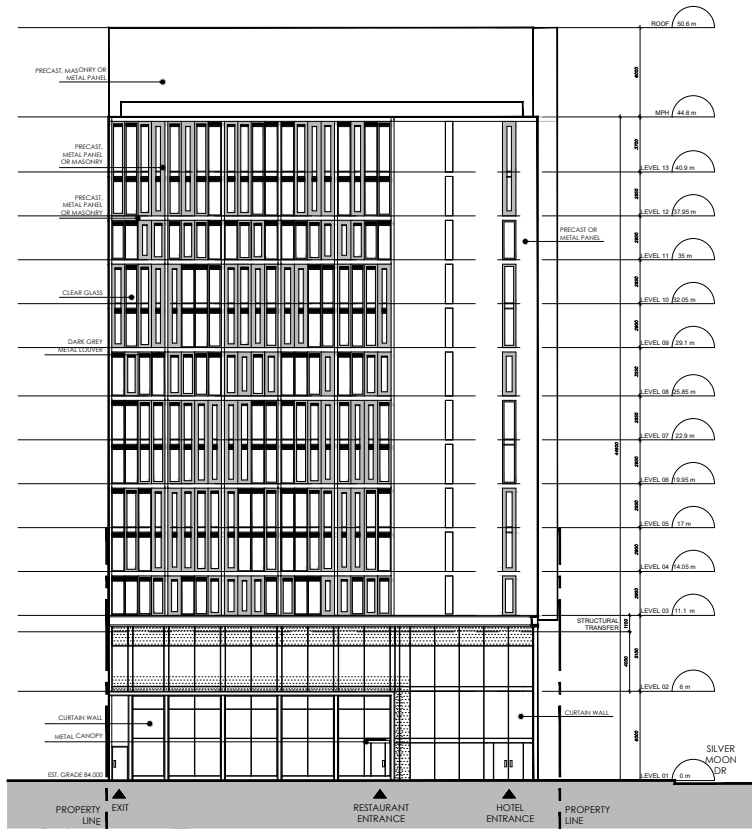


Figure 7 - North Elevation

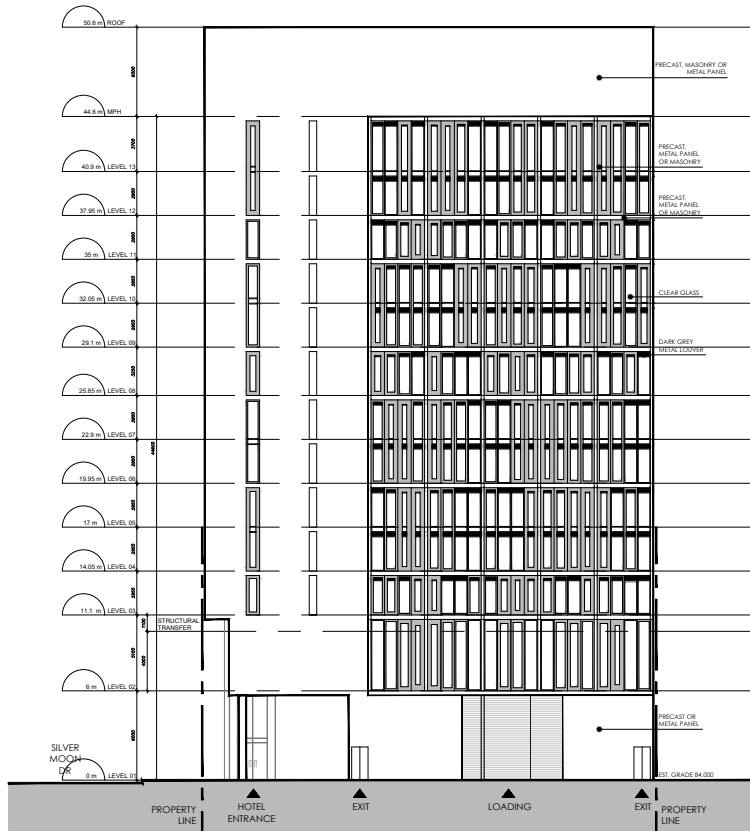


Figure 8 - South Elevation

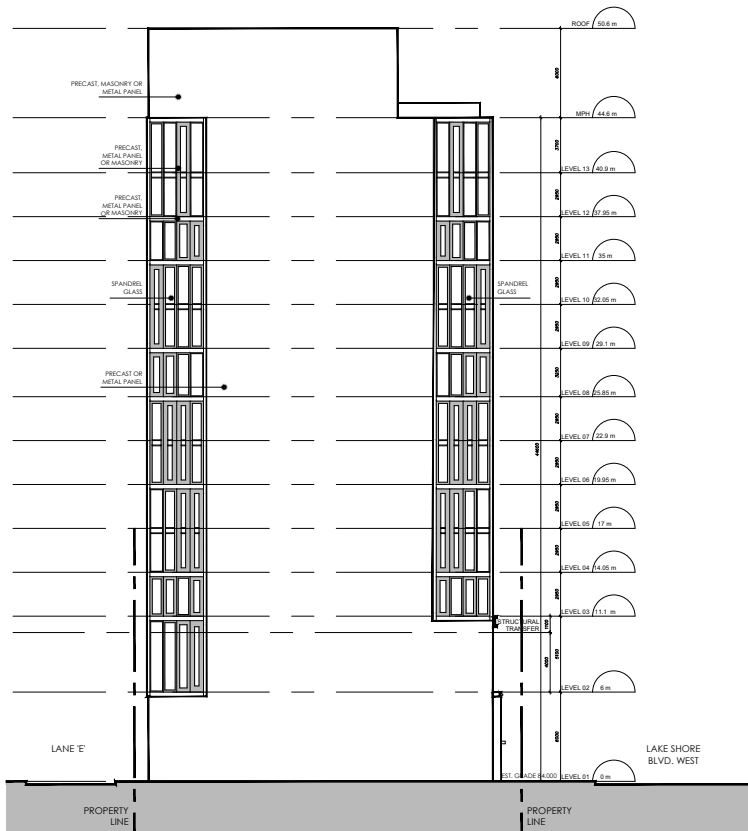


Figure 9 - East Elevation

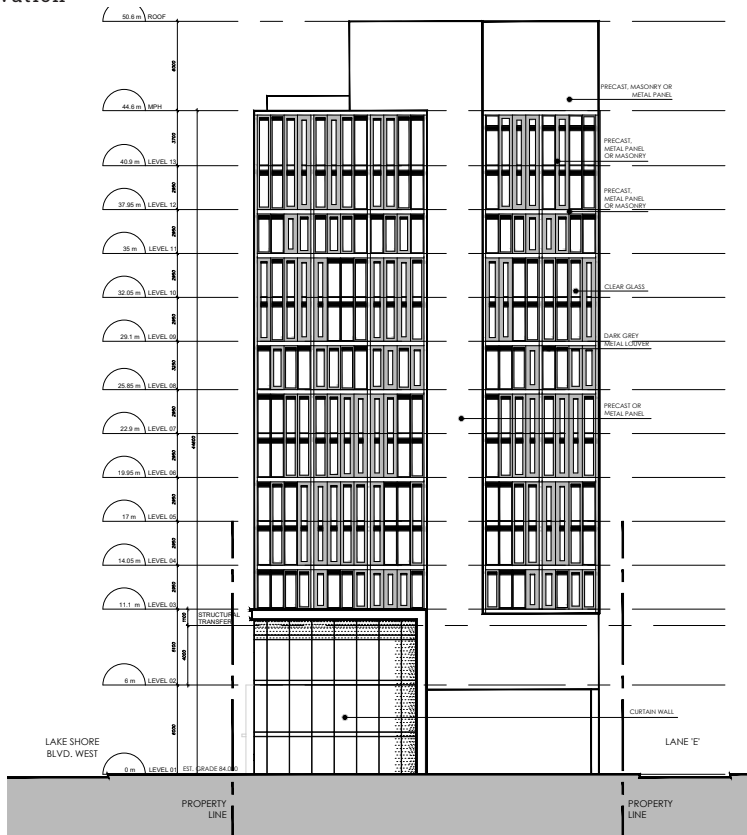


Figure 10 - West Elevation

3.2 Key Statistics

Subject Site Area (Net)	788 square metres
Gross Floor Area	7,810.5 square metres
Height	13 storeys and 44.6 metres (50.6 metres to MPH)
Hotel Suites	165
Vehicle Parking	54 spaces
Bicycle Parking	5 spaces (4 short-term and 1 long-term)
Loading	1 Type "B"

3.3 Planning History

The subject site has been subject to a number of planning approvals. In this regard, on October 26, 2009, City Council approved an Official Plan Amendment and rezoning application (File 08 223121 WET 06 OZ) to permit a mixed-use development that included that lands to the immediate south of the subject site (up to Marine Parade Drive). By-law Nos. 337-2010 (OPA 102) and 338-2010 (ZBA) were enacted on April 1, 2010 to facilitate the mixed-use development that included the following:

- An overall gross density of 3.78 FSI over the entire lands (2.26 FSI on the subject site and 3.99 FSI for the lands to the south)
- A 5-storey office/commercial building (on the subject site)
- An 88 unit, 8-storey residential building (on the lands to the immediate south)
- A 410 unit, 36-storey residential building with ground floor retail (on the lands fronting Marine Parade Drive)
- Shared underground garage between all three parcels extending under public and private roads

As described in Section 4.8 of this report, the OPA introduced a number of site-specific policies to the Motel Strip Secondary Plan (SASP No. 5), while the site-specific zoning by-law implemented various performance standards (summarized in Section 4.9 of this report). It should be noted that amending OPA and zoning by-law did not change the as-of-right density permissions on the subject site.

The holding provision was lifted from the subject site (and the lands to the south) through the enactment of By-law138-2014.

Subsequent approvals at the Committee of Adjustment in 2011 and 2012 resulted in increases to the total number of units, the density and the heights of the buildings on the lands to the south of the subject site (File Nos. A52/11 EYK and A14/12 EYK). In this regard, the approvals resulted in permissions for a total of 516 units within a 10-storey residential building and a 39-storey mixed-use building.

3.4 Required Approvals

The proposal requires an Official Plan Amendment to amend the Motel Strip Secondary Plan in order to permit an increase in the maximum permitted density. A Zoning By-law Amendment is required to amend Former City of Etobicoke Zoning Code in order to increase the permitted density, as well as to revise other development regulations as necessary to accommodate the proposal, including reduced parking rates. A draft Official Plan Amendment and draft Zoning By-law Amendments are being submitted concurrently with this report.

The background is a detailed architectural site plan or floor plan, rendered in black lines on a white background. A large, semi-transparent red rectangle is overlaid on the center of the image. A black marker with a white cap is positioned diagonally across the bottom half of the red rectangle. The marker has the text '05', 'PIGMENT INK/ENCRE', and 'WATERPROOF/LIGHTER' visible on its barrel. The overall composition suggests a focus on urban planning and design.

[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

As described below, the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan and the Motel Strip Secondary Plan, all of which promote the efficient use of land and infrastructure within built-up areas, particularly in proximity to higher order public transit.

4.2 Provincial Policy Statement (2014)

The Provincial Policy Statement 2014 ("PPS") came into effect on April 30, 2014 and 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, recreation, park and open space, and other uses.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development, and their vitality and regeneration promoted.

Accordingly, 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 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 employment uses, Policy 1.3.1 provides that economic development and competitiveness will be promoted by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs and by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

The efficient use of infrastructure (particularly public transit) is a key element of provincial policy (Section 1.6). 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.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the vitality and viability of downtowns and mainstreets, and encouraging a sense of place by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

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.

Section 4.0 establishes how the PPS is to be implemented. Policy 4.2 requires that every decision of a municipal council that affects planning matters must be consistent with the PPS. This requirement also includes any comments, submissions or advice provided by the council of a municipality that affect a planning matter must also be consistent with the PPS.

Policy 4.7 identifies that the official plan is the most important vehicle in the implementation of the PPS, at the local level, although the policies of the PPS continue to apply after the adoption of an official plan. Policy 4.8 indicates that zoning by-laws are also important for implementation of the PPS which directs planning authorities to keep their zoning by-laws up-to-date with both their official plans and the PPS. Finally, Policy 4.9 provides that the policies of the PPS represent minimum standards, and the PPS does not prevent planning authorities from going beyond these minimum standards, unless doing so would conflict with any policy of the PPS.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development is consistent with the Provincial Policy Statement and, in particular, the policies relating to efficiently using land and a mix of uses.

PROVINCIAL POLICY STATEMENT (2020)

On February 28, 2020, the province issued the Provincial Policy Statement (2020), which will replace the Provincial Policy Statement (2014). The new PPS policies will take effect on May 1, 2020 and, in accordance with Section 3 of the *Planning Act*, all decisions affecting land use planning matters made after this date will be required to be consistent with the Provincial Policy Statement (2020).

Among other matters, the 2020 PPS includes additional policies related to addressing a changing climate and supporting green infrastructure, enhancing land use compatibility policies for sensitive land uses, promoting broader range of employment uses, protecting employment areas, increasing minimum requirements for housing land supply and clarifying policies related to

market-based housing by adding a reference to affordable housing (i.e. Policies 1.4.3 and 1.7.1 of the PPS, 2020).

We note that the PPS (2020) also includes additional language that encourages transit-supportive development, in particular:

- Policy 1.2.1 (which replaces Policy 1.1.1) provides that healthy, liveable and safe communities will be sustained by promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Also, with respect to employment uses, we note that the PPS (2020) also includes additional language that encourages a broader range of employment uses, in particular, Policy 1.3.1 provides that planning authorities shall promote economic development and competitiveness by:

- a. providing for an appropriate mix and range of employment, institutional, and boarder mixed uses to meet long-term needs;
- b. (new added policy) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment.

In our opinion, the proposed development is consistent with both the 2014 and 2020 PPS.

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

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan") came into full force and effect, replacing the 2017 Growth Plan for the Greater Golden Horseshoe (GGH). Under Section 7 of the *Places to Grow Act*, all decisions affecting a planning matter must conform with A Place to Grow Plan, 2019.

The Guiding Principles, which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the Proposal include:

- Supporting the achievement of complete communities¹ that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit viability; and
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

In accordance with Section 1.2.3, the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning and the need to optimize the use of the land supply and infrastructure. The Growth Plan includes objectives to support the development of a complete community and promotes transit-supportive development adjacent to existing and planned "frequent transit". Section 2.1 of the Growth Plan states that:

"To support the achievement of complete communities that are healthier, safer, and

¹ **Complete Communities**
Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

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..."

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

"This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas (i), strategic growth areas (ii), locations with existing or planned transit (with a priority on higher order transit where it exists or is planned) (iii), and areas with existing or planned public service facilities (iv). In this respect, Schedule 3 of the Growth Plan forecasts 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.

Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors and to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) states that applying the policies

of the Growth Plan will support the achievement of complete communities in a number of ways, including: (a) featuring a diverse mix of land uses including residential and employment uses, and convenient access to local stores, services, and public service facilities; (c) providing a diverse range and mix of housing options including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; (d) expanding convenient access to a range of transportation options; (e) provide for a more compact built form and a vibrant public realm, and (f) mitigating and adapting to climate change impacts and improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

Policy 2.2.2(3) requires all 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;
- encourage intensification generally throughout the delineated built-up area;
- ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; and
- be implemented through official plan policies and designations, updated zoning and other supporting documents.

The subject site is considered as part of a "strategic growth area" pursuant to the Growth Plan (i.e. a 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 may also be identified as strategic growth areas.

The subject site is located approximately 30

metres south of a streetcar stop. Therefore, based on the definition of major transit station areas (as set out below), the subject site would be considered to be within a major transit station area, as it is within 500 to 800 metres of an existing higher order transit station stop.

A "major transit station area" is defined by the Growth Plan as

"the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk".

Higher order transit is defined by the Growth Plan as "transit that generally operates in partially or completely dedicated rights-of-way ... and can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way".

The Growth Plan includes a number of policies applying to major transit station areas. In particular, Policy 2.2.4(1) requires that priority transit corridors shown on Schedule 5 will be identified in official plans and that "planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan". In this regard, as noted above, there is an existing streetcar stop within 30 metres of the subject site, and the site is located in proximity to a priority transit corridor identified on Schedule 5 of the Growth Plan. This priority transit corridor includes the entire Lakeshore West GO Transit corridor which connects Downtown Toronto and Union station to western Toronto and nearby municipalities to the west. Furthermore, the planned Park Lawn GO Transit station is proposed to be located approximately 320 metres from the subject site.

Policy 2.2.4(2) requires the City of Toronto, to delineate the boundaries of "major transit station areas" on priority transit corridors or subway lines "in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station".

Policy 2.2.4(3)(b) goes on to require that major transit station areas served by light rail transit will be planned for a minimum density target of 160 residents and jobs combined per hectare, whereas Policy 2.2.4(3)(c) requires that *major transit station areas* on GO Transit rail lines be planned for a minimum density target of 150 residents and jobs combined per hectare. Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited.

Policy 2.2.4(8) states that major transit station areas will be planned and designed to be transit supportive and provide connections to local and regional transit, connections to major trip generators (i.e. downtown Toronto), infrastructure that supports active transportation, and commuter pick up and drop off areas.

- Policy 2.2.4(9) provides that, within all “major transit station areas”, development will be supported, where appropriate, by:
- planning for a diverse mix of uses to support existing and planned transit service levels;
- providing alternative development standards, such as reduced parking standards; and
- prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Policy 2.2.4(10) provides that lands adjacent to or near to existing and planned “frequent transit” should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. “Frequent transit” is defined as a public transit service that runs every 15 minutes in both directions throughout the day and into the evening every day of the week. In this regard, the subject site is located within approximately 30 metres of a streetcar stop providing “10-minute frequent service” along the 501 Queen streetcar route.

Policy 2.2.5(1) directs that economic development and competitiveness in the Greater Golden Horseshoe will be promoted by, among other measures, ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth and integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Policy 2.2.5(3) provides that retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth (a); planning to achieve the minimum intensification and density targets (b); considering the range and mix of housing options and densities of the existing housing stock (c); and planning to diversify the overall housing stock across the municipality (d).

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. Policy 3.2.2(1) provides that transportation system planning, land use planning and transportation investment will be coordinated to implement the Growth Plan. 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 (a);
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation (b); and,
- offers multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services (d).

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.

Policy 4.2.10(1) requires that municipalities identify in their official plans actions that will reduce greenhouse gas emissions and address climate change adaption goals. These

are to include supporting the achievement of complete communities as well as the minimum intensification and densification targets in the Growth Plan (a), and reducing dependence on the automobile and supporting existing and planned transit and active transportation systems (b).

In planning to reduce greenhouse gas emissions and address the impacts of climate change Policy 4.2.10(2) encourages municipalities to develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for *infrastructure*, including transit and energy.

The timely implementation of the Growth Plan policies is seen as a key consideration in the Implementation Section (Section 5). In this respect, Section 5.1, provides that:

"The timely implementation of this Plan relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. While it may take some time before all official plans have been amended to conform with this Plan, the Planning Act requires that all decisions in respect of planning matters will conform with this Plan as of its effective date (subject to any legislative or regulatory provisions providing otherwise) [...]"

It is therefore in the best interest of all municipalities to complete their work to conform with this Plan, including all official plans and zoning by-laws, as expeditiously as possible within required timeframes. This should include using relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets in this Plan.

Where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of this Plan which require comprehensive municipal implementation." (our emphasis)

Policy 5.2.5(1) clearly states that the targets set out in the Growth Plan are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the PPS or any other provincial plan. Policy 5.2.5(3) identifies the areas which should be delineated by municipalities in official plans in order to implement the minimum intensification and density targets, including major transit station areas (c) and strategic growth areas (d). Within each delineated area the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(5) including zoning all lands in a manner that would implement the official plan policies (c).

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the proposed development conforms with the Growth Plan and, in particular, the policies encouraging growth and intensification in what would be considered "major transit station areas" and "strategic growth areas" with existing and planned transit and infrastructure.

4.4 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan ("2041 RTP") that builds on the previous RTP ("The Big Move"), adopted in 2008. The 2041 Regional Transportation Plan (the "2041 RTP") is intended to be a blueprint for an integrated, multimodal regional transportation system that will serve the needs of the Greater Toronto Hamilton Area (GTHA). The introductory text of the RTP states the common vision for the region:

"The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment."

The new RTP builds upon The Big Move by putting traveler needs at the core of planning and operations. This will be done by:

- providing even more people with fast, frequent and reliable transit;
- integrating fares and services to allow people to move seamlessly across the region;
- designing communities, transit stations and Mobility Hubs to support transit use and active transportation;
- anticipating and preparing for integrated mobility systems that use emerging transportation technologies and business models;
- using parking demand strategies to encourage car-sharing and other modes besides the car;
- addressing the beginning and end of a traveler's journey- the first- and the last-mile;
- optimizing the use of roads and highways to support transit and goods movements; and
- embedding design excellence, sustainability and universal access in transit planning.

The RTP provides a vision statement that "the GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities, The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment".

In pursuit of this vision, the RTP adopts 3 goals:

- Strong Connections – connecting people to the places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities;
- Complete Travel Experiences – designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travelers; and
- Sustainable and Healthy Communities – investing in transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.

The 2041 RTP then sets out a path to achieve this vision and goals by establishing 5 strategies, each with different priority actions. In particular:

Strategy #1 aims to, among other priorities, continue building GO Regional Express Rail (RER) service. By 2025, the GO RER program will increase service during peak and off-peak periods, while all seven GO corridors will see service improvements, with electrified service

on core segments, running every 15 minutes or better all-day, in both directions. In this regard, the Lakeshore West Line (Union Station to Aldershot GO Transit station (Project #30), which runs just north of the subject site, is identified as one of the seven GO corridors. Furthermore, the RTP also identifies a new potential GO Transit station on lands immediately north of the subject site (referred to as Park Lawn GO Transit station), which is approximately 340 metres from the subject site.

The RTP also supports the advancement of "In Development" transit projects. As it relates to the subject site, the RTP identifies two "in Development" projects that will run through the potential Park Lawn GO Transit station: the Waterfront West LRT project in development, which will run from Union station to Port Credit GO Transit station (Project #37); and the Waterfront West LRT Extension from Port Credit GO Transit station to Mississauga Road to be completed by 2041 (Project #45).

In terms of integrating transportation and land use (Strategy #4) the RTP looks to focus development at Mobility Hubs and major transit station areas along Priority Transit Corridors identified in the Growth Plan. This priority will be achieved by coordinating the creation of station area plans that catalyze desired land uses and support transit investments.

4.5 City of Toronto Official Plan (2019 Consolidation)

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was 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.

GROWTH MANAGEMENT POLICIES

Chapter 2 of the Official Plan (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 sidebar regarding Toronto's growth prospects makes it clear that the population and employment figures are neither targets nor maximums; they are intended to be 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.)

One of the key policy directions in Chapter 2 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.)

On Map 2 (Urban Structure), the subject site fronts onto a portion of Lake Shore Boulevard West that is identified as an Avenue (between Palace Pier Court to the east and Forty Second Street to the west), see **Figure 11**, Official Plan Map 2, Urban Structure.

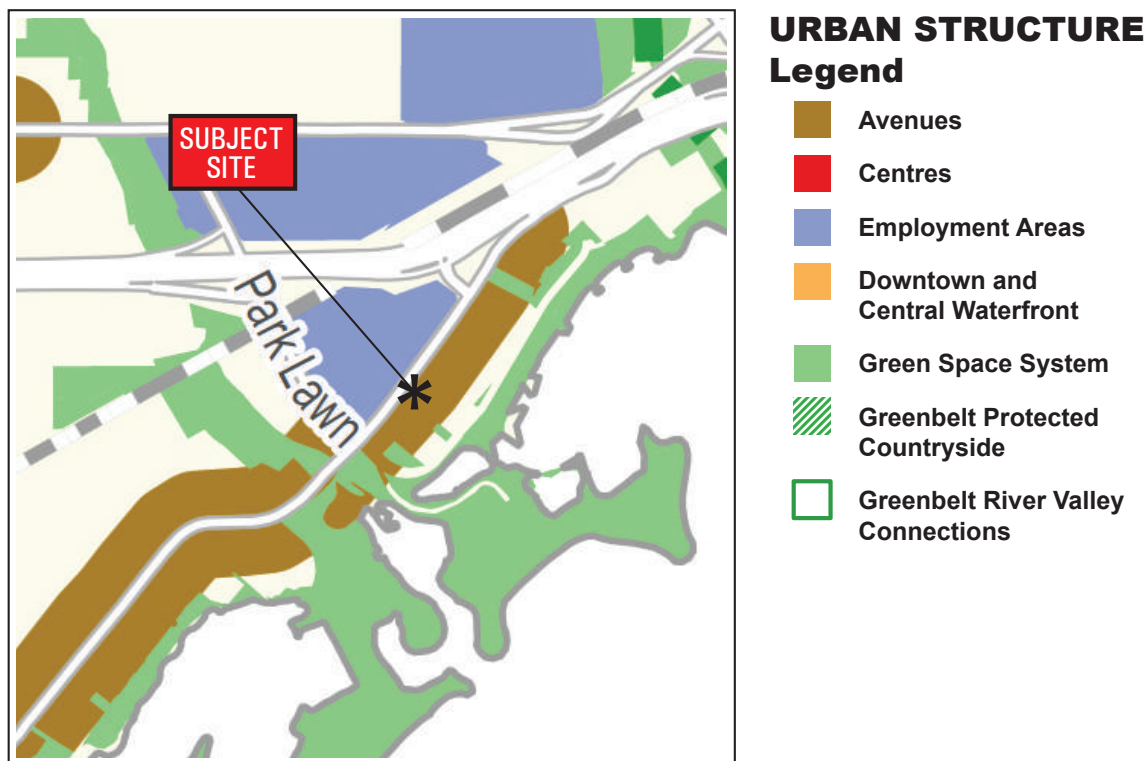


Figure 11 - Urban Structure (Map 2)

Policy 2.2(1) states that "this Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure"

Policy 2.2(2) provides that "growth will be directed to the *Centres, Avenues, Employment Areas* 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;
- offer opportunities for people of all means to be affordably housed;
- 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.

The explanatory text in Section 2.2.3 ("Avenues: Reurbanizing Arterial Corridors") states that:

"The Avenues are important corridors along major streets where reurbanization 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. Such reurbanization is subject to the policies contained in this Plan, including in particular the neighbourhood protection policies:

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 Plan notes that there is no "one size fits all" program for reurbanizing the *Avenues* 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.

In accordance with the foregoing, as summarized in Section 4.10 below, in 2007, City Planning undertook a study (the Humber Bay Shores Urban Design Guidelines Update and Public Plan) for portions of the Motel Strip Secondary Plan area, including lands fronting Lake Shore Boulevard West. As a result of the study, on July 15, 2008, City Council adopted the updated guideline document as a tool to achieve the Motel Strip Secondary Plan policies. In light of this study, it is our opinion that an Avenue Study has already been undertaken by the City and that an Avenue Segment Study is not required. Accordingly, through the pre-application process with City staff, it was confirmed that an Avenue Segment Study is not required to be submitted in support of this application.

Policy 2.2.3(7) states that the land use designation policies of the Official Plan will prevail over the over the *Avenues* policies. Accordingly, we have provided the applicable land use designation policies in this report below.

In addition, 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... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in 'next generation' terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system."

In this regard, both Map 4 (Higher Order Transit Corridors) and Map 5 (Surface Transit Priority Network) identifies Lake Shore Boulevard West as a Transit Corridor expansion element. Map 4 (see **Figure 12**) identifies it as a "Transit Corridor" while Map 5 (see **Figure 13**) identifies this area

as a "Transit Priority Segment". Also, both maps identify the Lakeshore West GO Transit rail corridor. Policies 2.2(3)(f), (g) and (h) indicate that the City's transportation network will be maintained and developed to support the growth management objectives of the Official Plan by implementing transit services in exclusive rights-of-way in the corridors identified on Map 4, by supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional passenger service and increasing transit priority throughout the City by giving buses and streetcars priority at signalized intersection and by introducing other priority measures on selected bus and streetcar routes.

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) further provides that, for sites in areas well served by transit (such as locations around rapid transit stations), consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements.

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".

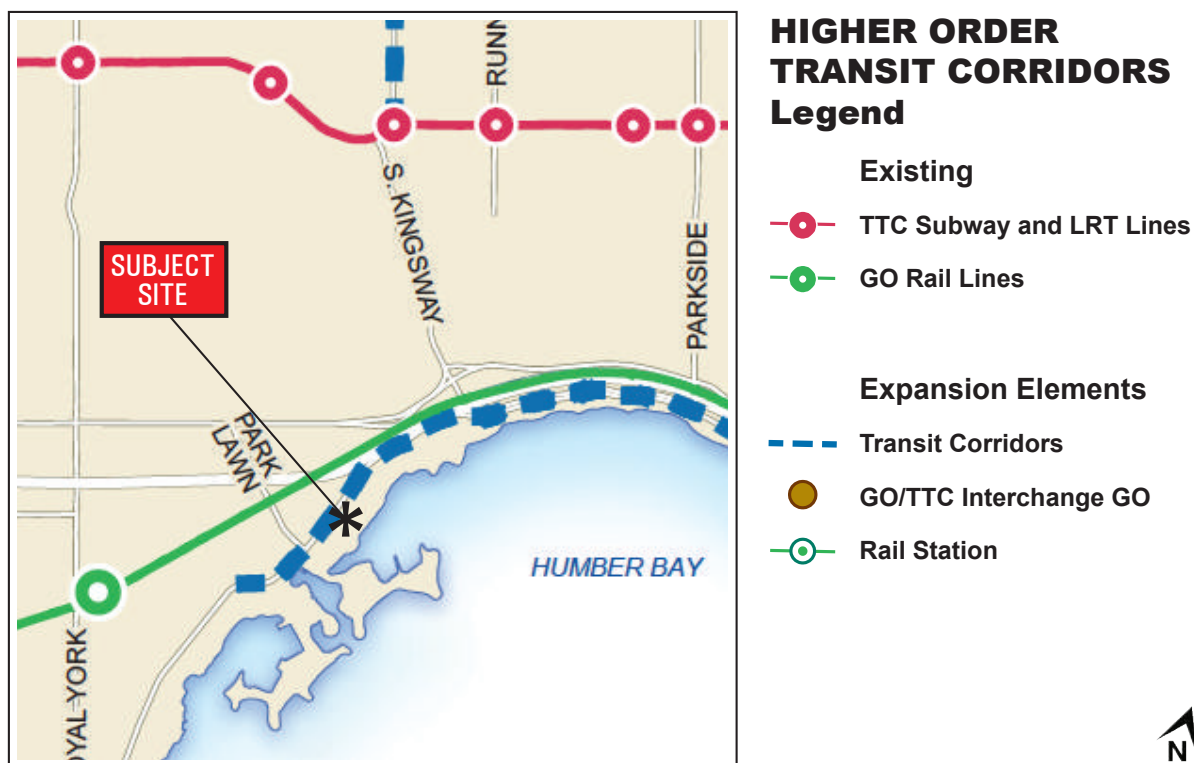


Figure 12 - Higher Order Transit Corridors - Map 4

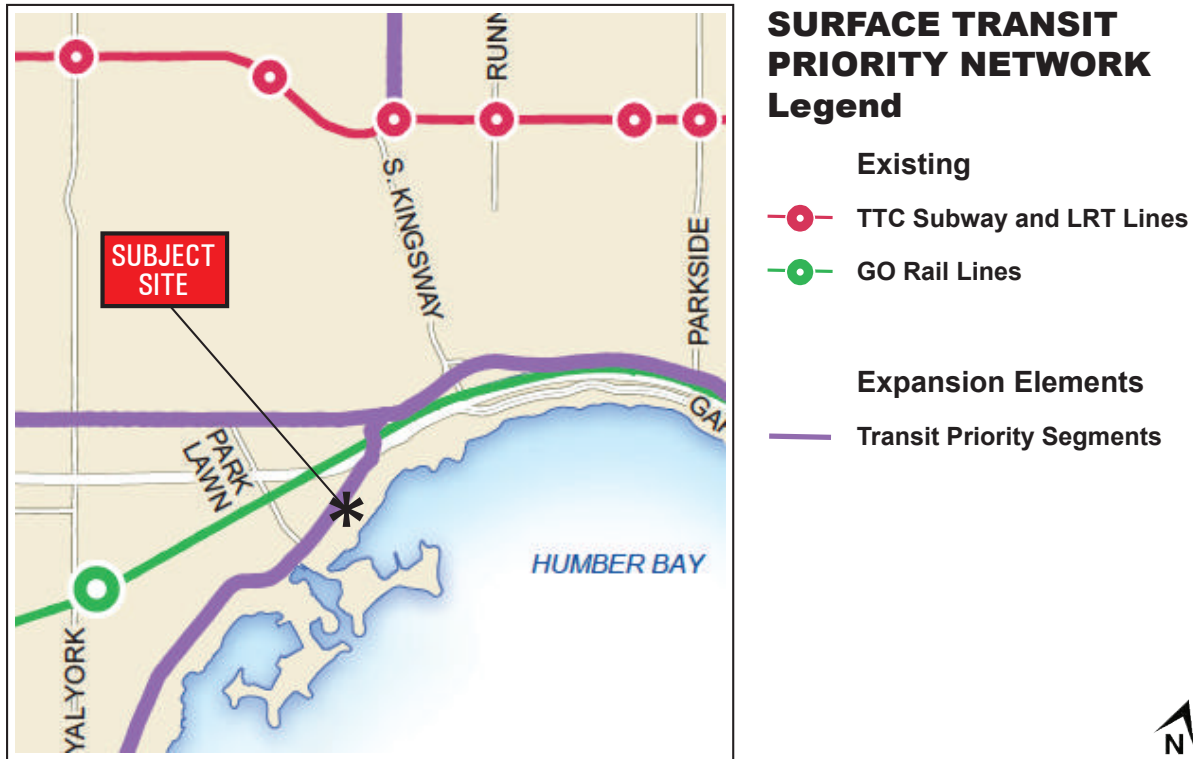


Figure 13 - Surface Transit Priority Network - Map 5

LAND USE DESIGNATION POLICIES

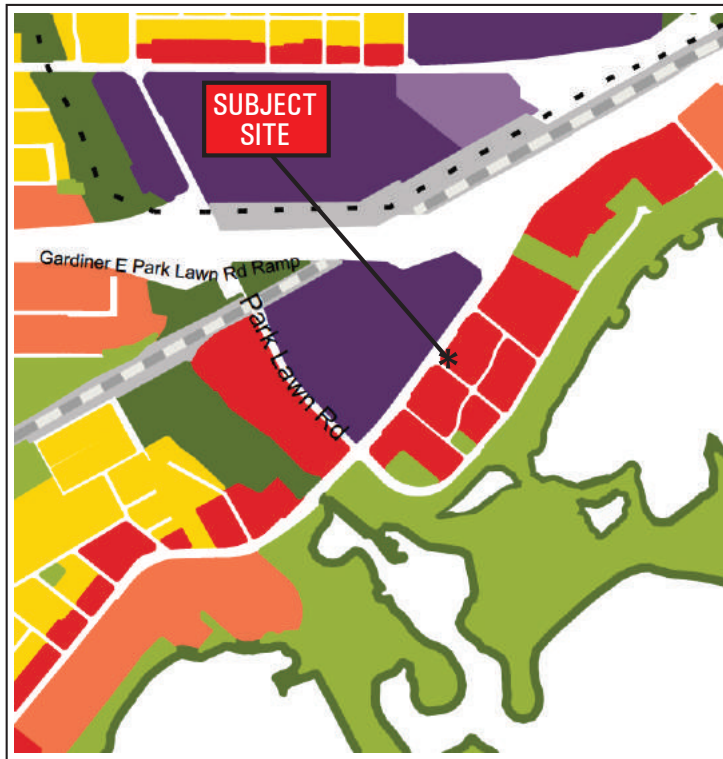
The subject site is designated *Mixed Use Areas* as identified on Official Plan Map 15, Land Use Plan (see: **Figure 14**).

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities. The introductory text to Section 4.5 of the Official Plan indicates that the intent of the designation is to achieve a multitude of planning objectives by combining a broad range of residential, office, retail and services, institutions, entertainment, recreation and cultural uses, as well as parks and open spaces. In particular, the intent is that:

"Torontonians will be able to live, work and shop in the same area, or even within the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night."

Policy 4.5(2) 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 meet the needs of the local community;
- provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown* and *Central Waterfront*, *Centres*, *Avenues* and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as 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 nearby *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 maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;



LAND USE DESIGNATION Legend

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas
(Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors



Figure 14 - Land Use Plan - Map 15

- providing an attractive, comfortable and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

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. 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. Criteria include:

- a. generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends a street corridor, development should acknowledge the prominence of that site;
- b. locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- c. providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and
- d. preserving existing mature trees wherever possible and incorporating them into landscaping designs.
- e. 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:
- f. using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- g. consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- h. integrating services and utility functions within buildings where possible;
- i. providing underground parking where appropriate;
- j. limiting surface parking between the front face of a building and the public street or sidewalk; and
- k. integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces

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;
- providing for adequate light and privacy;
- adequately limiting any shadow and wind impacts on neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing shadow and wind impacts 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.

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*.

OFFICIAL PLAN REVIEW: PROPOSED AMENDMENTS TO THE BUILT FORM AND PUBLIC REALM POLICIES

On January 29, 2020, City Council adopted Official Plan Amendment No. 479 (OPA 479), amending Section 3.1.1 (Public Realm), and Official Plan Amendment No. 480 (OPA 480), amending Sections 3.1.2 (Built Form) and 3.1.3 (Built Form – Tall Buildings, which is to be retitled Built Form

– Building Types). The proposed amendments are the result of public and stakeholder consultations conducted as part of the Five-Year Review of the Official Plan. The Official Plan Amendments will be submitted to the Minister of Municipal Affairs and Housing for approval pursuant to Section 26 of the *Planning Act*, and are not yet in force.

The proposed official plan amendments are intended to strengthen the existing policies and provide greater clarity, through new policies that describe the public realm, built form and built form types, and to address the 2019 Growth Plan by including new and revised policies and definitions for Complete Communities, Complete Streets, the Public Realm and Compact Built Form.

An overview of the revisions to the public realm and built form policies, specifically those which are relevant to this application, is provided below.

Public Realm: Policy 3.1.1(1) states that the public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and parts of private and public buildings that the public is invited into. Policy 3.1.1(2) provides that the public realm will, among other matters, provide the organizing framework and setting for development; foster complete, well-connected walkable communities, support active transportation and public use; provide a comfortable, attractive and vibrant and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) encourages the city to seek opportunities to expand and enhance the public realm.

In terms of sidewalks and boulevards, Policy 3.1.1(13) (which replaces Policy 3.1.1(6)) states that these spaces should provide unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

As it relates to city streets, Policy 3.1.1(6) (which replaces Policy 3.1.1(5)) continues to encourage new and existing streets to incorporate a Complete Streets approach such that they also be designed to include space for trees, landscaping and green infrastructure, and ensure the safety of users of all ages and abilities.

Built Form: Section 3.1.2 includes new and refined language with respect to site organization and location. In this respect, revised Policy 3.1.2(1) notes that development will be located and organized to fit with its existing and/or planned context, through: providing additional setbacks or open spaces at the following locations where appropriate: street intersections, prominent destinations, parks and open spaces, transit stops, natural areas, sites that end a street corridor, and areas with high pedestrian volumes.

Further, a new Policy 3.1.2(2) specifies that development will provide accessible open space where appropriate and, on blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations, while a new Policy 3.1.2(3) requires that development protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Section 3.1.2 also includes additional language with respect to street proportion. The sidebar notes that street proportion will be determined by considering the existing conditions and determining the appropriate setbacks, scale and massing of buildings to provide a street proportion that will provide good sunlight and daylight conditions and will be implemented through a number of measures including setbacks, building heights, pedestrian perception zones, streetwall heights, base building heights and stepbacks.

In addition, refinements have been made to both the sidebar text and Policy 3.1.2(6) to clarify that development must provide good transition in scale in consideration of both the existing and planned contexts of neighbouring properties and the public realm.

Finally, in terms of indoor and outdoor amenity space, the revised policies specify that amenity spaces must consider the needs of residents of all ages, with new policies that speak to the design of outdoor amenity spaces.

Built Form – Building Types: In general, Section 3.1.3 has also been refined to remove language that was unclear or ambiguous, while new policies have been included that provide additional requirements and objectives for townhouse and low-rise apartment buildings, mid-rise buildings and tall buildings.

The revised preamble to the policies addressing Mid-Rise Buildings indicates that mid-rise buildings are a transit-supportive form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. In Toronto, where streets vary in width from 16.5 metres to over 40 metres, mid-rise buildings may vary in height between four and 11 storeys for residential uses, or fewer for office uses, dependent on the adjacent right-of-way width. Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high-quality, usable open spaces in the block. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.

Proposed Policy 3.1.3(4) provides that mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way that it fronts onto; maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

Also, proposed Policy 3.1.3(5) indicates that mid-rise buildings on corner sites with different right-of-way widths will have building heights along each street edge that relate to their corresponding right-of-way width.

4.6 Motel Strip Secondary Plan

The Motel Strip Secondary Plan was established in 1991 to direct growth and facilitate a mix of uses south of Lake Shore Boulevard West generally between Mimico Creek and the Humber River. The following is an overview of the policies relevant to the subject site.

SECONDARY PLAN OBJECTIVES

A number of objectives are set out in the Secondary Plan, including to:

- provide development options to create a mix of commercial, residential, institutional, recreational, and open space uses, while ensuring that development will enhance environmental conditions and minimize impacts on existing and possible future uses on neighbouring lands;
- create a major focus of activity, including an intensified mix of residential and commercial uses, and public amenity, in a distinctive, landmark built form at the central gateway location opposite the Gardiner ramps;
- permit continued operation of existing motels, and to allow for their renovation, expansion or interim redevelopment for motel purposes;
- better connect the Secondary Plan area with nearby areas through the provision of effective transportation linkages, including transit and transit services, the creation of physical connections to surrounding parks and residential areas;
- improve accessibility with the Motel Strip area, including the provision of roads and pedestrian linkages;
- endorse public and private investment;
- create a built form that facilitates pedestrian access towards the waterfront, while providing visual accessibility from the Gardiner Expressway and Lake Shore Boulevard to the waterfront and to ensure that the built form of future development is well integrated with, respects and enhances the Waterfront Public Amenity Area;
- improve environmental conditions; and,
- provide adequate school sites and facilities.

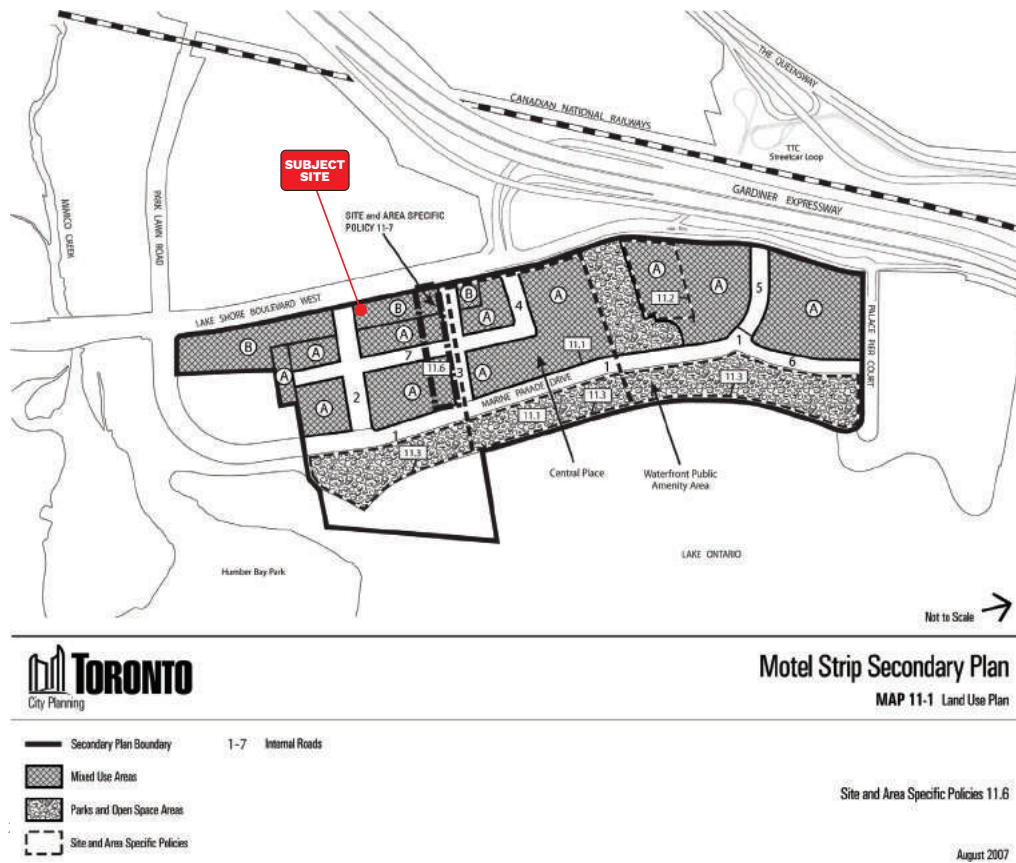


Figure 15 - Land Use Plan - Map 17

LAND USE POLICIES

From a land use perspective, the subject site is designated *Mixed Use Areas 'B'* on Map 11-1 Land Use Plan of the Secondary Plan (**see Figure 15**) and the relevant policies are set out in Section 5 of the Plan.

Policy 5.1 states that lands designated *Mixed Use Area 'B'* were historically designated for commercial uses and will continue to be designated for a broad range of commercial uses. Furthermore, these lands will provide a transition area between industrial lands to the north and future residential lands to the south of Lake Shore Boulevard West. The Plan also indicates that the existing and proposed road system can accommodate up to 62,000 square metres of commercial gross floor area (GFA).

Policy 5.2 states the hotels and motels will continue to be the primary activity within the Motel Strip area. In this regard, new hotel or

motels will be permitted to be located in *Mixed Use Areas 'A' or 'B'*. Policy 5.3 indicates that a range of commercial facilities and specialty retail facilities will be provided and are permitted in *Mixed Use Areas 'B'* to serve the shopping needs of residents and workers and include, for example, boutiques, specialty food stores, food hall, farmer's markets, cinemas, commercial recreation facilities, and restaurants. Grade-related retail uses are permitted individually or with other non-retail uses, however, free-standing drive-in commercial plaza are not permitted.

Policy 5.4 states that office uses are only permitted in *Mixed Use Areas 'B'* to create synergies with employment and industrial lands to the north of Lake Shore Boulevard West. Policy 5.4 states that the current and planned road system can accommodate 47,000 square metres GFA of office development and are subject to a traffic study.

Policy 5.5 indicates that the maximum permitted density of the subject site is 3.0 times the gross lot area. The section also states that ancillary grade related retail/service floor area will not be considered toward the maximum density limit. The Plan also states that traffic studies may be required as the cumulative effects of commercial development is demonstrated (Policy 5.6).

DEVELOPMENT STANDARDS

The Plan requires that new development applications have regard for the urban design guidelines prepared for the area. Section 8 of the Plan provides high-level urban design direction which is further supported by the associated urban design guidelines. Relevant policies include:

- Buildings are to be oriented and massed to maximize views of Lake Ontario, create a continuity of streetscape, reduce potential noise impacts from uses to the north, maximum sun and privacy, and limit adverse impacts such as shadow and wind.
- New development will be oriented along existing and planned streets as per the Secondary Plan and will provide a pedestrian-oriented building relationship to the street by locating buildings adjacent to the limit of the development site including corner point definition. In this respect, build-to conditions will be a priority on Lake Shore Boulevard. Proposed development should maximize ground related development potential to achieve the foregoing objectives and in order to comply with the maximum building heights shown in the Urban Design Guidelines for this area, Above the minimum height specified for these elements in the Urban Design Guidelines, it is the intent of this Secondary Plan that taller building elements will be setback to achieve satisfactory sky exposure and solar penetration, generally in accordance with the Urban Design Guidelines for this area.
- To promote a range of building heights within the area, and to allow maximum utilization of views to Lake Ontario and downtown Toronto, buildings will generally be constructed with the tallest elements adjacent to Lake Shore Boulevard and scaling down in height toward the water's edge. Maximum building heights will be provided in the associated urban design guidelines. Maximum building heights are deployed on redevelopment parcels adjacent to Lake Shore Boulevard.
- Proposed heights will consider views of Lake Ontario and downtown Toronto from Lake Shore Boulevard and the Gardiner Expressway will be preserved or enhanced as shown in the Urban Design Guidelines for this area. Setback and landscaping standards related to established

public/private access easements are set out in the Urban Design Guidelines for this area.

SITE AND AREA SPECIFIC POLICIES

Policy 10.5 of the Secondary Plan applies to the subject site, which was the result of a joint Official Plan Amendment and Zoning By-law Amendment for an area that extends from Lake Shore Boulevard West south to Marine Parade Drive on the east side of Silver Moon Drive (By-laws 337-2010 and 338-2010). The Site specific provisions permit the following:

- Grade-related retail and/or service commercial uses will be provided along Marine Parade Drive and Lake Shore Boulevard West;
- The maximum density within Mixed Use Area "A" will be 3.99 times the gross lot area of 8,732 square metres;
- The maximum building height permitted in Mixed Use Area "A", between Marine Parade Drive and Street 7, as shown on Map 11-1, will be 116.05 metres measured above an elevation of 84 metres above sea level; and
- All other provisions of the Motel Strip Secondary Plan will continue to apply.

4.7 Former Etobicoke Zoning Code

The former Etobicoke Zoning Code, as amended by By-law 1994-197, applies to the Motel Strip area. Accordingly, the subject site was zoned CL-H (Limited Commercial) zone. Subject to the lifting of the holding provision, a number of commercial uses are permitted on the subject site, including retail, office, outdoor cafés in conjunction with a restaurant, hotel and motel. Also, a maximum density of 3.0 FSI and a total height of 45 metres would be permitted. As it relates to the density, the maximum total gross floor area is determined by applying the 3.0 FSI to a commercial site area of 1,158 square metres (as per Schedule C) resulting in a total permitted gross floor area of approximately 3,474 square metres. Also, parking is permitted underground both on-site and on adjacent lots separated by public roads, provided shared access is maintained. See **Figure 16**, Zoning Map.

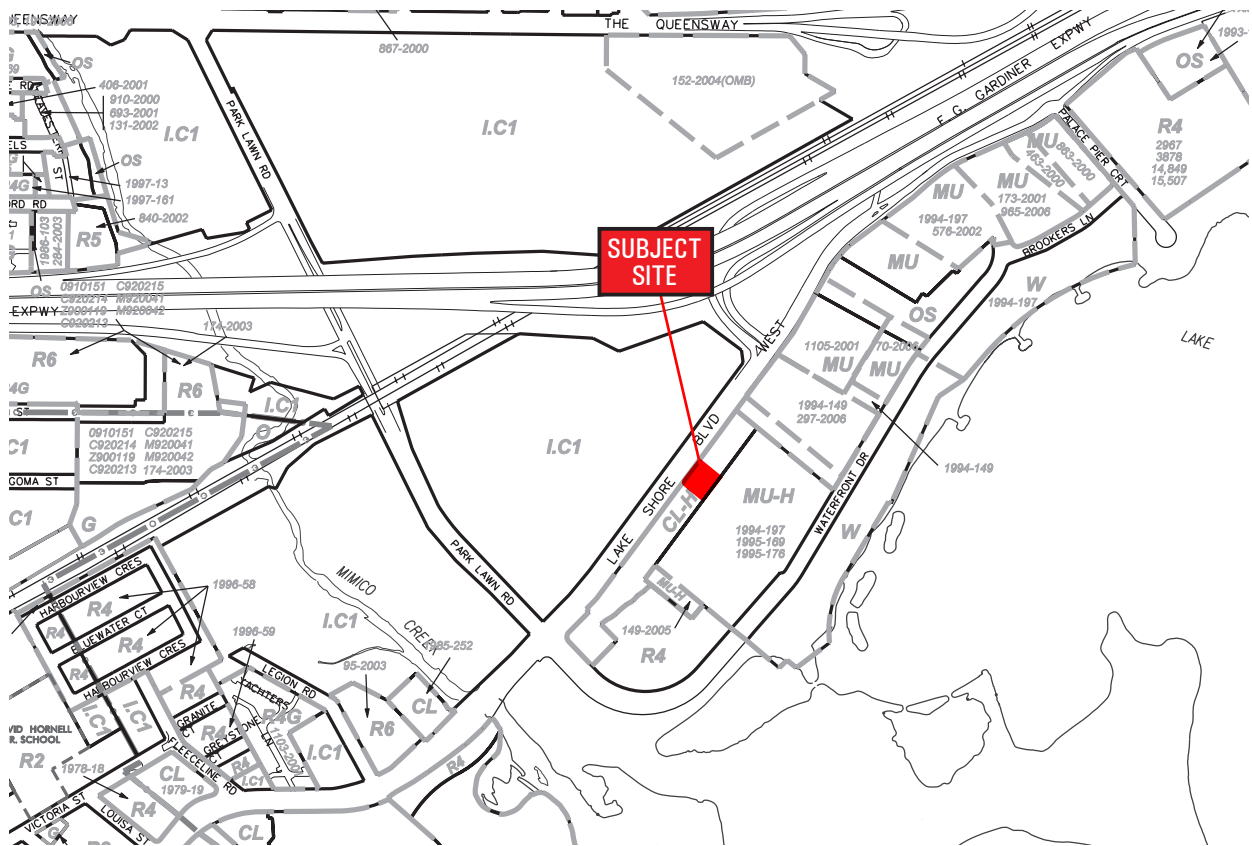


Figure 16 - Zoning Map

As mentioned previously, By-law 338-2010 amends zoning provisions relating to the subject site and the lands to the south. As it relates to the subject site, the maximum height limit applying to the entire lands (including the subject site) was increased to 116.05 metres (excluding mechanical penthouse), parking rates were reduced and additional uses were permitted within the CL-H zone including pedestrian walkways, fencing, underground parking garages, bicycle parking spaces at and below grade. Also, permissions to extend underground parking garages under both public and private roads were introduced.

On February 19 and 20, 2014, City Council enacted By-law 138-2014 lifting the holding provision on a number of properties within the Motel Strip area, including the subject site. Accordingly, the subject site is currently zoned CL (Limited Commercial) zone.

4.8 The Humber Bay Shores Urban Design Guidelines Update and Public Plan (2008)

In 2007, City Council directed staff to undertake a review of the 2004 Motel Strip Urban Design Guidelines as it related to the Humber Bay Shores area, which is located within the western portion of the Motel Strip Secondary Plan area.

Subsequently, on July 15, 2008, City Council adopted the Humber Bay Shores Urban Design Guidelines Update and Public Plan (the "HBS Guidelines"), which would update and replace the existing guidelines that applied to the Humber Bay Shores area. The HBS Guidelines are largely located within the western portion of the Motel Strip Secondary Plan, but also includes lands outside the Motel Strip Secondary Plan area.

It was anticipated that upon the completion and adoption of the HBS Guidelines, City Planning staff would develop and recommend amendments to the Motel Strip Secondary Plan to City Council that would reflect and implement the HBS Guidelines, however, to date, City Planning staff have not undertaken these next steps to update the Secondary Plan policies.

The document provides guidelines and recommendations for future development. It is noted within the HBS Guidelines that the original Urban Design Guidelines had intended that lot consolidation would be preferred for optimal future development, however, as that has not happened, the updated HBS Guidelines consider the existing lot fabric for future development.

The HBS Guidelines set out 11 guiding principles, including:

1. Plan vibrant pedestrian-oriented streetscapes;
2. Balance taller and more slender buildings with low and mid-rise buildings facing public streets and sidewalks;
3. Create well articulated transition zones between public and private areas;
4. Encourage at-grade residential uses with multiple front entrances along public streets and private courtyards;
5. Create a connected community framework through public streets, private sidewalks and mid-block connections between Lake Shore Boulevard West and Marine Parade Drive;

6. Support a diversity of building forms and activities;
7. Make energy efficiency and sustainable design a priority;
8. Provide for reasonable access to sunlight and sky views;
9. Optimize opportunities for retail and restaurant uses along critical points of Marine Parade Drive;
10. Provide on-street parking wherever possible to promote retail viability; and,
11. Build on the Humber Bay Shores Area heritage.

Relevant guidelines as it pertains to the subject site are summarized below.

Under Section 4.3.1 (Streets and Street Hierarchy) of the HBS Guidelines, Lake Shore West is identified as a major arterial road with plans for a dedicated streetcar right-of-way. Also, Street B to the west (now named "Silver Moon Street") is identified as an Intermediate North-South Street, while Crow's Beach Lane is shown as a Minor East-West Lane (Lane E).

The HBS Guidelines describe Silver Moon Street to be major north-south connection within the study area and will also feature a high-level of streetscaping and act as a gateway to the park and waterfront. The planned ROW for Street B is 18.5 metres and will feature planters, sidewalks on both sides of the street, landscape buffers, on-street parking, and two lanes of vehicular traffic. Crow's Beach Lane is intended to be a private lane with a ROW of 7 metres, parallel to Lake Shore Boulevard West, that will function like a public road and provide service to commercial uses along Lake Shore Boulevard West and residential uses to the south.

Subsection 4.3.2 (Public Realm Structure) describes the various elements that comprise the public realm and pedestrian circulation through the public realm. 4.3.2.1 provides that when sidewalks are adjacent to retail or commercial uses, wider sidewalks should be utilized to encourage retail activity and pedestrian amenities. Furthermore, sidewalks and pedestrian routes should be seamlessly integrated between the public and private realms. Specifically, the subject site is adjacent to the "Lake Shore Pedestrian Area" along Lake Shore Boulevard West, which should accommodate wide sidewalks and retail pedestrian activity. This subsection also includes guidelines with respect to courtyards, midblock connections, and public and private open spaces, which should be implemented where reasonable.

Subsection 4.3.3, Land Uses, build upon the land use framework of the Motel Strip Secondary Plan where "Retail Area" generally aligns with *Mixed Use Area 'B'* and "Residential Area" generally aligns with *Mixed Use Area 'A'* with additional areas for retail uses within the "Residential Area". In this regard, the subject site is designated *Mixed Use Areas 'B'* in the Motel Strip Secondary Plan.

In terms of height and massing, the general height composition of the study area identifies the north area along Lake Shore Boulevard West as the "low-rise zone", with a middle portion identified as a "high-rise zone" with three potential high-rise tower sites, and a "mid-rise zone" at the south end along Marine Parade Drive with three potential mid-high tower sites. Tall buildings are described as buildings above 14 storeys.

Subsection 4.4.4 provides that shadow studies are required which demonstrate shadows between 10 a.m. and 2 p.m. on September 21st. The subsection also describes various shadow considerations such as orienting buildings to minimize shadows, avoiding shadows on public open spaces and interior courtyards, providing a minimum amount sunlight to all buildings, and minimizing floorplates to reduce shadows.

Subsection 4.4.5, Sustainable Design, recommends several sustainable design features that should be incorporated into future development. Design features includes, for example, building orientation, urban heat island mitigation, and green roofs.

Section 4.5, Landscape Elements and Pedestrian Amenities, provides guidelines with respect to walkways and streetscapes. Pedestrian walks should include design criteria such as pedestrian-oriented design, coordinated landscape design, minimum walkways widths, hard and soft landscaping, and elements for weather protection. Streetscape design should prioritize pedestrian activity and include design features such as street trees, landscaped bump-outs, clearly defined retail areas, consolidated curb-cuts, minimum boulevard width of 4.0 metres, development that frames the street, and clearly identified building entrances.

Based upon these guidelines, a preferred master plan is illustrated in Section 4.6 of the HBS

Guidelines. In this regard, the subject site is located within the Lake Shore Boulevard Block.

The Lake Shore Boulevard Block is the area on the north side of the HBS Guidelines on the south side of Lake Shore Boulevard West and includes properties that intended for commercial uses. The following guidelines include:

- The blocks fronting onto Lake Shore Boulevard West are the commercially-zoned areas which average 38 metres in depth.
- The depth of buildings should generally allow for the provision of a 7 metre curb-to-curb laneway flanking the south side of the buildings within the boundary of the commercially zoned property.
- The laneway should be a publicly accessible but privately owned, continuous and dedicated laneway providing unobstructed public access to public streets at the east and west ends of the lane.
- The laneway should provide service and parking access for both commercial uses to the north and residential/mixed uses to the south.
- No vehicular access to building services or parking shall be provided from Lake Shore Boulevard West
- As residential uses will overlook the laneway its design should be of a high quality incorporating attractive paving, lighting and street trees where possible.
- Buildings abutting an adjoining development property within the Lake Shore Boulevard Block should be designed as party wall buildings and the general floor heights, massing, and rhythm of façade articulation should be consistent between adjacent developments.
- Building heights are recommended to be a minimum of 2 floors and a maximum of 7 floors or 27.0 metres
- All ground floors should be a minimum of 4.25 metres in height.
- Floor-to-floor heights for commercial uses above the ground floor should generally be a minimum of 3.65 metres with the exception of hotel uses which may be a minimum of 3.0 metres floor-to-floor.
- A setback above the 5th floor should occur for buildings 6 and 7 floors in height. Exceptions to this setback guideline should be considered where variety in façade massing is appropriate for a minor portion of the façade width.
- Structured parking is generally encouraged below-grade.
- The design of the streetscape on the south side of Lake Shore Boulevard West should accommodate a minimum of 4.0 metres from the building wall to the curb.
- Some appropriate streetfront commercial uses for the Lake Shore Boulevard West Block include hotels, outdoor cafés, restaurants, art galleries, service retail and destination retail.

4.9 Avenues and Mid-Rise Building Guidelines

At its meeting on July 6, 7 and 8, 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 on the Avenues for a monitoring period of approximately two years. The July 2010 Council decision directed that, prior to the end of the monitoring period, staff was to report back to the Planning and Growth Management Committee on the effectiveness of the Performance Standards and potential implementation measures.

On November 13, 2013, Council adopted a staff recommendation to extend the monitoring period to the end of 2014 to allow staff to complete consultations on the effectiveness of the Mid-Rise Building Performance Standards, and to direct the Chief Planner to report to the Planning and Growth Management Committee at the conclusion of the monitoring period regarding any modifications to the Performance Standards.

On March 11, 2016, City Planning staff issued a report on Mid-Rise Building Performance Standards Monitoring, followed by an addendum report on April 20, 2016. On June 7, 2016, City Council approved the revised Mid-Rise Building Performance Standards Addendum attached to the April 20, 2016 report, 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.

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

- Buildings are moderate in height and should be no

taller than the width of the Avenue right-of-way.

- The minimum ground floor height should be 4.5 metres to facilitate retail uses at grade.
- Buildings should provide an appropriate transition in scale to adjacent neighbourhoods, taking into account a 45-degree angular plane.
- Building frontages exceeding 60 metres should be articulated to ensure that facades are not overly long.
- Buildings should reflect design excellence and green building innovation, utilizing high-quality materials.
- Sidewalks should be wide enough to include and support trees, generate a lively pedestrian culture and ensure accessibility for all.

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.

4.10 Christie Planning Study

As part of the City's Official Plan Review, OPA 231 reviewed and amended the City's employment policies and areas and also further refined the existing *Employment Areas* designation into *Core Employment Areas* and *General Employment Areas*. The Christie site (municipally known as 2150 and 2194 Lake Shore Boulevard West and 23 Park Lawn Road) specifically was identified as *Core Employment Areas*. OPA 231 was approved by the Province in July 2014, but was appealed by various parties.

OPA 231 is still under appeal, however, parts are approved, including Site and Area Specific Policy No. 15 (SASP 15), which was the result of a settlement in July 2019 between owner of the Christie site and the City.

Through the settlement proceedings, the lands were redesignated to *Regeneration Areas* and *General Employment Areas* and requires the completion of a Secondary Plan. The settlement also includes the requirement for a new Park Lawn GO station, 98,000 square metres of non-residential uses, and affordable housing.

Subsequently, the Christie Planning Study (19 183725 WET 03 OZ) was initiated by City Planning in September 2019 and will proceed in parallel

with the Official Plan Amendment and Zoning By-law Amendment application submitted by current owner (19 239170 WET 03 OZ). The first initial kick-off Public Open House meeting for the study was held on October 17, 2019, while the first Community Consultation Meeting for the development application was held on November 12, 2019.

A preliminary report on the Christie Planning Study and applicant-submitted application was presented to and adopted by the Planning and Housing Committee on January 22, 2020. With respect to a timeline for the completion of the study, City Planning staff have indicated that the better part of 2020 will be to review and test options, develop a draft Secondary Plan and draft Zoning By-law Amendment, as well as host further public meetings for public feedback. It is anticipated that at the end of 2020, City Planning staff will prepare a final Secondary Plan, Zoning By-law Amendment and Urban Design Guidelines for consideration by City Council.

The study area encompasses largely the Christie site, but also a City-owned property on the north side of the rail corridor. The subject site is not located within the study area.

The goal of the study is to establish a policy framework to facilitate new development on the Christie Site. The framework will speak to the following themes:

- **Mobility.** The study will align with the Park Lawn Lake Shore Transportation Master Plan and will focus on the establishment of the new Park Lawn GO station, coordination with existing TTC service (the Humber Loop for example), establishing a new street network, cycling routes and facilities, parking and loading facilities, and pedestrian connections.
- **Built Form and Land Use.** The study will recommend appropriate locations for tall buildings to minimize impacts and comply with the Tall Building Design Guidelines. With respect to land use, the study will aim to achieve a mix of uses with an even distribution of office and commercial space as per SASP 15. The study will also recommend an appropriate land use plan that considers adjacent land uses, specifically the Ontario Food Terminal, CN Rail Line, and Gardiner Expressway. Additionally, the study area will be required to provide affordable housing on site and contain a mix of unit types (10% 3-bedroom units, for example). The appropriate preservation of cultural heritage will also be determined through the study.

- **Parks and Open Spaces.** The study area will also determine the location and configuration of a large public park while also creating a network of open spaces and amenities throughout the public and private realm.
- **Community Services and Facilities.** The study will also evaluate the impact of the development of the site and community services and facilities needs such as schools, libraries, daycares, recreational facilities, and human services. Currently, First Capital has proposed a new library and daycare.
- **Infrastructure, Energy and Environment.** The study area will target for zero emissions and climate resiliency that will also be informed by the Toronto Green Standard. Furthermore, the study will review existing and projected infrastructure needs.

The Christie Study will also be coordinated with the ongoing Transportation Master Plan ("TMP") for the Park Lawn Road and Lake Shore Boulevard West area. The TMP was initiated in 2016 to review:

- "new connections and better access to roads, transit, and pathways;
- additional safe and convenient crossings of physical barriers;
- planning for investment in public transit, pedestrian, and cycling networks; and
- high-quality streetscape design."

The TMP was paused in 2017 by Council but was resumed in 2019 following the settlement with First Capital for the Christie site.

The Christie Study will also consider the Waterfront Transit Reset study, a combined study with Toronto, TTC, and Waterfront Toronto, that extends along a large portion of the waterfront from Woodbine Avenue in the east to Long Branch GO Transit station in the west.



[15.01]

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

5.1 Intensification

Intensification on the subject site in the form of a new mid-rise hotel building with a ground floor restaurant component is appropriate and desirable, and is in keeping with the policy framework set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Toronto Official Plan and the Motel Strip Secondary Plan, all of which promote intensification on sites which are well served by municipal infrastructure, including public transit.

The optimization of density on the subject site is consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. As well, non-residential intensification on the subject site will result in job growth that will contribute to the achievement of forecasts in the Growth Plan and the Official Plan. In this regard, it is estimated that the proposed development would accommodate approximately 35-40 jobs. The intensification of job opportunities in proximity to the rapidly increasing residential population in Humber Bay Shores is supportive of the direction in the Provincial Policy Statement and the Official Plan to locate jobs and population in proximity to one another, and thereby reduce the need to use private automobiles for commuting. Furthermore, non-residential intensification on the subject site will balance and support the existing and planned residential uses in the Humber Bay Shores area and take advantage of the shops, services, restaurants and other facilities in the surrounding area.

The subject site is significantly underutilized in its current form as a vacant parcel and while the subject site has been recognized as an appropriate location for mid-rise intensification through the approvals that were put in place through the 2009 approval, since that time, the planned context surrounding the subject site has evolved. In this regard, with the planned expansion of GO RER service and planned Park Lawn GO Transit station, the proposed development will efficiently utilize the site by providing new jobs in transit-supportive and compact built forms that is within walking distance of the planned station, as well as an existing TTC streetcar

line. Together, the expansion of rail service and the proposed redevelopment, directly support Provincial objectives and Official Plan policies which encourage additional density through the integration of land use and transportation planning.

The subject site is located in front of a streetcar stop that provides frequent high order transit service. As a result, the site is considered a Strategic Growth Area (i.e. major transit station area and frequent transit service) in the Growth Plan. Furthermore, more recently, a new GO Transit station is planned on the lands immediately north of the subject site. In this regard, intensification on the subject site is appropriate and desirable given its proximity (i.e. within 800 metres) to this planned station and will support this major public infrastructure investment, a key objective of the Growth Plan.

From an Official Plan perspective, in a non-policy sidebar of 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 livability of the urban region. It is also noted that one of the key policy directions in Chapter 2 of the Official Plan is Integrating Land Use and Transportation. Policy 2.2(4) requires new development on lands adjacent to existing and planned transportation corridors to be compatible with, and supportive of, the long-term purpose of the corridors and facilities, while Policy 2.4(4) provides for intensified development, with minimum density requirements and limits on non-ancillary parking for sites in areas such as this, which are well served by transit. Furthermore, the Official Plan expresses policy support for creating new jobs and homes on underutilized lands in the *Mixed Use Areas*, which is intended to reduce automobile dependency and concentrate population and jobs in areas well served by transit.

Similarly, the Motel Strip Secondary Plan indicates that for lands designated *Mixed Use Area 'B'*, a broad range of commercial uses is desirable to create employment opportunities in the development area to provide for an active and vital neighbourhood, and to enhance the regional character of the waterfront.

As well, for the reasons set out above, it is our opinion that the permitted height and density in the existing Secondary Plan policies and in-force zoning for the subject site is not consistent with the Provincial Policy Statement (2014) and do not conform with either the Growth Plan (2019) or recent amendments to the Official Plan, specifically, Site and Area Specific Policy No. 15 (SASP 15). In this regard, the density permissions set out in the Secondary Plan and CL (Limited Commercial) zoning are outdated and date back to 1994. Also, while the Humber Bay Shores Urban Design Guidelines were adopted by Council in 2008, forthcoming amendments to the Secondary Plan and to the zoning by-law have not yet been presented to City Council for consideration. Therefore, the in-force SP policies and zoning pre-dates the PPS (2014) and 2019 Growth Plan and have not been updated to respond to the policy directions set out in the 2019 Growth Plan, specifically with respect to "strategic growth areas" and "major transit station areas". In this regard, the policies in the Secondary Plan and the applicable zoning standards, as well as the Humber Bay Shores Urban Design Guidelines were adopted prior to recent amendments to SASP 15, which are now in full force in effect, and now envision significant mixed-use intensification through the redesignation of those lands to *Regeneration Areas*, which would support the Park Lawn GO Transit station located within those lands, which is also within 800 metres of the subject site.

Furthermore, the 2009 approval on the subject site contemplates a 5-storey office building (27.45 metres in height) with a density of 2.26 FSI, whereas the 1994 CL zoning permits a commercial building up to 45 metres in height with a density of 3.0 times. Based on the foregoing, it is our opinion that the 2009 approval is not only inconsistent with current Provincial and municipal policy directions to support intensification in areas well served by existing and planned transit, but it does not even take advantage of as-of-right height and commercial density permissions, which further demonstrates the underutilization of the subject site.

Since 2009, in accordance with the currently applicable planning context, there have been a number of approved site-specific amendments to the Secondary Plan in the area to permit increases in density above 3.0 FSI, including:

- 16 Brookers Lane (39 storeys, 6.93 FSI)
- 2155 Lake Shore Boulevard West, 56 Annie Craig Drive, 110 Marine Parade Drive (3, 16 and 50 storeys; 6.34 FSI)
- 80 Marine Parade Drive (30 storeys, 4.76 FSI)

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 strategic growth areas and major transit station areas. The existing height and density permissions applying to the site do 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 height and 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 either the Growth Plan (2019) or the recently amended Official Plan (i.e. SASP 15).

5.2 Land Use

The proposed mix of uses including hotel and restaurant uses are desirable and appropriate and conform with the land use permissions of the *Mixed Use Areas* and *Mixed Use Areas 'B'* designations of Official Plan and the Motel Strip Secondary Plan applying to the site, respectively, which both permit a broad range of commercial, residential and institutional uses in single use or mixed-use buildings.

Specifically, the *Mixed Use Areas* designation of the Official Plan provides that these areas are to absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. The introductory text in Section 4.5 states that the intent of the *Mixed Use Areas* designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. In particular, the intent is that:

"Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night."

The proposed uses will contribute to the Official Plan goal of creating *Mixed Use Areas* that are animated, attractive and safe.

In this regard, the proposed hotel and ancillary restaurant uses will reinforce the existing and planned mix of uses in the area and implement the development criteria set out in Policy 4.5(2) of the Official Plan by creating a balance of high quality residential and commercial uses in a manner that reduces automobile dependency and meets the needs of the local community, accommodating additional job opportunities on lands that are currently underutilized given the existing and planned built form context and proximity to transit infrastructure.

With respect to the Motel Strip Secondary Plan, Section 5.2 of the Secondary Plan explicitly states that new hotels and motels are permitted and also indicates that hotel and motel uses will continue to be a primary activity within the Motel Strip. In this regard, there are currently no motels or hotels located within the Motel Strip/Humber Bay Shores area.

From a zoning perspective, the CL zoning that applies to the subject site permits the proposed hotel and ancillary restaurant uses. Accordingly, the rezoning application is limited to development standards to facilitate the proposal such as density and setbacks, as well as other provisions that would bring the zoning into conformity with the Growth Plan and the Provincial Policy Statement.

In our opinion, the proposed hotel use is not simply permitted but is encouraged within the Motel Strip. Furthermore, the hotel and ancillary restaurant uses would be desirable in order to animate the existing street frontages, contributing to an active pedestrian realm.

Finally, the proposed development will assist in creating a complete community within the Humber Bay Shores area by providing a mix of uses. In this regard, the proposal introduces non-residential uses to an area that consists largely of residential density.

5.3 Height, Massing and Density

From a built form perspective, the subject site is a contextually appropriate location for a taller mid-rise building given its proximity to municipal infrastructure (including transit) and its relation to other existing and approved tall and mid-rise buildings in the area.

In this regard, the proposed height of 13 storeys (44.6 metres excluding mechanical penthouse) balances the achievement of an appropriate level of intensification with built form and public realm objectives, as stipulated in the Official Plan and the applicable urban design guidelines

At 13 storeys, the proposed building height fits within the broader surrounding Humber Bay Shores area and along Lake Shore Boulevard, where there are a number of approved tall buildings and mid-rise buildings ranging between 10 and 63 storeys. More specifically, along the south side of Lake Shore Boulevard are a number of approved and recently constructed buildings with heights ranging from 3 to 39 storeys, including: 2119 Lake Shore Boulevard West (16 storeys), 2111 Lake Shore Boulevard West (17 storeys), 2121 Lake Shore Boulevard West (27 storeys) and 16 Brookers Lane (39 storeys). It should also be noted that at 44.6 metres, the height of the proposed hotel building is slightly below the as-of-right 45-metre height limit that currently applies to lands zoned CL.

In addition, we note that while several of the recently approved heights along Lake Shore Boulevard, are generally in the order of 3-4 storeys, their heights are well under existing height permissions and were established with consideration to the Humber Bay Shores Urban Design Guidelines, which were adopted by Council in 2008. As discussed in Section 5.1 above, it is our opinion that those guidelines are outdated and that additional height on the subject site above those set out in the Humber Bay Shores Urban Design Guidelines is appropriate given the recent emerging planned context in the area, specifically, the planned Park Lawn GO Transit station.

Also, within the immediate context, the proposed building is similar in height to the 10-storey mid-rise building to the immediate south, as well as the

two 16-storey mixed-use buildings along Marine Parade Drive to the southeast and southwest (Riva Del Lago and Vita 2, respectively), not to mention the 50-storey and 53-storey residential buildings to the immediate southeast and southwest (Lago and Vita on the Lake, respectively). In this regard, the proposed height continues to maintain the spacing of tall buildings between mid-rise and low-rise buildings throughout the Humber Bay Shores area.

In light of the foregoing, it is our opinion that the subject site is an appropriate location for a taller mid-rise building. The proposed height of 13 storeys not only maintains the scale of character along Lake Shore Boulevard, but it also provides for an intermediary scale of development between the approved and existing tall and mid-rise buildings to the south.

In terms of massing, the proposed building maintains a similar street wall condition along Silver Moon Drive, while providing a transition in the street wall height towards the lake. In this regard, the 13-storey height of the proposed building steps down to the 9-storey base condition of the building to the immediate south, which then steps down to 6 storeys at Marine Parade Drive. Along Lake Shore Boulevard, while existing and approved street wall heights vary from 3 storeys to 6 storeys, it is our opinion that through variation in the materiality and architectural treatment of the proposed building, a distinctive delineation of the lower portion of the building is provided. In this regard, the first two floors are highly glazed in comparison to the upper floors, which introduce different contrasting materials. Also, the use of a horizontal cornice element above the 2nd floor reinforces the 2-storey base condition that visually maintains the low-scale street wall character along Lake Shore Boulevard.

In our opinion, the proposed density is both appropriate and desirable. It should be noted that while the net density is approximately 9.91 FSI (based on a net site area of approximately 788 square metres), the gross density, which is consistent with zoning permissions, is 6.74 FSI (based on the gross site area of 1,158 square metres, as set out in By-law 1994-197). Furthermore, Policy 5.5 of the Secondary Plan allows for the deduction of grade-related retail/service uses from the density calculation, resulting in a calculated density of 6.54 FSI.

There is a clear policy direction to optimize density on sites suitable for intensification. In this respect, the subject site is an appropriate location for intensification given its location along an existing streetcar route and within walking distance to the planned Park Lawn GO Transit station. Therefore, the most appropriate density should, in our opinion, be reflective of the existing and planned development context, urban structure considerations, the applicable urban design guidelines and the resulting built form. The proposed density provides for a built form which has minimal impacts on adjacent land uses and respects City policies and guidelines for development.

Finally, as mentioned above in Section 5.1, there have been a number of developments within the Humber Bay Shores/Motel Strip area that have been approved for increases in densities above the Secondary Plan and zoning permissions. Also, more recently, the recently constructed development at 2183 Lake Shore Boulevard West, 20-30 South Breeze Drive was approved with an overall density of 5.83 FSI. Accordingly, it is our opinion that the Official Plan Amendment to permit an increase in density is appropriate and desirable.

Based on the foregoing, in our opinion, the proposed height, massing and density results in the optimization of a site in close proximity to existing and planned higher-order transit.

5.4 Built Form 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 transition through 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 to adequately limit shadow impacts on adjacent *Neighbourhoods*.

In this respect, the subject site is not located immediately adjacent to a *Neighbourhoods* designation as the closest *Neighbourhoods* designation is located to the northwest of

Legion Road (approximately 600 metres west of the subject site). As a result of this significant separation distance, as well as the intervening existing and approved tall buildings, an appropriate transition will be provided between the proposed development and the closest *Neighbourhoods* designation.

LIGHT, VIEW AND PRIVACY (LVP)

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation, and mitigation measures between buildings. In this regard, the City, through its Official Plan policies, zoning and applicable urban design guidelines, seeks to ensure that development has minimal impact on the pedestrian realm and the surrounding area, including adjacent properties, parks and low-rise neighbourhoods, specifically with regards to adequate sunlight.

For mid-rise buildings, as a matter of good urban design practice and consistent with the City's Mid-Rise Building Design Guidelines, a minimum setback of 5.5 metres to lot lines and a minimum separation distance of 11 metres is generally used as an appropriate separation distance between main windows.

In our opinion, and as described below, there will be no unacceptable light, view or privacy impacts on adjacent properties. To the north, currently there will not be any LVP impacts given that the lands on the north side of Lake Shore Boulevard are vacant. However, in the event that the lands to the north are redeveloped, the proposed hotel suites 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 36.0 metres.

Similarly, lands on the west side of Silver Moon Drive are currently vacant, however in the event that those lands are developed for the approved 4-storey commercial building, there will be minimal impacts by virtue of the right-of-way width of Silver Moon Drive, which is approximately 18.5 metres.

To the east, the lands are also currently vacant and therefore, there will be no unacceptable LVP impacts. Furthermore, the proposed hotel building proposes blank windows along the east façade resulting in no privacy and overlook impacts. The property to the east is approved for a 3-storey commercial building with a 0-metre setback provided along the adjoining lot line and a blank wall condition. As result, there will be no LVP when those lands are redeveloped.

To the south, a separation distance to the 10-storey mid-rise building ranges between 13.2 metres to 14.7 metres, which are in excess of the recommended 11-metre separation distance standard between mid-rise buildings. It should also be noted that north facing windows from the adjacent building to the south are not principal windows, as main windows are facing either east or west.

SHADOW IMPACTS

Official Plan Policies 3.1.2(3) and 4.5(2)(d) require that new development adequately limit shadowing on neighbouring streets, properties (particularly those designated *Neighbourhoods*) and open spaces. Accordingly, IBI Group Architects prepared a Shadow Study to assess the shadow impacts at the spring and fall equinoxes (March 21st/September 21st) and at the summer and winter solstices (June 21st/December 21st) at each hour between 9:18 a.m. and 6:18 p.m.

The shadow study demonstrates that there will be no incremental shadow impact on any lands designated *Neighbourhoods* or on any nearby parks and open spaces on March 21st/September 21st or June 21st/December 21st.

In terms of shadowing on streets, while most of the north side of Lake Shore Boulevard is already shadowed by existing buildings, there will be incremental shadowing created by the proposed building at 11:18 p.m. at the equinoxes. On June 21st, the incremental shadows cast by the proposed hotel are limited in the morning hours between 9:18 a.m. and 11:18 a.m. The south side of Lake Shore Boulevard will be impacted by incremental shadows also between 1:18 p.m. and 2:18 p.m. On June 21st, the south side of Lake Shore Boulevard be cast by incremental shadows

in the morning hours until after 1:18 p.m. In terms of other nearby public streets, Annie Craig Drive will be impacted by very minor incremental shadows during the equinoxes at 5:18 p.m. only and by minor incremental shadows on June 21st at 6:18 p.m.

Based on the foregoing, it is our opinion that the shadowing on neighbouring streets, properties and open spaces would be “adequately limited” in accordance with the applicable Official Plan policy, given the location of the site within an apartment neighbourhood .

WIND IMPACTS

A qualitative Pedestrian Level Wind Assessment was prepared by Gradient Wind Engineers and Scientists, dated December 18, 2019, in support of the application. The report concludes that overall wind conditions will be comfortable at all grade-level locations in the study area without the need for mitigation and that the proposed building is not expected to significantly affect wind comfort of neighbouring areas. Specifically:

- Conditions along Lake Shore Boulevard West will be comfortable for sitting and standing during the summer and autumn and may transition to conditions comfortable for walking in the autumn and winter.
- Conditions along Silver Moon Drive are expected to be comfortable for standing during the summer and autumn and walking and standing for the remainder of the year.
- Conditions at the covered drop-off area and lobby entrance are expected to be comfortable for sitting throughout the year due to the massing of the building.
- Conditions along the laneway to the south of the subject site are expected to be comfortable for standing and sitting during the summer and autumn and transition to being comfortable for walking during the winter.

5.5 Urban Design

From an urban design perspective, the proposed development will improve an underutilized site and enhance the public realm along Lake Shore Boulevard. At grade, the proposed development will establish an attractive and inviting pedestrian environment that will include the primary entrances to both the hotel and the restaurant. The proposed building will fit in the prevailing height structure of the area, maintaining appropriate spacing of tall buildings in order to maintain views to the lake.

In our opinion, the design of the proposed development is appropriate and desirable in urban design terms and conforms with the applicable built form and urban design policies of the Official Plan, including 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 applicable urban design guidelines. In particular, the proposed development will:

- maintains a mid-rise building on the site that is located parallel to Lake Shore Boulevard West, creating a continuous street wall edge that is proportional to the street;
- maintains the general structure of the Humber Bay Shores/Motel Strip area providing mid-rise and low-rise buildings between appropriately spaced and strategically located tall buildings;
- include façade articulation and a material palette that respects the existing pedestrian scale along Lake Shore Boulevard;
- entry to hotel and restaurant uses is visible and directly accessible from public sidewalks;
- at-grade lobby and restaurant uses with a minimum ground floor height of 6.0 metres to animate/ activate the public realm and maintain views to Lake Shore Boulevard West;
- loading, services and utility functions are generally located within the building, and will be appropriately screened from view, and access off the private laneway;
- vehicular drop off is provided off the private laneway and Silver Moon Drive, away from Lake Shore Boulevard;
- underground parking is accessed using existing ramps on the adjacent property 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 a fine-grain commercial use (restaurant) that is complimentary to the surrounding context and in proximity to public transit, which will help reduce automobile dependency.

In addition, the proposed building is designed 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 (13 storeys) is approximately 44.6 metres (excluding mechanical elements) and, therefore exceeds the 1:1 ratio. However, as noted above, there are numerous building along Lake Shore Boulevard that 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 buildings provides a street wall height that exceeds the minimum streetwall height of 10.5 metres.

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 6.0 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).

- While portions of the north sidewalk of Lake Shore Boulevard is shadowed throughout the day, the incremental shadows cast by the proposed building provide a minimum of 5 hours of sunlight between March 21st and September 21st starting after 12:18 p.m.

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

- A sidewalk zone width ranging between 6.96 metres to 7.9 metres is provided along Lake Shore Boulevard.

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 extending a continuous streetwall along the south side of the street.
- The proposed development will compliment, and enhance, the pedestrian realm with active at-grade 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 east property line. The side wall is blank and does not contain window openings.
- The blank side wall will be finished with metal panels and spandrel glass.

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 6.0 metres, the mechanical penthouse is setback approximately 5.9 metres from the main wall along Lake Shore Boulevard and will not be visible from the street.

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. 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 hotel lobby entrances to create an animated and engaging pedestrian environment.
- 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.

- Vehicular access is provided off the rear lane and from the existing local streets.

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.

- Pick-up/drop-off access is provided off the rear laneway, while vehicular access to the parking is provided from an existing garage entrance on the property to the south.

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.

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.

- The building will be well-designed and include green roofs.

5.6 Transportation and Servicing

TRANSPORTATION

A Transportation Impact Study was prepared by LEA Consulting Ltd., dated January 2020, in support of the application. The report provides the following conclusions:

- The proposal will include 54 parking spaces located in one level of underground parking.
- The parking supply is adequate in consideration of the planning policy framework.
- The site is well-serviced by existing transit services with stops directly abutting the site or in short walking distance that provide connections to both Line 1 and Line 2 of the TTC subway.
- Future traffic conditions are anticipated to operate at acceptable rates.
- The proposed hotel is anticipated to generate 78 two-way trips in the morning peak hours and 99 two-way trips in the afternoon peak hours.
- The intersections studied currently operate at normal conditions and are anticipated to continue to operate at acceptable rates under future conditions
- The traffic generated from the site can be accommodated by the surrounding road network without any needs for improvements.
- The bicycle parking facilities meet the requirements of the zoning by-law and Toronto Green Standards.
- The loading provisions meet the needs of the proposed development.
- Several Transit Demand Management (TDM) measures have been included in the proposed development including providing Presto cards to hotel staff, secured bicycle facilities, reduced parking supply, and proximity to existing transit services.

SERVICING

A combined Functional Servicing and Storm Water Management Report was prepared by R.J. Burnside and Associates Limited, dated March 2020, in support of the application. The report concludes that the site can be adequately serviced with respect to water supply, sanitary drainage, stormwater drainage, and stormwater management. More specifically, the report provides the following conclusions:

WATER SERVICING

- The calculated domestic flow maximum day demand due to the proposed development is 0.64 L/s.
- The calculated fire flow demand due to the proposed development is 62.50 L/s.

STORMWATER SERVICING

- The development site as part of the Humber Bay Shore Precinct Plan, has stormwater attenuation accounted for with the adjacent Ocean Club Waterfront Condominium development at 59 & 60 Annie Craig drive.
- Stormwater flows will be directed to Ocean Club and outlet through the existing storm connection for the site.

SANITARY SERVICING

- The total peak sanitary flow for the proposed development (including the groundwater discharge) has been calculated as 1.00 L/s which represent a 0.27 L/s increase from the allotted flow within the Humber Bay Shores Sanitary Plan.
- Further consultation is required with the City of Toronto and Schaeffer & Associates Limited on available sewer capacity.
- The new service connections will consist of two 150 mm diameter connections at a 2.00% slope to the 300 mm sanitary sewer located within Lake Shore Boulevard West.
- The service connection consists of the existing 250 mm diameter connection at a 4.00% slope to the 250 mm sanitary sewer within Silver Moon Drive

GROUNDWATER DISCHARGE SUMMARY

- Permanent groundwater will be limited to a pump rate of 0.25 L/s (4 USGPM) to be discharged to the sanitary sewer network along Silver Moon Drive via the existing sanitary service connection.
- Groundwater will discharge to the existing 250 mm sanitary sewer along Silver Moon Drive.
- Construction dewatering discharge has been limited to the total post-development sanitary discharge rate of 1.00 L/s.

5.7 Public Consultation

A Public Consultation Strategy Report (PCSR) has been prepared by Bousfields Inc., dated March 2020, to outline the consultation strategy regarding this development application. It follows the Terms of Reference set out by the City of Toronto for PCSRs. The PCSR outlines pre-application consultation, including with local resident/condominium associations, as well as separate meetings with City staff and the local Ward Councillor about this development application. The PCSR also outlines engagement approaches that will be implemented to consult key stakeholders and the broader community during the development application review process.



[6.01]

CONCLUSION

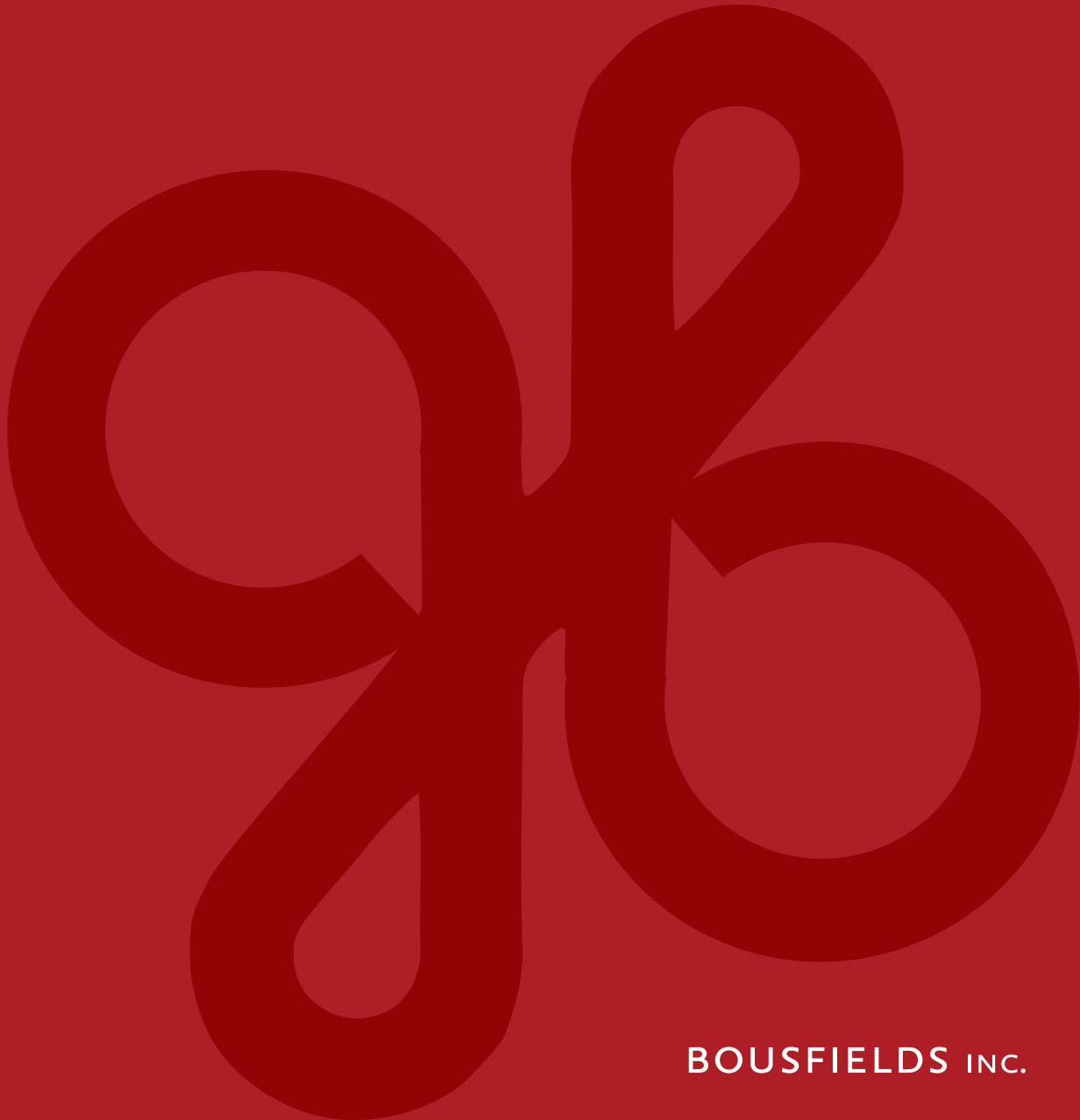
The proposed development will appropriately intensify an underutilized site and contribute to the reurbanization and continued evolution of the area, introducing a transit-oriented development that will integrate well into both the existing community and the planned high-density community.

From a land use planning perspective, the proposal is supportive of policy directions established in the Provincial Policy Statement, the Growth Plan, the Toronto Official Plan and the Motel Strip Secondary Plan, all of which promote intensification of underutilized sites within built-up urban areas, particularly in locations that are well served by existing municipal infrastructure, including public transit. The proposal would result in a desirable form of mixed-use intensification along an existing streetcar line, as well as within walking distance of a planned GO Transit station.

The proposed development will be compatible with the existing residential, commercial uses in the immediate area, while also complementing the planned and emerging context. In this regard, the proposal is in keeping with the existing and planned land use context along Lake Shore Boulevard West and is permitted and envisioned by the applicable *Mixed Use Areas 'B'* designation.

From a built form and urban design perspective, the proposed built form and massing is contextually appropriate and will fit well within the existing and emerging built form context, providing appropriate transitions in scale to adjacent buildings and separation between nearby mid-rise and tall buildings. In terms of the public realm, the proposed development proposes an enhanced pedestrian environment along the street edges providing active at-grade uses. The proposal has been designed to be in keeping with urban design policies of the Official Plan and satisfies the intent and objectives of the applicable urban design guidelines.

In summary, it is our opinion that the proposal will result in an appropriate and desirable use of the subject site and represents good planning and urban design. As such, we recommend that the proposed Official Plan and zoning by-law amendments be approved.



BOUSFIELDS INC.