

January 26, 2023

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File 22985.00001

VIA EMAIL

Jennifer Le
Municipal Services Office – Central Ontario
16th Floor
777 Bay Street
Toronto, ON M7A 2J3

Dear Ms. Le:

**Re: ERO No. 019-5937
Municipal Reference No. 20-OP-227259**

**By-law 889-2022 - City of Toronto Official Plan Amendment No. 570 re Protected
Major Transit Station Areas (“PMTSA”)
Schedule 30 – SASP 724 -PMTSA – Lawrence Station**

**Submission from Lawrence Parktown Residences Inc. re 49-59 Lawrence Avenue
East, Toronto**

We are counsel to Lawrence Parktown Residences Inc. (“**Client**”) with respect to the redevelopment of its lands at 49-59 Lawrence Avenue East, Toronto (the “**Subject Site**”). The Subject Site is on Lawrence Avenue East, a Major Road in the City, and is approximately 180 metres away from the Lawrence Station Subway Stop. Our Client seeks to redevelop these lands with a nine (9) storey apartment building consisting of 29 family sized units as described in more detail below.

We write to provide our Client’s comments on the City of Toronto’s (the “**City**”) proposed Official Plan Amendment No. 570 (“**OPA 570**”) as it applies to the Lawrence Station PMTSA, SASP 724 (schedule 30 of OPA 570). For ease of reference, we have attached the relevant excerpts from OPA 570 that apply to the Lawrence Station PMTSA at **Appendix “A”**.

Our Client is concerned that:

(i) the minimum densities identified by the City for the Lawrence Station PMTSA generally, and along Lawrence Avenue East and Yonge Street more specifically, are too low to facilitate transit supportive development that optimizes use of these lands and transit; and

(ii) the City's proposed land uses for the Lawrence Station PTMSA for certain lands along Lawrence Avenue East generally, and the Subject Site more specifically, will not result in transit supportive development that optimizes use of these lands and transit.

As you know, optimizing the use of land and transit, especially within a PMTSA, is a core objective of provincial policy as reflected in the Provincial Policy Statement 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

To illustrate the issue as it applies to the Subject Site, OPA 570 sets a minimum density of 0.5 FSI. This minimum density is in fact lower than the as-of-right density permission that exists in the City's zoning by-law for the Subject Site, which is 0.6 FSI. A minimum FSI of 0.5, as proposed in OPA 570, is insufficient to facilitate transit supportive development that optimizes use of the land as it would not facilitate any form of mid-rise apartment building on the Subject Site.

We anticipate the City will argue that OPA 570, once approved, freezes the permissible land use designation for the Subject Site to *Neighborhoods*. This would then freeze the permissible height for the Subject Site to a building that is no greater than four (4) storeys and would by consequence also limit the maximum permissible density on the Subject Site. This issue applies not only to the Subject Site, but to nearly all lands adjacent to Lawrence Avenue East within the Lawrence Station PMTSA, as nearly all of these lands are designated *Neighbourhoods*. It does not make sense to limit height to four (4) storeys on a Major Road in the City on lands that are walking distance to the Lawrence Station Subway stop.

The City will likely argue that OPA 570 freezes the *Neighbourhoods* designation because of subsection 22(2.1.3) of the *Planning Act*, R.S.O. 1990, c. P.13, which states:

22 (2.1.3) If a protected major transit station area is identified in an official plan in accordance with subsection 16(15) or (16), no person or public body shall request an amendment in respect of any of the policies describes in those subsections in respect of that area, including, for greater certainty, policies described in subclause 16(16) (b) (i) and (ii) that are contained in the official plan of a lower-tier municipality (emphasis added).

The policies in subsection 16(15) of the *Planning Act* include policies that "identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area". In other words, subsection 22(2.1.3) prevents a person or public body from filing an official plan amendment to change the use of land, which for the Subject Site and lands along Lawrence

Avenue East, would arguably be a prohibition on amending the *Neighbourhoods* designation (and accordingly a freeze on the four (4) storey height limit).

Request

Our Client requests the Province to revise the Lawrence Station PMTSA, SASP 724 (Schedule 30 of OPA 570) to:

- (i) increase the minimum density along Lawrence Avenue East and Yonge Street to be each in the range of 4.0 – 7.0 FSI. This can be done by amending Map 2 to SASP 724 to reflect the increased minimum densities; and
- (ii) change the land uses along Lawrence Avenue East within the Lawrence Station PMTSA from *Neighbourhoods* to *Apartment Neighbourhoods*. This can be done by adding the following text at the end of sub (c) of SASP 724: “except the authorized uses of lands adjacent to Lawrence Avenue East within the Lawrence Protected Major Transit Station Area are those permitted by the Apartment Neighbourhood designation in Chapter 4 of the Official Plan, and this prevails over any other policies and/or maps of the Official Plan”

Our Client believes that these proposed amendments are what is necessary to achieve the minimum population and employment target of 200 residents and jobs combined per hectare for the Lawrence Station PMTSA, and to facilitate transit supportive development. However, our Client’s specific interests are related to the Subject Site, and so in the alternative, our Client requests the Province to revise the Lawrence Station PMTSA, SASP 724 (Schedule 30 of OPA 570) to:

- (i) increase the minimum density for the Subject Site to 4.33 FSI. This would facilitate a nine (9) storey apartment building on the Subject Site as described in more detail below. This can be done by amending Map 2 to SASP 724 to reflect this increased minimum density for the Subject Site; and
- (ii) change the land use for the Subject Site from *Neighbourhoods* to *Apartment Neighbourhoods*. This can be done by adding the following text to the end of sub (c) of SASP 724: “except the authorized uses of lands at 49-59 Lawrence Avenue East are those permitted by the Apartment Neighbourhood designation in Chapter 4 of the Official Plan, and this prevails over any other policies and/or maps of the Official Plan”

If our requested amendments are not made, and SASP 724 is approved in the form as adopted by the City, the Subject Site and certain surrounding lands on Lawrence Avenue East will arguably

be limited in height and density to that which facilitates four (4) storey buildings. This should not be an outcome that the Province should approve given its objective to intensify within major transit station areas.

The current level of development within the vicinity of Lawrence Station is less than half the minimum target of 200 residents and jobs combined per hectare, at approximately 98 residents and jobs per hectare. There is only one (1) site along the Yonge Street Spine near Lawrence Avenue that is a reasonable redevelopment opportunity (south west corner). All other sites already have significant development on them, or are a park/library (south east corner), and therefore have no reasonable redevelopment opportunity. The only feasible way for this PMTSA to actually achieve the provincially mandated minimum target of 200 residents and jobs combined per hectare is for lands along Lawrence Avenue, within the Lawrence Station PMTSA, to be allocated further density. The Subject Site, described in more detail below, is perfectly situated for such density because it has the size, assemblage, frontage, and appropriate proximity to Lawrence Station.

The Subject Site

The Subject Site is a 1392 square metre (14,983 sq. ft.) parcel of land on the south side of Lawrence Avenue East, approximately 180 metres east of Yonge Street. The Subject Site is located at the south-west corner of Lawrence Avenue East and Weybourne Crescent. The entrance for the Lawrence Station subway stop is located at the north east corner of Yonge Street and Lawrence Avenue East, which is also approximately 180 metres from the Subject Site. A location map and rendering showing the Subject Site, the Proposed Development and its proximity to Lawrence Station Subway stop is attached at **Appendix “B”**.

The Subject Site is designated *Neighbourhoods* on Map 17 of the City’s Official Plan. The Chapter 4 policies of the City’s Official Plan limit the height on lands designated *Neighbourhoods* to four (4) storeys. The Subject Site is zoned R (f7.5; d.06) (x933) in the City’s Zoning By-law 569-2013. The zoning for the Subject Site permits a building that has a height of up to 10.0 metres, a frontage of at least 7.5 metres; and a maximum density of 0.6 FSI. An excerpt of Map 17 and the Chapter 4 policies that limit height to 4 storeys is attached at **Appendix “C”**. The City’s zoning map that applies to the Subject Site is attached at **Appendix “D”**.

Proposed Development

Our Client, on the basis of expert advice from its urban designer, land use planner, and other technical experts, seeks to redevelop the Subject Site with a nine (9) storey residential apartment

building consisting of 29 residential units. All of the proposed residential units will be family sized units from 873 sq. ft. to 2266 sq ft., with nineteen (19) of these units being larger than 1,500 sq. ft. The proposed building will have below-grade parking. It will have a maximum height of approximately 33 metres and a density of 4.33 FSI.

Our Client's urban designer has done shadow studies on the proposed development, and can demonstrate that there will be no undue adverse shadow impacts on any sensitive surrounding lands. Shadow is not an issue, and the proposed development will meet the relevant tests in the City's OP.

Plans and site statistics for the proposed development are attached at **Appendix "E"**.

We thank you for your time in reviewing this submission. We would be pleased to discuss with you any of the above proposed amendments, or our concerns more generally, at your convenience. We look forward to the Province's revisions to, and approval of, OPA 570.

Yours truly,

WeirFoulds LLP

Raj Kehar
Partner

RK/JS/lb
18490121.2

APPENDIX “A”

Authority: Planning and Housing Committee Item
PH35.16, adopted as amended, by City of Toronto Council
on July 19, 20, 21 and 22, 2022

CITY OF TORONTO

BY-LAW 889-2022

To adopt Amendment 570 to the Official Plan for the City of Toronto with respect to the implementation of fifty-seven Protected Major Transit Station Areas and associated maps across the City of Toronto.

Whereas authority is given to Council under section 16(15) of the Planning Act, R.S.O. 1990, c. P.13, as amended, to delineate and establish Protected Major Transit Station Areas; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with section 17 the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 570 to the Official Plan is adopted pursuant to the Planning Act, as amended.

Enacted and passed on July 22, 2022.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT 570 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 8, Major Transit Station Areas and Protected Major Transit Station Areas, is amended by:
 - a. adding a Site and Area Specific Policy 669 as included in Schedule "1";
 - b. adding a Site and Area Specific Policy 674 as included in Schedule "2";
 - c. adding a Site and Area Specific Policy 764 as included in Schedule "3";
 - d. adding a Site and Area Specific Policy 722 as included in Schedule "4";
 - e. adding a Site and Area Specific Policy 697 as included in Schedule "5";
 - f. adding a Site and Area Specific Policy 703 as included in Schedule "6";
 - g. adding a Site and Area Specific Policy 718 as included in Schedule "7";
 - h. adding a Site and Area Specific Policy 688 as included in Schedule "8";
 - i. adding a Site and Area Specific Policy 723 as included in Schedule "9";
 - j. adding a Site and Area Specific Policy 625 as included in Schedule "10";
 - k. adding a Site and Area Specific Policy 716 as included in Schedule "11";
 - l. adding a Site and Area Specific Policy 701 as included in Schedule "12";
 - m. adding a Site and Area Specific Policy 693 as included in Schedule "13";
 - n. adding a Site and Area Specific Policy 675 as included in Schedule "14";
 - o. adding a Site and Area Specific Policy 727 as included in Schedule "15";
 - p. adding a Site and Area Specific Policy 677 as included in Schedule "16";
 - q. adding a Site and Area Specific Policy 691 as included in Schedule "17";
 - r. adding a Site and Area Specific Policy 689 as included in Schedule "18";
 - s. adding a Site and Area Specific Policy 668 as included in Schedule "19";
 - t. adding a Site and Area Specific Policy 641 as included in Schedule "20";
 - u. adding a Site and Area Specific Policy 667 as included in Schedule "21";

- v. adding a Site and Area Specific Policy 664 as included in Schedule "22";
- w. adding a Site and Area Specific Policy 627 as included in Schedule "23";
- x. adding a Site and Area Specific Policy 698 as included in Schedule "24";
- y. adding a Site and Area Specific Policy 673 as included in Schedule "25";
- z. adding a Site and Area Specific Policy 647 as included in Schedule "26";
- aa. adding a Site and Area Specific Policy 761 as included in Schedule "27";
- bb. adding a Site and Area Specific Policy 687 as included in Schedule "28";
- cc. adding a Site and Area Specific Policy 626 as included in Schedule "29";
- dd. adding a Site and Area Specific Policy 724 as included in Schedule "30";
- ee. adding a Site and Area Specific Policy 714 as included in Schedule "31";
- ff. adding a Site and Area Specific Policy 681 as included in Schedule "32";
- gg. adding a Site and Area Specific Policy 765 as included in Schedule "33";
- hh. adding a Site and Area Specific Policy 646 as included in Schedule "34";
- ii. adding a Site and Area Specific Policy 702 as included in Schedule "35";
- jj. adding a Site and Area Specific Policy 692 as included in Schedule "36";
- kk. adding a Site and Area Specific Policy 763 as included in Schedule "37";
- ll. adding a Site and Area Specific Policy 680 as included in Schedule "38";
- mm. adding a Site and Area Specific Policy 699 as included in Schedule "39";
- nn. adding a Site and Area Specific Policy 726 as included in Schedule "40";
- oo. adding a Site and Area Specific Policy 676 as included in Schedule "41";
- pp. adding a Site and Area Specific Policy 665 as included in Schedule "42";
- qq. adding a Site and Area Specific Policy 757 as included in Schedule "43";
- rr. adding a Site and Area Specific Policy 704 as included in Schedule "44";
- ss. adding a Site and Area Specific Policy 666 as included in Schedule "45";

- tt. adding a Site and Area Specific Policy 762 as included in Schedule "46";
 - uu. adding a Site and Area Specific Policy 719 as included in Schedule "47";
 - vv. adding a Site and Area Specific Policy 662 as included in Schedule "48";
 - ww. adding a Site and Area Specific Policy 624 as included in Schedule "49";
 - xx. adding a Site and Area Specific Policy 725 as included in Schedule "50";
 - yy. adding a Site and Area Specific Policy 700 as included in Schedule "51";
 - zz. adding a Site and Area Specific Policy 721 as included in Schedule "52";
 - aaa. adding a Site and Area Specific Policy 717 as included in Schedule "53";
 - bbb. adding a Site and Area Specific Policy 720 as included in Schedule "54";
 - ccc. adding a Site and Area Specific Policy 648 as included in Schedule "55";
 - ddd. adding a Site and Area Specific Policy 760 as included in Schedule "56"; and
 - eee. adding a Site and Area Specific Policy 713 as included in Schedule "57".
2. Chapter 8, Major Transit Station Areas and Protected Major Transit Station Areas, is amended by adding the following Site and Area Specific Policies to the "Table of Contents", in alphabetical order:

Site and Area Specific Policy Number	Protected Major Transit Station Area/ Major Transit Station Area
669	Birchmount
674	Caledonia
764	Corktown
722	Davisville
697	Driftwood
703	Duncanwoods
718	Dupont
688	East Harbour
723	Eglinton

Site and Area Specific Policy Number	Protected Major Transit Station Area/ Major Transit Station Area
625	Eglinton GO
716	Eglinton West
701	Emery
693	Exhibition
675	Fairbank
727	Finch
677	Forest Hill
691	Front-Spadina
689	Gerrard-Carlaw
668	Golden Mile
641	Guildwood GO
667	Hakimi Lebovic
664	Ionview
627	Islington
698	Jane and Finch
673	Keelestdale
647	Kennedy
761	King-Bathurst
687	King-Liberty
626	Kipling
724	Lawrence
714	Lawrence West
681	Leaside

Site and Area Specific Policy Number	Protected Major Transit Station Area/ Major Transit Station Area
765	Leslieville
646	Long Branch
702	Milvan Rumike
692	Mimico
763	Moss Park
680	Mount Pleasant
699	Norfinch Oakdale
726	North York Centre
676	Oakwood
665	O'Connor
757	Park Lawn
704	Pearldale
666	Pharmacy
762	Queen-Spadina
719	Rosedale
662	Scarborough Centre
624	Scarborough GO
725	Sheppard-Yonge
700	Signet Arrow
721	St Clair
717	St Clair West
720	Summerhill
648	Warden

Site and Area Specific Policy Number	Protected Major Transit Station Area/ Major Transit Station Area
760	Yonge-Steeles
713	Yorkdale

Schedule "30" to Amendment 570

SASP 724. Protected Major Transit Station Area – Lawrence Station

a) Protected Major Transit Station Area Delineation

The area surrounding and including the existing Lawrence Subway Station is a protected major transit station area shown as the Lawrence Protected Major Transit Station Area on Map 1.

b) Residents and Jobs per Hectare

Existing and permitted development within the Protected Major Transit Station Area – Lawrence Station is planned for a minimum population and employment target of 200 residents and jobs combined per hectare.

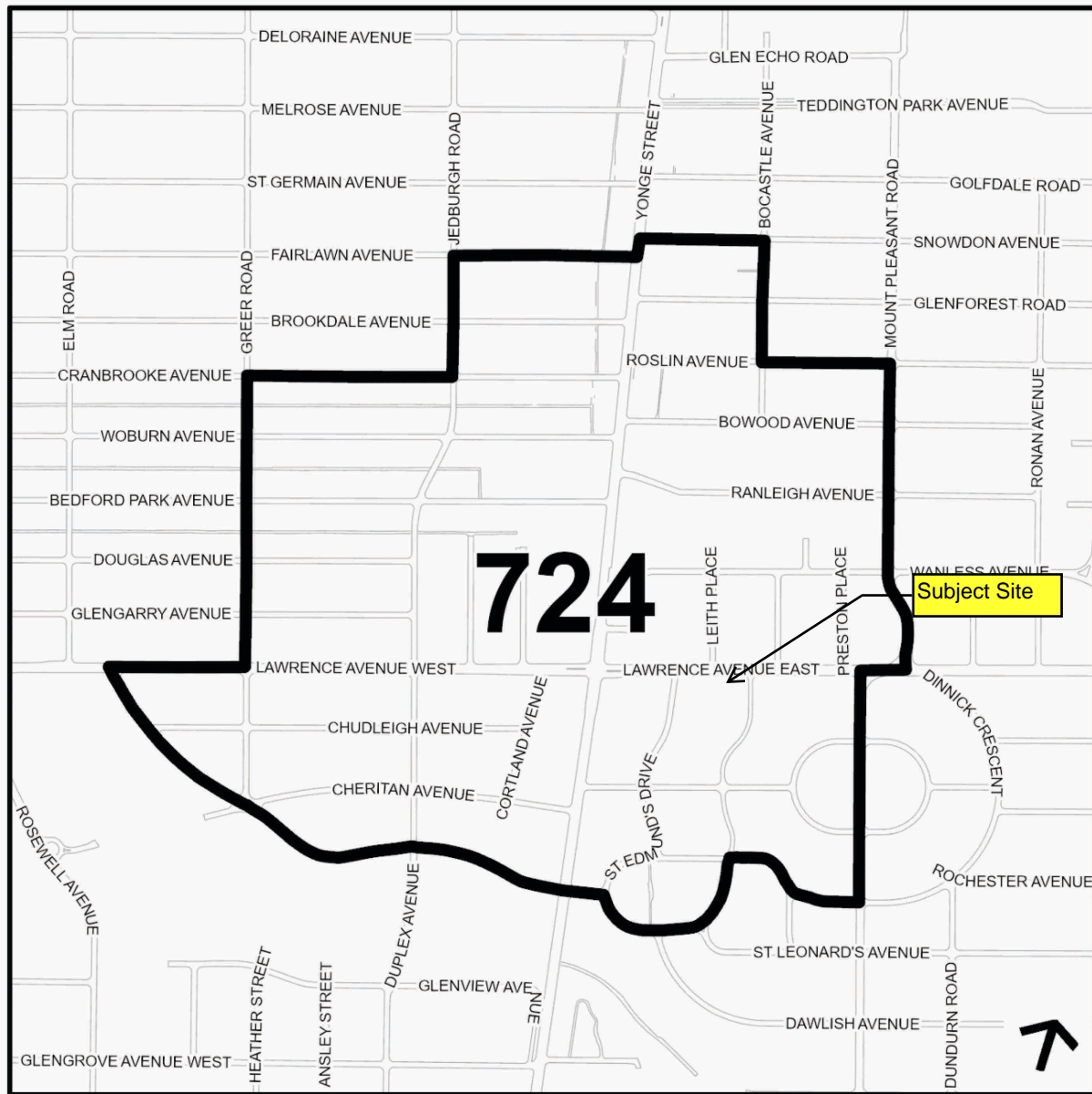
c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 17 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

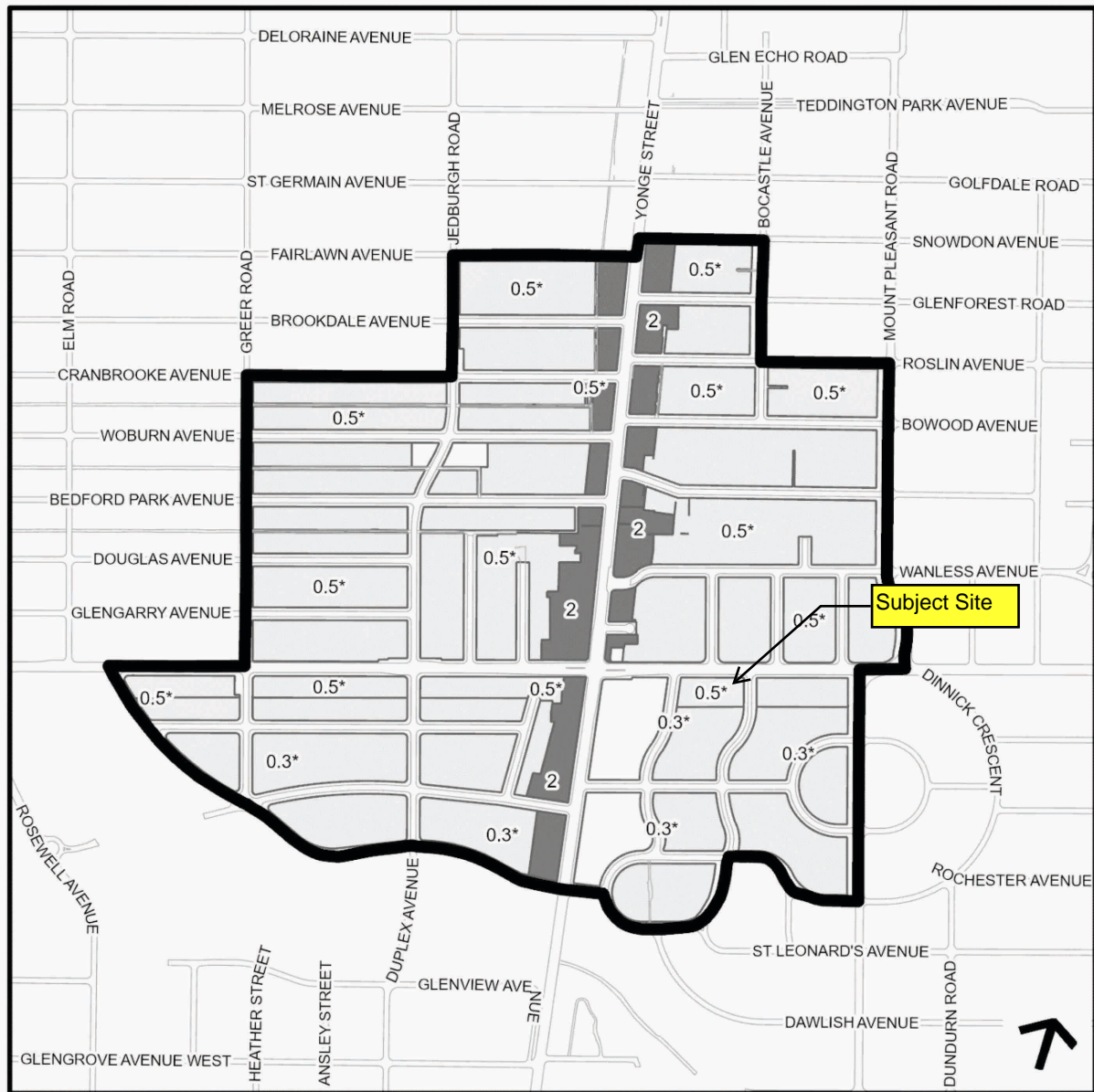
d) Minimum Densities

Minimum density requirements are shown on Map 2, represented in Floor Space Index.

Map 1 – Lawrence Protected Major Transit Station Area



Map 2 – Minimum Densities, Lawrence Protected Major Transit Station Area



Minimum Density

0 FSI	1.0 FSI	2.5 FSI
0.3 FSI or 3 units*	1.5 FSI	3.0 FSI
0.5 FSI or 3 units*	2.0 FSI	3.5 FSI
0.9 FSI or 3 units*		

*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

APPENDIX “B”



Subject Site

Lawrence



Subject Site

180 m

DISTANCE FROM
TRANSIT STATION:
180 M

LAWRENCE
AVENUE, L.W.
30m



Subject Site

180 m

DISTANCE FROM
TRANSIT STATION:
180 M

Lawrence

APPENDIX “C”

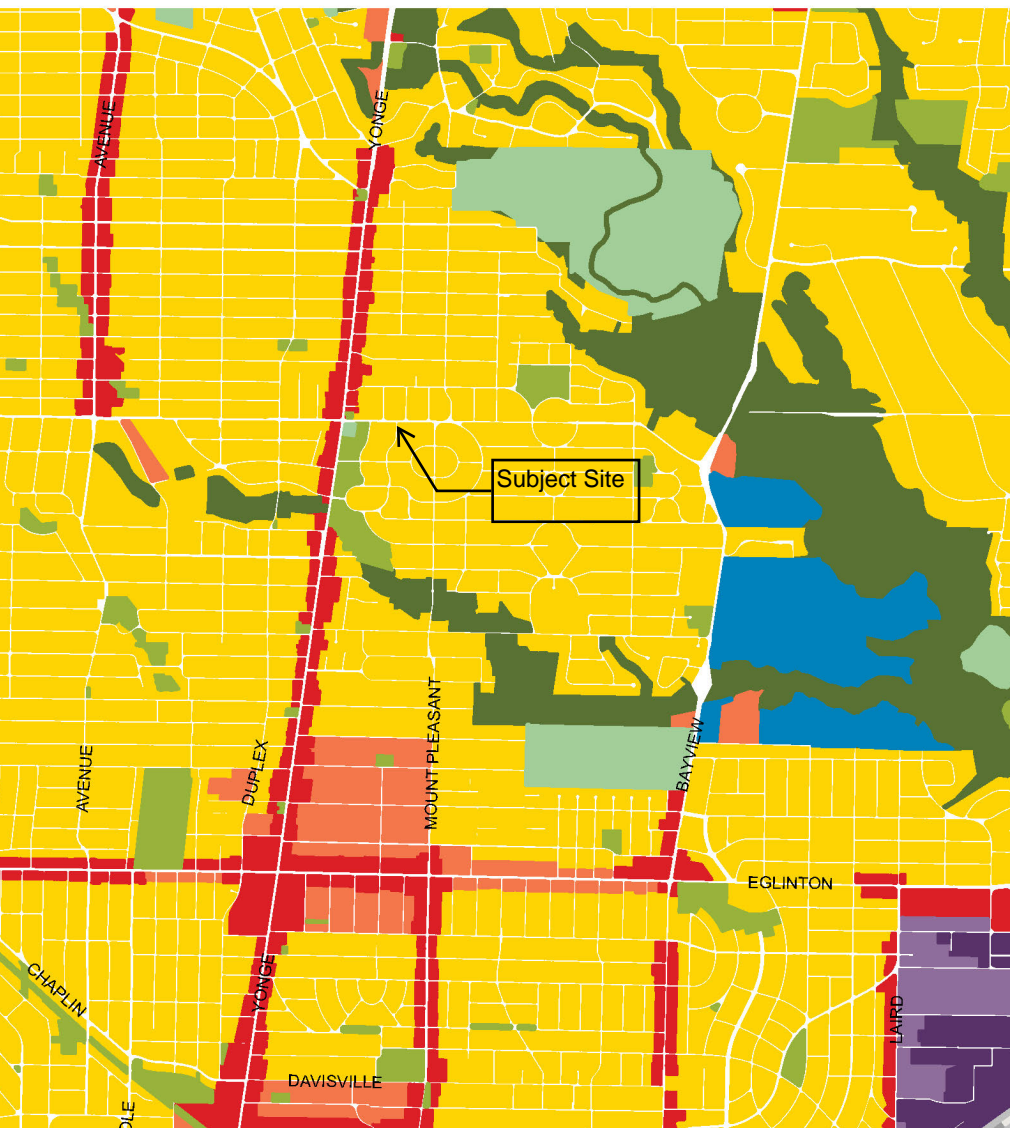
Toronto Official Plan

Map 17 Land Use Plan

February 2019

Land Use Designations

- 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



4. LAND USE DESIGNATIONS

Land use designations are among the Official Plan's key implementation tools for achieving the growth strategy set out in Chapter Two – to direct major growth to some parts of the City and away from others. Each land use designation establishes the general uses that are provided for in each designation. Together, they describe where housing can be built, where stores, offices and industry can locate and where a mix of uses is desired. The land uses provided for in each designation are generalized, leaving it to the Zoning By-law to prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City. The development criteria set out in this chapter for the various land use designations are critical considerations that apply when development proposals are evaluated, but they do not constitute the only considerations. All of the policies of the Plan apply when evaluating development proposals.

A new comprehensive Zoning By-law will be the key regulatory instrument that implements the Official Plan policies and provides regulations and standards that shape the City's built form and land use. The Zoning By-law will create a framework of regulatory certainty, consistency and clarity. The Zoning By-law regulations will be carefully balanced to identify the commonalities and recognize the differences of the City's various neighbourhoods.

Designations that Reinforce Existing Physical Character

Four land use designations shown on the Plan's land use maps, *Neighbourhoods*, *Apartment Neighbourhoods*, *Parks and Open Space Areas* and *Utility Corridors*, will help to protect and reinforce the existing physical character of these areas.

Toronto's hundreds of low scale residential neighbourhoods, with their distinctive character, together with local institutions, retail and services that serve their populations, are prized by residents. These *Neighbourhoods*, as well as the *Apartment Neighbourhoods*, composed largely of apartment buildings and differentiated because of the scale of buildings, share the objectives for contextual stability, better amenities and environmental sustainability.

Our extensive network of parks, valleys, watercourses and natural areas across the City, captured by the *Parks and Open Space Areas* designation, are to be protected and improved to provide respite, recreation, ecological and hydrological functions and beauty for a growing City.

Finally, the *Utility Corridors* designation is placed on the hydro and rail corridors to preserve the central nervous system of the City – distributing heat, light, power, people and goods throughout the City.

Designations for Growth

Four land use designations distribute most of the increased jobs and population anticipated by the Plan's growth strategy: *Mixed Use Areas*, *Employment Areas*, *Regeneration Areas* and *Institutional Areas*.





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

Toronto's industrial districts and suburban office parks are designated *Employment Areas*, reflecting the broad objective of retaining our *Employment Areas* as places of business and developing and intensifying job growth within these areas, especially those areas that can be reached by transit. Another location for future job growth for a maturing City and region are *Institutional Areas*, where our hospitals, university and college campuses, and key government centres can reinforce the new economy linkages needed to sustain Toronto's economic future.

The *Regeneration Areas* designation is applied to areas with significant vacant lands and/or buildings and in need of revitalization as a means of fostering growth and physical change. *Regeneration Areas* policies will attract investment, fill the buildings and bring new life to the streets.

4.1 NEIGHBOURHOODS

Toronto's hundreds of *Neighbourhoods* contain a full range of residential uses within lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. Lower scale residential buildings in Toronto's *Neighbourhoods* consist of detached houses, semi-detached houses, duplexes, triplexes and various forms of townhouses as well as interspersed walk-up apartments with or without elevators that are four storeys or less.

Over the past half-century, scattered high-rise apartment buildings were constructed in the midst of otherwise low scale residential neighbourhoods. The existing higher scale apartments are recognized but no new ones are permitted in areas designated as *Neighbourhood*.

More recently, as the economy has changed, thousands of Torontonians have begun working from their homes, creating valuable economic activity, enhancing safety by providing "eyes on the street", and reducing trips to work. These home occupations are provided for in *Neighbourhoods* across the City.

Historical development patterns have also added to the variety of local educational uses in *Neighbourhoods*. Policies regarding the suitable integration of schools within the context of *Neighbourhoods* are an important consideration for ensuring quality of life.

Policies

1. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Low scale local institutions play an important role in the rhythm of daily life in *Neighbourhoods* and include such uses as: schools, places of worship, community centres, libraries, day nurseries and private home daycare, seniors and nursing homes and long-term care facilities, public transit facilities, utility and telecommunications installations, and public services and facilities provided by the local, provincial and federal governments.

2. Schools will provide open space for outdoor student activities and landscaping and will be designed and operated to limit noise, privacy and traffic impacts on neighbouring residents.
3. Small-scale retail, service and office uses are permitted on properties in *Neighbourhoods* that legally contained such uses prior to the approval date of this Official Plan. New small-scale retail, service and office uses that are incidental to and support *Neighbourhoods* and that are compatible with the area and do not adversely impact adjacent residences may be permitted through an amendment to the Zoning By-law, where required, on major streets shown on Map 3, with the exception of portions of streets which have reversed lot frontages. To maintain the residential amenity of *Neighbourhoods*, new small-scale retail, service and office uses will:
 - a) serve the needs of area residents and potentially reduce local automobile trips;
 - b) have minimal noise, parking or other adverse impacts upon adjacent or nearby residents; and
 - c) have a physical form that is compatible with and integrated into the *Neighbourhood*.
4. Apartment buildings legally constructed prior to the approval date of this Official Plan are permitted in *Neighbourhoods*.



Development Criteria in Neighbourhoods

The stability of our *Neighbourhoods'* physical character is one of the keys to Toronto's success.

While communities experience constant social and demographic change, the general physical character of Toronto's residential *Neighbourhoods* endures. Physical changes to our established *Neighbourhoods* must be sensitive, gradual and "fit" the existing physical character. A key objective of this Plan is that new development respect and reinforce the general physical patterns in a *Neighbourhood*.

CHAPTER FOUR

LAND USE DESIGNATIONS



Scattered throughout many *Neighbourhoods* are properties that differ from the prevailing patterns of lot size, configuration and orientation. Typically, these lots are sites of former non-residential uses such as an industry, institution, retail stores, a utility corridor, or are lots that were passed over in the first wave of urbanization. In converting these sites to residential uses, there is a genuine opportunity to add to the quality of *Neighbourhood* life by filling in the “gaps” and extending streets and paths. Due to the site configuration and orientation, it is often not possible or desirable to provide the same site standards and pattern of development in these infill projects as in the surrounding *Neighbourhood*. Special infill criteria are provided for dealing with the integration of new development for these sites, and for intensification on existing apartment sites in *Neighbourhoods*.



5. Development in established *Neighbourhoods* will respect and reinforce the existing physical character of each geographic neighbourhood, including in particular:
 - a) patterns of streets, blocks and lanes, parks and public building sites;
 - b) prevailing size and configuration of lots;
 - c) prevailing heights, massing, scale, density and dwelling type of nearby residential properties;
 - d) prevailing building type(s);
 - e) prevailing location, design and elevations relative to the grade of driveways and garages;
 - f) prevailing setbacks of buildings from the street or streets;
 - g) prevailing patterns of rear and side yard setbacks and landscaped open space;
 - h) continuation of special landscape or built-form features that contribute to the unique physical character of the geographic neighbourhood; and
 - i) conservation of heritage buildings, structures and landscapes.

The geographic neighbourhood for the purposes of this policy will be delineated by considering the context within the *Neighbourhood* in proximity to a proposed development, including: zoning; prevailing dwelling type and scale; lot size and configuration; street pattern; pedestrian connectivity; and natural and human-made dividing features. Lots fronting onto a major street shown on Map 3 and designated *Neighbourhoods* are to be distinguished from lots in the interior of the block adjacent to that street in accordance with Policy 6 in order to recognize the potential for a more intense form of development along major streets to the extent permitted by this Plan.

The physical character of the geographic neighbourhood includes both the physical characteristics of the entire geographic area in proximity to the proposed development (the broader context) and the physical characteristics of the properties that face the same street as the proposed development in the same block and the block opposite the proposed development (the immediate context). Proposed development within a *Neighbourhood* will



be materially consistent with the prevailing physical character of properties in both the broader and immediate contexts. In instances of significant difference between these two contexts, the immediate context will be considered to be of greater relevance. The determination of material consistency for the purposes of this policy will be limited to consideration of the physical characteristics listed in this policy.

In determining whether a proposed development in a *Neighbourhood* is materially consistent with the physical character of nearby properties, only the physical character of properties within the geographic neighbourhood in which the proposed development is to be located will be considered. Any impacts (such as overview, shadowing, traffic generation, etc.) of adjacent, more intensive development in another land use designation, but not merely its presence or physical characteristics, may also be considered when assessing the appropriateness of the proposed development.

Lots fronting onto a major street, and flanking lots to the depth of the fronting lots, are often situated in geographic neighbourhoods distinguishable from those located in the interior of the *Neighbourhood* due to characteristics such as:

- different lot configurations;
- better access to public transit;
- adjacency to developments with varying heights, massing and scale; or
- direct exposure to greater volumes of traffic on adjacent and nearby streets.

In those neighbourhoods, such factors may be taken into account in the consideration of a more intense form of development on such lots to the extent permitted by this Plan.

The prevailing building type and physical character of a geographic neighbourhood will be determined by the most frequently occurring form of development in that neighbourhood. Some *Neighbourhoods* will have more than one prevailing building type or physical character. The prevailing building type or physical character in one geographic neighbourhood will not be considered when determining the prevailing building type or physical character in another geographic neighbourhood.

While prevailing will mean most frequently occurring for purposes of this policy, this Plan recognizes that some geographic neighbourhoods contain a mix of physical characters. In such cases, the direction to respect and reinforce the prevailing physical character will not preclude development whose physical characteristics are not the most frequently occurring but do exist in substantial numbers within the geographic neighbourhood, provided that the physical characteristics of the proposed development are materially consistent with the physical character of the geographic neighbourhood and already have a significant presence on properties located in the immediate context or abutting the same street in the immediately adjacent block(s) within the geographic neighbourhood.

Prevailing Building Types and Lot Patterns

Many zoning by-laws currently permit only single detached houses. The type of dwellings permitted varies among geographic neighbourhoods and these detailed residential use lists are contained in the established zoning by-laws, which will remain in place and establish the benchmark for what is to be permitted in the future. If, for example, an existing zoning by-law permits only single detached houses in a particular geographic neighbourhood and the prevailing building type in that neighbourhood is single detached dwellings, then the Plan's policies are to be interpreted to allow only single detached dwellings in order to respect and reinforce the established physical character of the neighbourhood, except where the infill development policies of Section 4.1.9 would be applicable. While most *Neighbourhoods* will have one prevailing building type, some may have more. For example, multiples may prevail at the edge, along major streets, while singles prevail in the interior, along local roads.

Policies 4.1.9 and 4.1.10 are not to be interpreted so as to encourage, facilitate or justify the assembly of lots within a geographic neighbourhood that adhere to the prevailing lot pattern in that neighbourhood for the purpose of intensification.

Development of a less intensive building type than that which already exists in the immediate context will be permitted in all geographic neighbourhoods.

No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the overall physical character of the entire *Neighbourhood*.

Except for apartment buildings and larger townhouse developments with common underground garages, driveways to below-grade garages that are integral to residences will be discouraged.

6. Where a more intense form of development than the prevailing building type has been approved on a major street in a *Neighbourhood*, it will not be considered when reviewing prevailing building type(s) in the assessment of development proposals in the interior of the *Neighbourhood*.
7. Proposals for intensification of land on major streets in *Neighbourhoods* are not encouraged by the policies of this Plan. Where a more intense form of residential development than that permitted by existing zoning on a major street in a *Neighbourhood* is proposed, the application will be reviewed in accordance with Policy 5, having regard to both the form of development along the street and its relationship to adjacent development in the *Neighbourhood*.
8. Zoning by-laws will contain numerical site standards for matters such as building type and height, density, lot sizes, lot depths, lot frontages, parking, building setbacks from lot lines, landscaped open space and any other performance standards to ensure that new development will be compatible with the physical character of established residential *Neighbourhoods*.
9. In established *Neighbourhoods*, infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation will:
 - a) have heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties, while taking into account the existing form of development on the infill property;
 - b) have setbacks from adjacent residential properties and public streets that are proportionate to those permitted by zoning for adjacent residential properties, while taking into account the existing form of development on the infill property;
 - c) provide adequate privacy, sunlight and sky views for occupants of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
 - d) front onto existing or newly created public streets wherever possible, with no gates limiting public access;
 - e) provide safe, accessible pedestrian walkways from public streets; and
 - f) locate, screen and wherever possible enclose service areas and garbage storage and parking, including access to any underground parking, so as to minimize the impact on existing and new streets and on residences.

APPENDIX “D”

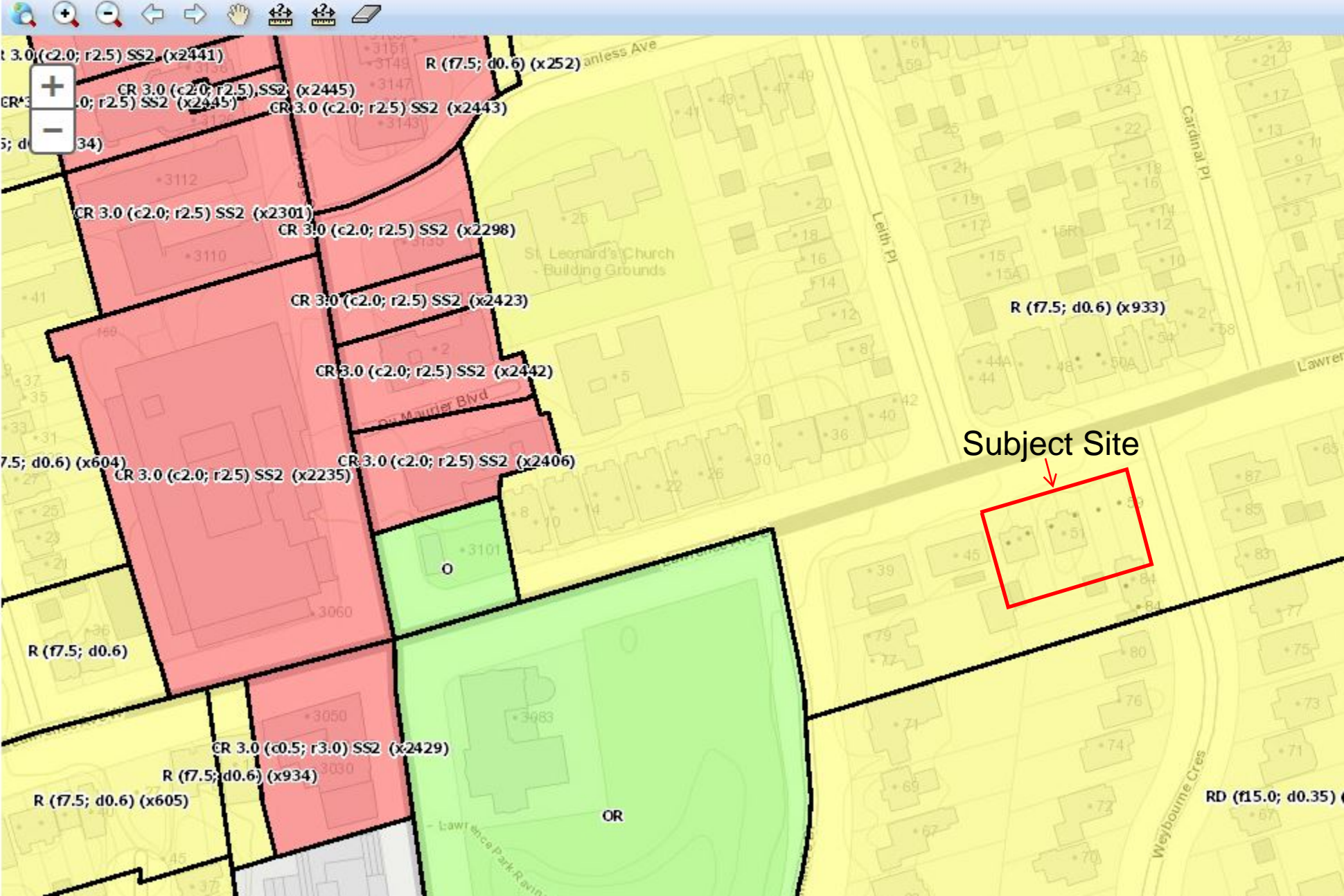
City of Toronto Zoning By-law 569-2013

The new City-wide Zoning By-law 569-2013 was enacted on May 9, 2013. It has been appealed under section 34(19) of the Planning Act. Even though it is under appeal, the City's Chief Building Official and the Committee of Adjustment will apply the new By-law to applications filed after its enactment. Please consult with your advisors to determine whether the new by-law has any impact.

Amendments to By-law 569-2013 have been incorporated into this [office consolidation](#). The original by-law and its amendments are with the City Clerk's office.

Search by Name, Address, or Intersection

Zoning Map



APPENDIX “E”

BUILDING GFA/FSI CALCULATION**LAWRENCE PARKTOWN RESIDENCE**

Dated: December 15, 2022

Conversion Legend

LOT AREA/SQM	1392
LOT AREA/SFT	14,983

SQM	SFT
1	10.7639

FLOOR	GROSS FLOOR AREA/ SQM	GROSS FLOOR AREA/ SFT
Ground Floor	835	8,988
Second Floor	835	8,988
Third Floor	835	8,988
Fourth Floor	719	7,736
Fifth Floor	613	6,598
Sixth Floor	553	5,952
Seventh Floor	553	5,952
Eighth Floor	492	5,296
Ninth Floor	449	4,833
Tenth Floor	140	1,507
TOTAL (GFA)	6,024	64,838
FLOOR SPACE INDEX (FSI)		4.33
Basement Level - P1	1,110	11,948
Basement Level - P2	1,110	11,948
TOTAL	2,220	23,896

BORTOLOTTO DESIGN ARCHITECT INC**AREA & SPACE PROGRAM****LAWRENCE PARKTOWN RESIDENCE**

Dated: December 19, 2022

Conversion Legend

SQM	SFT
1	10.7639

UNIT NO.	BEDROOMS NO.	DEN PROVISION	UNIT GFA/ SQM	UNIT GFA/ SFT	UNIT ORIENTATION	TERRACE/ BACKYARD AREA/SQM	TERRACE/ BACKYARD AREA/SFT
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TWO-STOREY UNITS

1A	3		188	2,020	S-E	62	663
1B	2	1	158	1,697	S	49	531
1C	2	1	150	1,610	S	47	503
1D	2	1	152	1,638	S	49	525
1E	3		191	2,061	S-W	69	738

ONE-STOREY UNITS

2B	2	1	128	1,377	N-W	13	143
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3A	2	1	134	1,439	S-E	20	210
3B	2	1	150	1,610	S	19	205
3C	2	1	152	1,637	S-W	20	210
3D	2	1	108	1,164	N-E	13	140
3E	2	1	124	1,337	N-W	13	143

4A	3		165	1,777	S-E	74	797
4B	3		210	2,266	S-W	40	431
4C	2	1	112	1,204	N-E	13	140
4D	2	1	129	1,389	N-W	13	140

5A	2	1	145	1,564	S-E	22	237
5B	3		187	2,016	S-W	19	205
5C	2		81	873	N-E	41	443
5D	2	1	104	1,120	N-W	36	389

6A	2	1	140	1,510	N-E-S	26	275
6B	2		148	1,590	S	28	296
6C	2	1	168	1,811	N-W-S	27	0

7A	2		129	1,385	N-E-S	19	205
7B	2		140	1,504	S	14	150
7C	2	1	157	1,686	N-W-S	19	205

8A	2	1	185	1,992	N-E-S	52	562
8B	2	1	193	2,082	N-W-S	45	487

9A	2		156	1,683	N-E-S	18	199
9B	2	1	179	1,924	N-W-S	18	199

UNIT TYPOLOGY	NO.
2 BEDROOM UNITS	5
3 BEDROOM UNITS	5
2 BEDROOM + 1 DEN	19

TOTAL RESIDENTIAL UNITS	29
TOTAL NO. OF BEDROOMS	63
TOTAL NO. OF DENS	19

PARKING ON BASEMENT - P1	20
PARKING ON BASEMENT - P2	24
TOTAL PARKING (P1+P2)	44

AMENITY SPACES

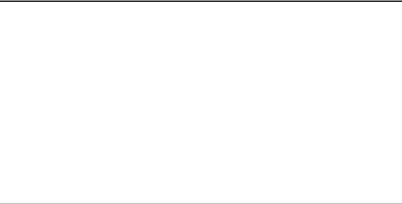
BASEMENT FLOOR - P1	AREA/ SQM	AREA/ SFT
Bike Storage	38.58	415.27
Mech/Elec Room	78.79	848.09
Dog Wash Room	11.65	125.40
Parking on P1 (Basement)		20 Bays

BASEMENT FLOOR - P2	AREA/ SQM	AREA/ SFT
Lockers	157.13	1,691.33
Parking on P2 (Basement)		24 Bays

GROUND FLOOR	AREA/ SQM	AREA/ SFT
Lobby/Foyer/Vestibule	65.06	700.30
Common Room	44.06	474.26
Mail Room	3.91	42.09
Storage Room	9.86	106.13
Washroom	5.82	62.65
Moving Room	18.95	203.98
Garbage Room	20.55	221.20
Gas Meter Room	4.95	53.28

SECOND FLOOR	AREA/ SQM	AREA/ SFT
2A - Gymnasium	112.63	1,212.34

TENTH FLOOR	AREA/ SQM	AREA/ SFT
Mech/Elec Room	129.87	1,397.91



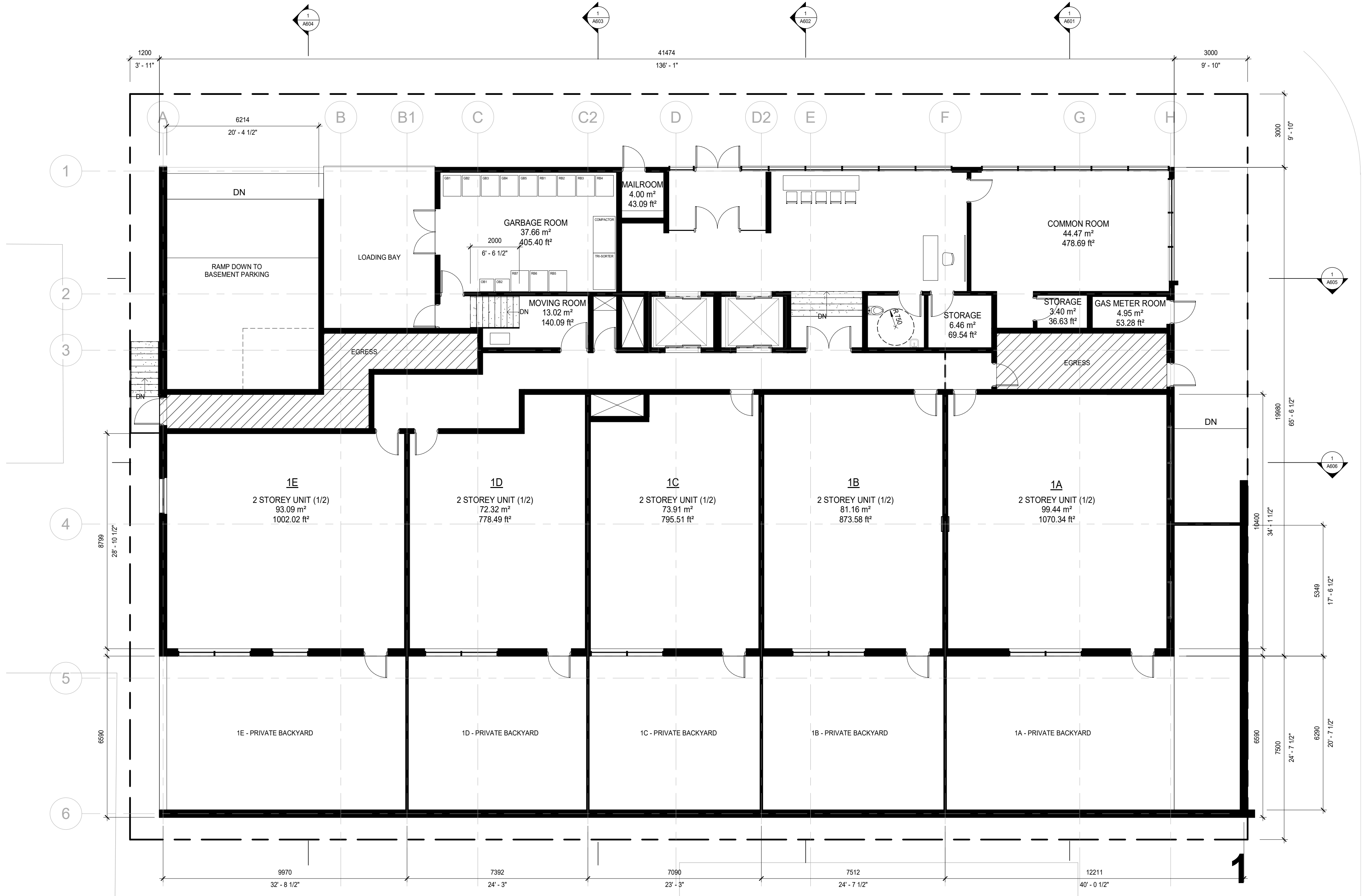
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1 GROUND FLOOR
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REV	DESCRIPTION	DATE

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DATE

04/23/18

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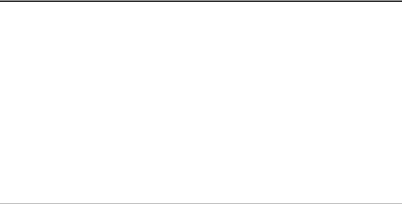
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GROUND FLOOR PLAN

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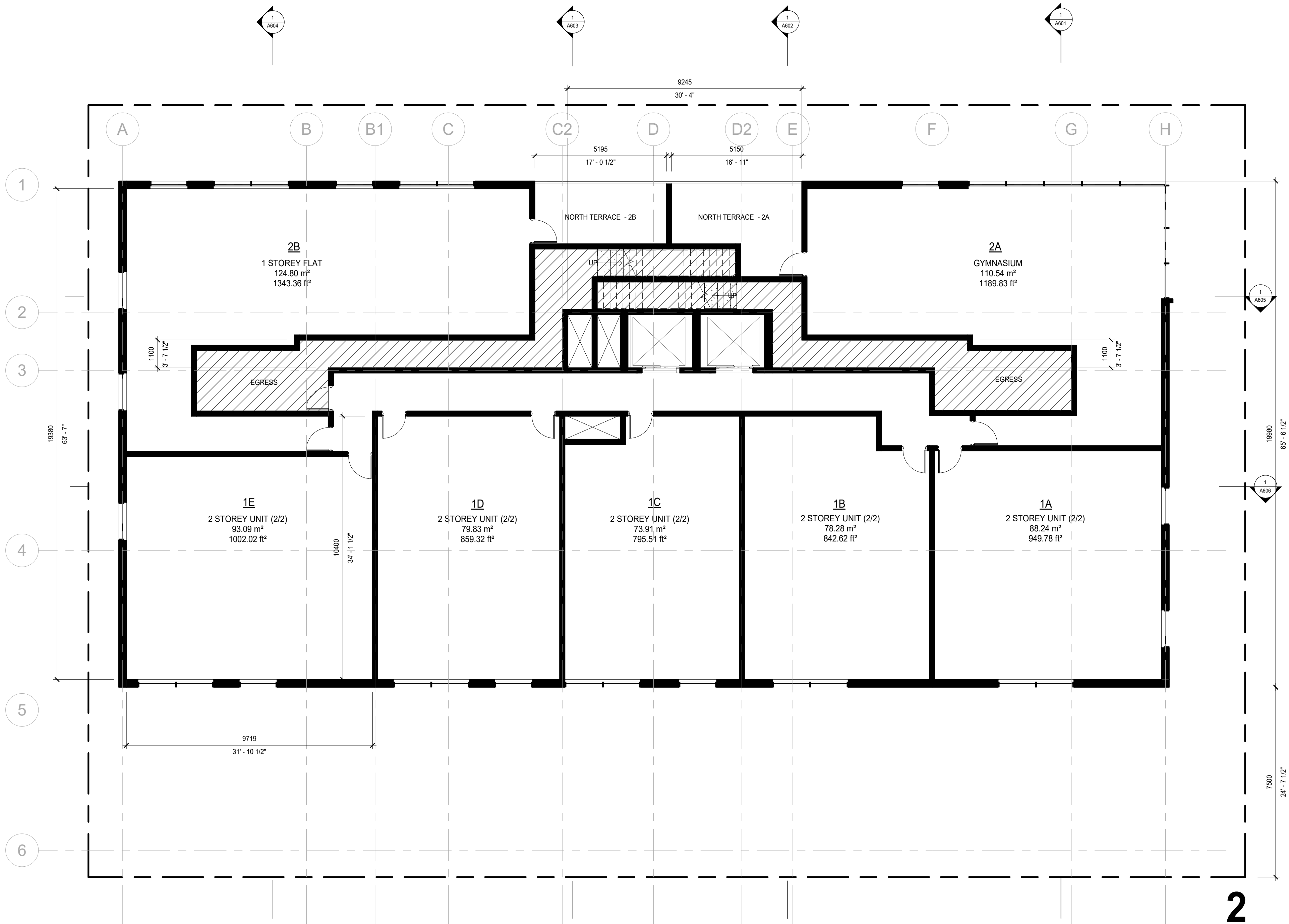
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1 SECOND FLOOR
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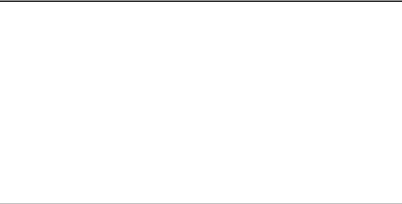
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SECOND FLOOR PLAN

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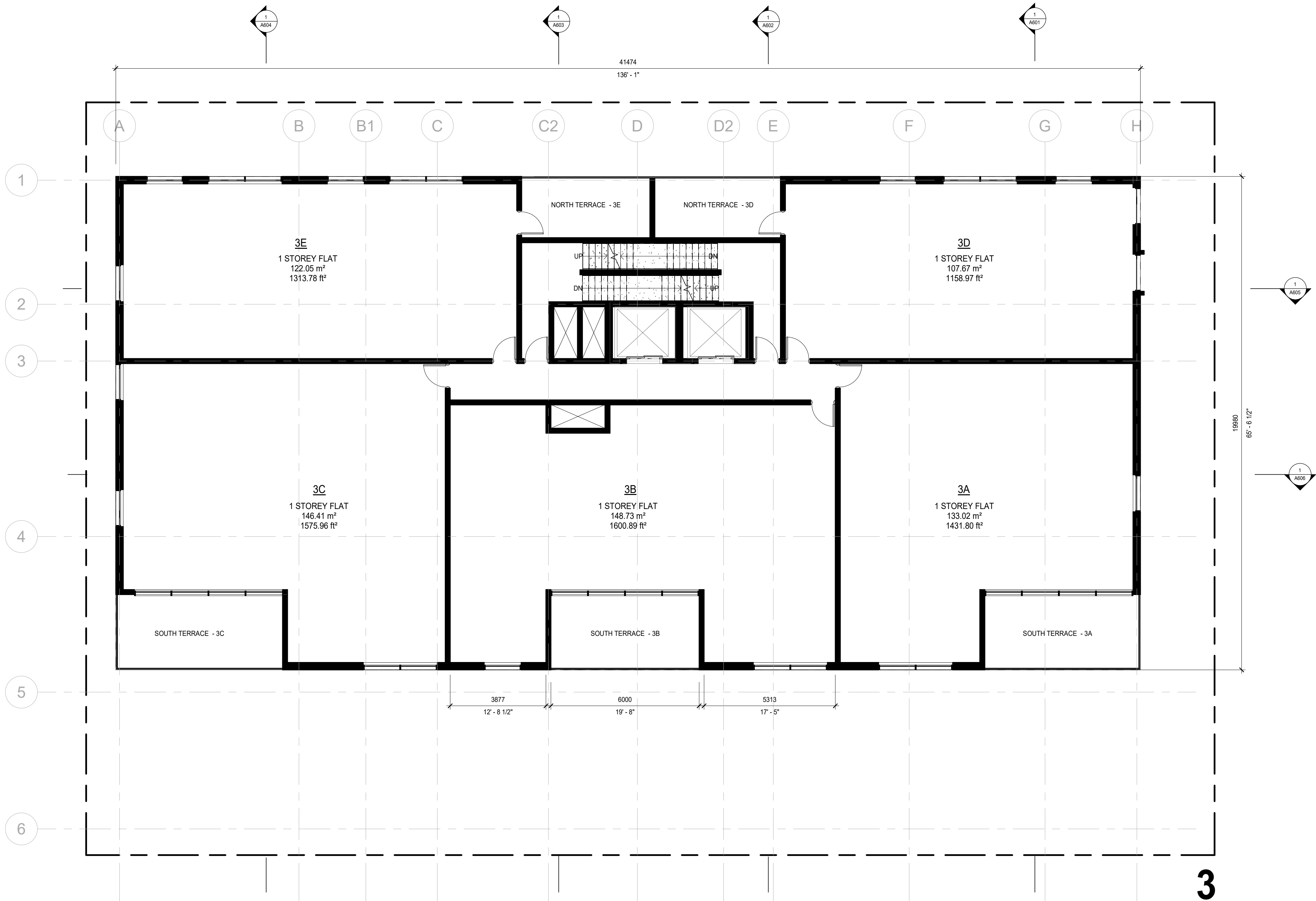


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1 THIRD FLOOR
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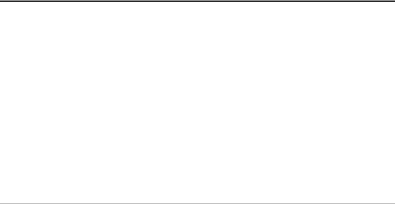
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THIRD FLOOR PLAN

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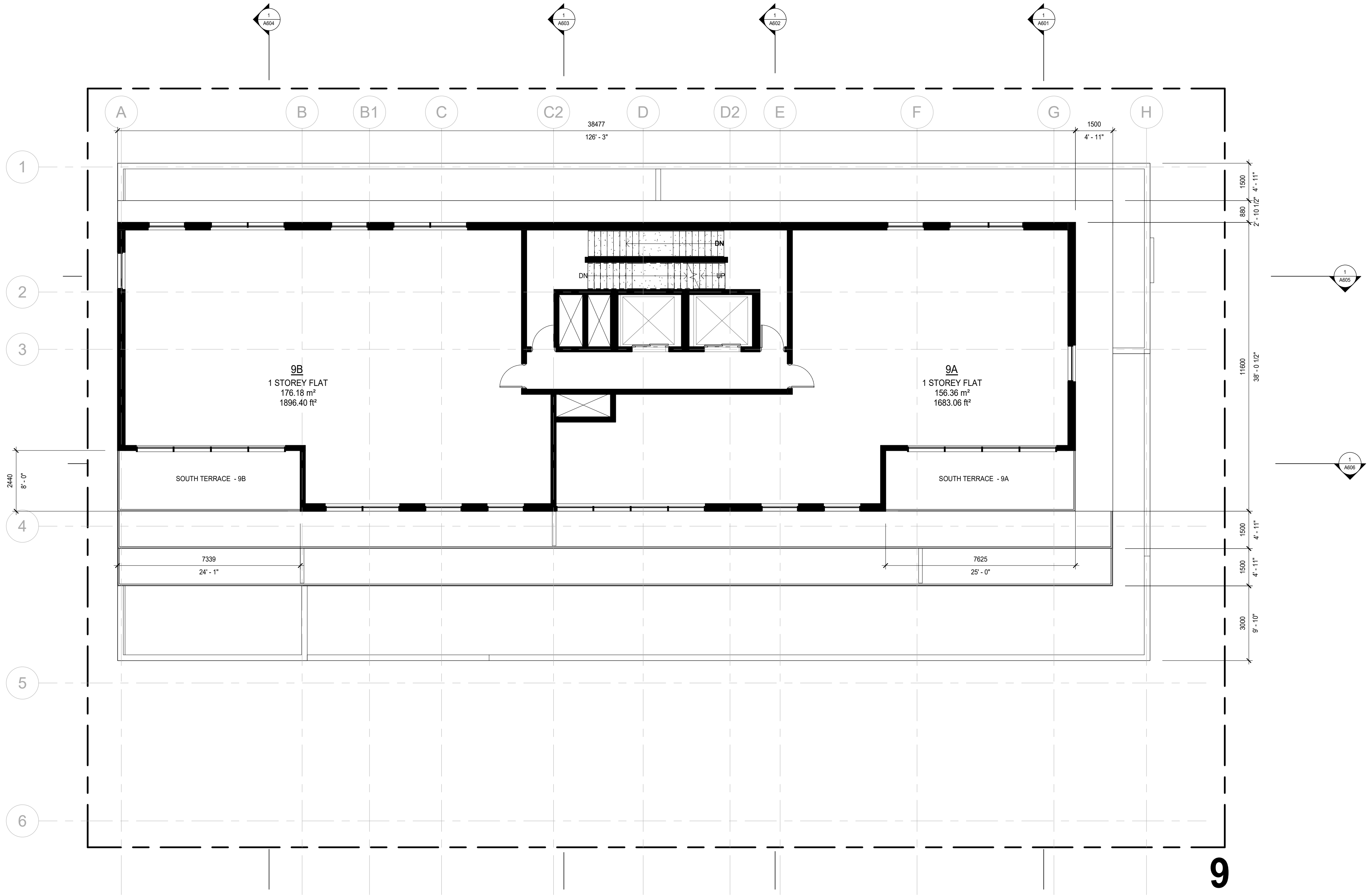
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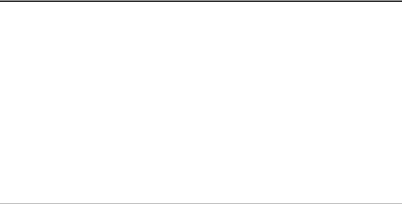
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NINTH FLOOR PLAN

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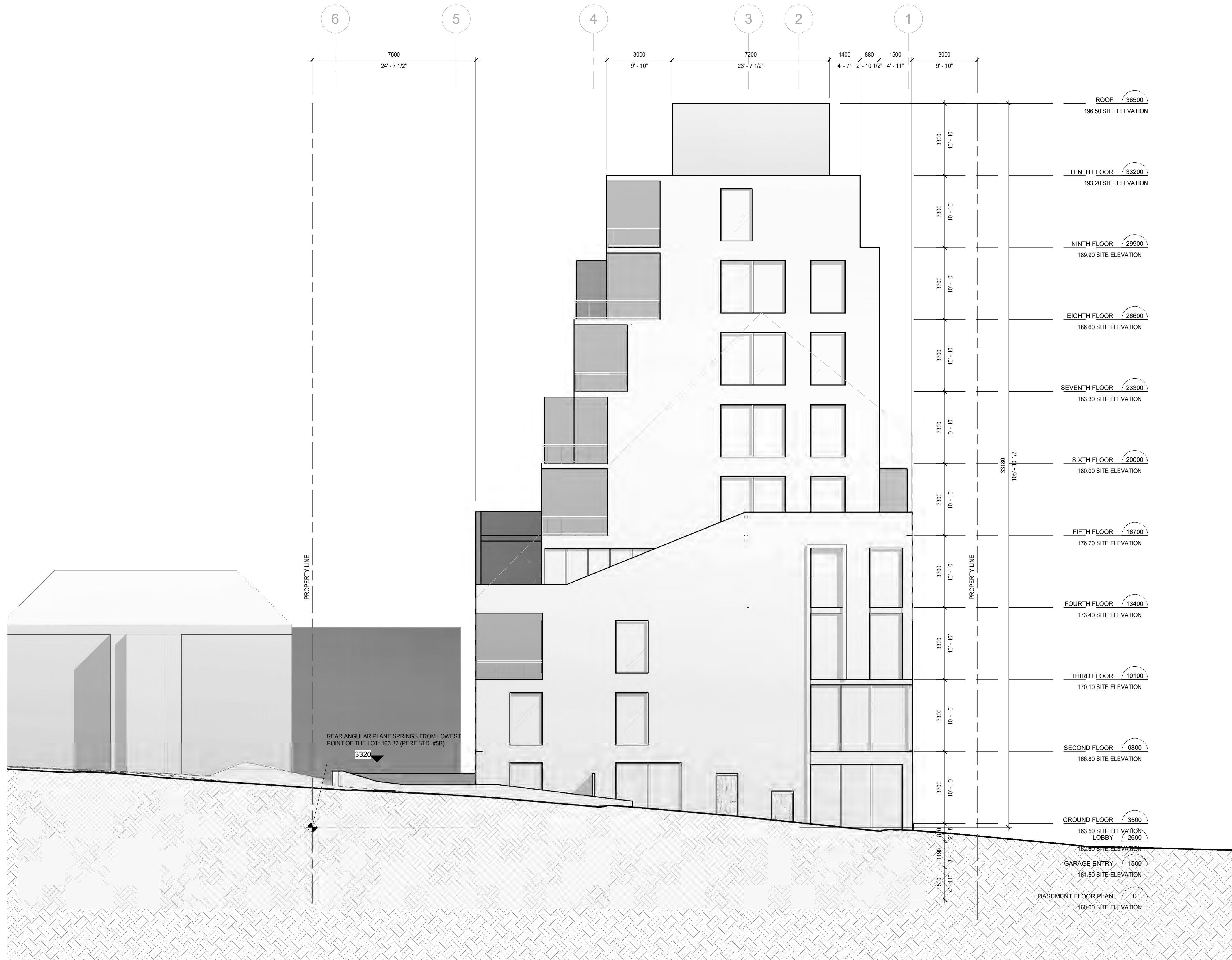
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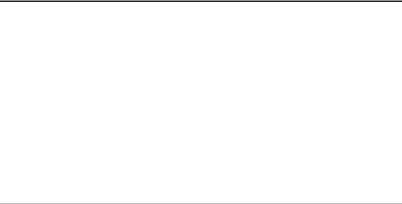
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EXTERIOR
ELEVATIONS

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1 EAST ELEVATION_X
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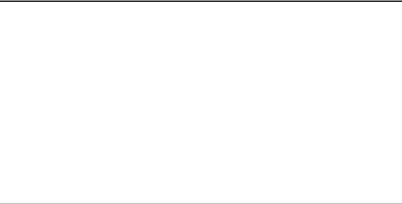
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1 NORTH ELEVATION_X
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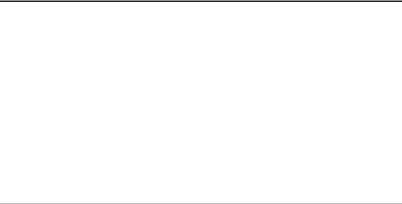
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EXTERIOR ELEVATION

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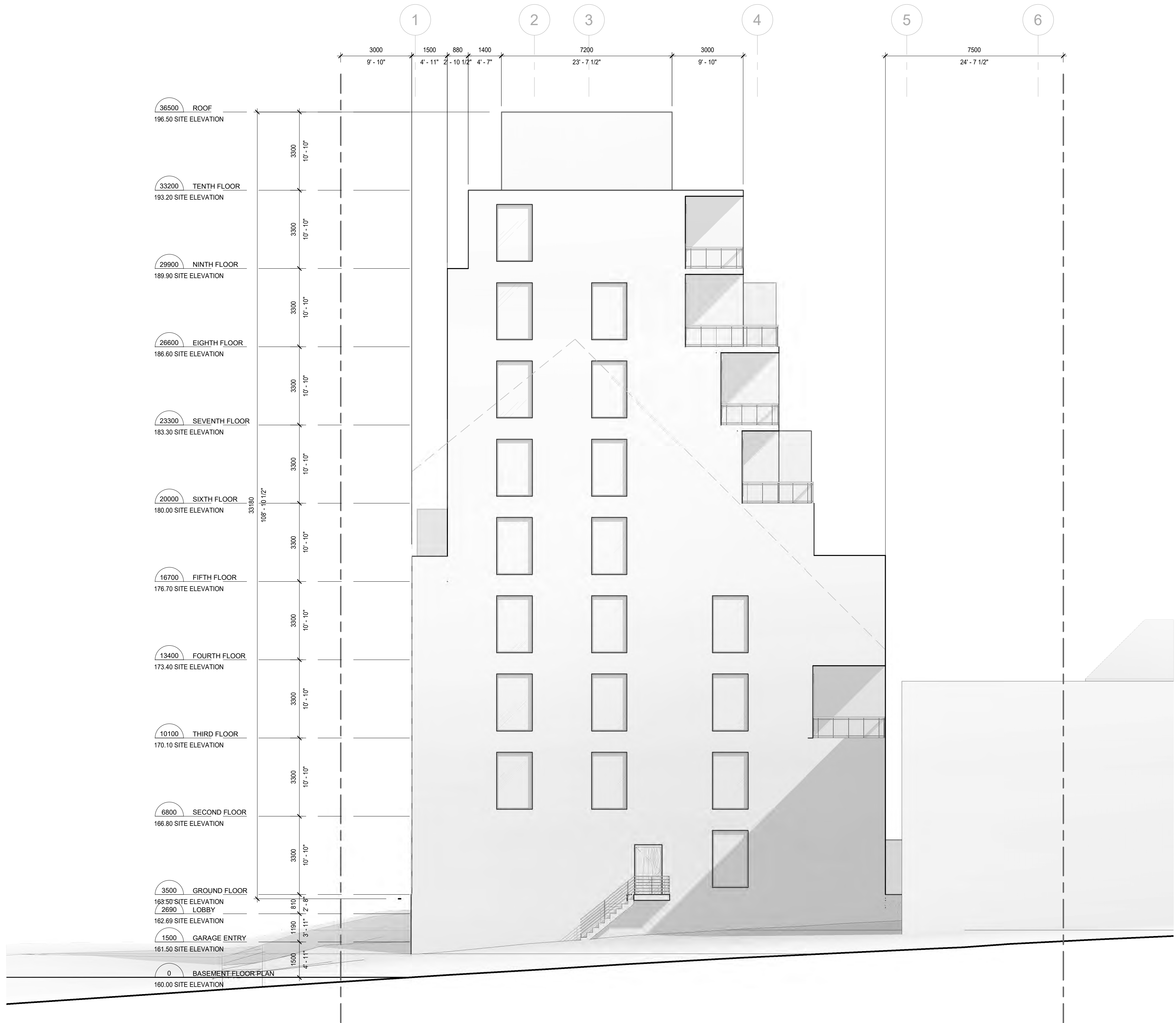
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1 WEST ELEVATION_X
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EXTERIOR ELEVATION

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