

1 Valhalla Inn Road – Rezoning Application – Final Report

Date:	May 23, 2008
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	06 199703 WET 05 OZ

SUMMARY

An application has been submitted to permit a residential development at 1 Valhalla Inn Road on the east side of Highway 427, just north of Bloor Street West.

The applicant seeks approval to construct a residential condominium development consisting of 898 dwelling units in three condominium apartment buildings. The three buildings are 19, 25 and 29 storeys in height having bases no more than 6 storeys in height.

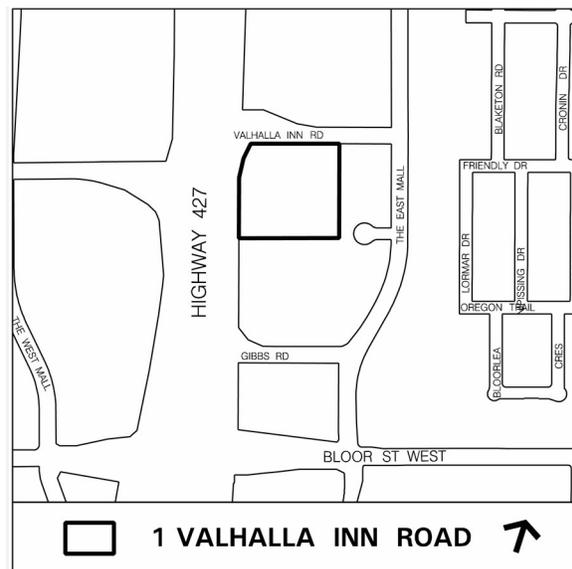
The proposal implements the Official Plan and is consistent with the Provincial Policy Statement’s call for accommodation of residential growth.

This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the former City of Etobicoke Zoning Code for the property at 1 Valhalla Inn Road



- substantially in accordance with the draft Zoning By-law Amendment described in this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
 3. Before introducing the necessary Bills to City Council for enactment, require the owner to enter into an agreement under Section 37 of the Planning Act to secure community benefits outlined in Attachment 7.
 4. Before introducing the necessary Bills to Council for enactment, require the owner to provide confirmation to the Director of Community Planning, Etobicoke York District that the Greater Toronto Airport Authority (GTAA)/Navigation Canada are satisfied that any necessary adjustments to the Instrument Procedures guidelines as a result of this development proposal have been satisfactorily addressed.
 5. City Council approve the listing of 1 Valhalla Inn Road on the City of Toronto Inventory of Heritage Properties.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Proposal

The original development proposal submitted by the applicant in December 2006 was for: three residential apartment condominium buildings having 985 dwelling units. Proposed building heights were: one 22-storey building (Tower C, northeast area of the site), one 25-storey building (Tower A, northwest area of the site) and one 29-storey building (Tower B, southwest area of the site); and bases below the residential towers ranging from 3 to 9 storeys. The total gross floor area of the original development proposal was 88 150 square metres with a floor space index (FSI) of 3.82 times the lot area. The original proposal also included a 4-storey above-grade parking structure/amenity building located between the 25 and 29-storey buildings and a two level underground parking garage having 1,018 parking spaces. Visitor parking comprised 197 of the 1,182 total parking spaces.

In October 2007, the applicant submitted revised plans for the residential condominium development. The revised proposal reduced the number of dwelling units in the three condominium buildings to 930 units and reduced the base height of the towers to a maximum of six storeys. The total gross floor area of the buildings was also reduced to 83 150 square metres. The total number of parking spaces did not change from the original proposal submitted.

In May 2008, the applicant submitted the final set of revisions to the proposal. These revisions include: a decrease in the number of dwelling units to 898 from 930; a reduction in the height of the proposed residential building along the east lot line from 22-storeys to 19-storeys; the removal of the majority of the southerly 2-storey base attached to the 19-storey building near the existing townhouses; and a reduction in the total gross floor area of the residential proposal to 75 000 square metres. As a result of these changes, the total number of parking spaces provided on the site has been reduced from 1,182 parking spaces to 1,115 parking spaces. The 4-storey above-grade parking structure/amenity building located between the proposed 25 and 29-storey buildings is still proposed.

Vehicular access to the site will be from Valhalla Inn Road. At the centre of the proposed development is a landscaped courtyard surrounded by an internal driveway. The existing Valhalla Inn hotel is proposed to be demolished. A summary of the application is detailed in Attachment 8, the Application Data Sheet.

The applicant as part of the proposal, will landscape the lands located immediately south of the site. These lands are currently leased by the hotel for parking.

Site and Surrounding Area

The subject site is located in the northwest area bounded by Valhalla Inn Road, Gibbs Road, The East Mall and Highway No. 427. The site is 2.3 hectares in size and is relatively flat and square in shape. The property is currently occupied by the Valhalla Inn hotel including surface parking.

The surrounding uses are as follows:

North: Six-storey residential buildings and a 19-storey residential apartment building

South: parking area and a one-storey Bell Canada building

East: townhouses and an 8-storey apartment building

West: Highway No. 427

The general character of the area is built-up with mid and high-rise residential and office buildings encircled by The East Mall and The West Mall along Highway 427.

Official Plan

The site is designated Mixed Use Areas on Map 14 Land Use Plan of the Toronto Official Plan. Mixed Use Areas may contain 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 use of the property for the proposed residential development conforms to the Mixed Use Areas designation. The Plan contains development criteria for developing lands in Mixed Use Areas. The development criteria seek to: create high quality developments; minimize impacts to adjacent neighbourhoods; enhance adjacent public streets, parks and open spaces; provide attractive, comfortable and safe pedestrian

environments; and reduce automobile dependency. In addition, other relevant policies of the Plan guiding the evaluation of the application are outlined below.

Zoning

The property is zoned Planned Commercial Preferred (CPP) subject to By-law Nos. 10,955, 11,449, 15,029, 1985-100 and 1991-199 under the former City of Etobicoke Zoning Code. The zoning restricts the use of the property only for hotel and ancillary uses.

Site Plan Control

The property is subject to Site Plan Control. An application for Site Plan Approval has not yet been submitted. Once the application is submitted, staff will have an opportunity to review matters such as, grading, landscaping, street tree planting, building design and access in more detail.

Reasons for Application

The proposed residential development is not a permitted use on the site. An amendment to the former City of Etobicoke Zoning Code is required. In addition to allowing the proposal, the applicant has requested the ability to keep the existing hotel as a permitted use on the property for as long as it is economically feasible. This would provide some economic flexibility for the applicant.

Community Consultation

A Community Consultation Meeting was held on June 13, 2007 in order to provide residents and business/property owners with an opportunity to review and comment on the application. The public commented on the original application for 985 dwelling units. In attendance at this meeting were the Wards 3 and 5 Councillors, City staff, the applicant and their consultants and approximately 80 persons in total who recorded their names. Also letters from residents in objection to the application have been received by Planning.

The matters of concern, identified by the community at the meeting held on June 13, 2007 were:

- (a) the density and height (too high and too many units);
- (b) additional traffic congestion;
- (c) the need for improvements to the play facilities in the existing park;
- (d) a shortfall of parking for the development may spill over into the neighbourhood streets;
- (e) the provision of pedestrian crosswalks across The East Mall; and
- (f) the shadow impacts on adjacent properties.

The Ward 5 Councillor hosted a subsequent meeting with the community on April 23, 2008. Approximately 20 persons attended the meeting. The applicant, owner and their

consultants and City staff were also in attendance. The applicant presented the revised 930 unit residential development proposal to the public.

Additional matters of concern not mentioned above that were expressed by the community at the meeting held on April 23, 2008 were as follows:

- (a) possible need for increased bus service;
- (b) community benefits (ie schools, parks) from the proposal;
- (c) handling of waste from the buildings;
- (d) window glazing materials on the proposed buildings;
- (e) impact on schools;
- (f) impact of wind from the proposal;
- (g) safety of proposed driveway access to the site; and
- (h) fire service to the development;

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards. The draft amending zoning by-law is being reviewed by City Divisions and will be distributed at the Community Council meeting.

COMMENTS

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The proposal is consistent with the Provincial Policy Statement. As a residential infill project it supports the policy objectives of focusing growth in existing settlement areas (intensification). The development promotes efficient land use, reduces land consumption related to residential development and utilizes existing services and infrastructure.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal's compact and efficient form helps to optimize the utilization of existing services and infrastructure and to reduce the need to convert rural land to urban uses. It is an example of intensification through redevelopment of an

underutilized lot in the built-up area. The site is located in an area next to Highway 427, a major transportation corridor, and has good access to public transit.

Land Use

The applicant's submission identifies that the hotel has occupied the site since the 1960's. The 13-storey tower was added to the hotel in the late 1970's. The applicant has reported that competition has emerged from newer hotels in Mississauga, the Airport Hotel district and downtown Toronto. Also, the business functions which once predominated at the Valhalla Inn hotel have declined. The competitive advantage that a hotel use on this site has experienced is in decline.

The site is designated Mixed Use Areas in the Official Plan. Mixed Use Areas are expected, among other things, to absorb much of the new housing that will be constructed in Toronto, provided it is compatible with neighbouring uses and does not present undue negative impacts. While the site currently supports an employment use, the designation permits either residential or non-residential uses.

The general character of the area is built-up with mid and high-rise residential and office buildings encircled by The East Mall and The West Mall along Highway 427. To the north of the site is a condominium development having a 19-storey residential apartment building. An 8-storey apartment building is located to the east of the site. Staff is of the opinion that high-rise residential development with bases that are compatible with the surrounding neighbourhood is an appropriate use and form for the site.

Density, Height, Massing

The Mixed Use Areas designation policies of the Official Plan contain development criteria that will seek to create high quality residential development. Some of these development criteria include:

- (a) providing appropriate transition between areas of different development, intensity and scale through the use of appropriate siting and massing of the new building(s) and the use of appropriate setbacks and /or stepping down of heights;
- (b) minimizing shadow impacts on adjacent Neighbourhoods designations, particularly between the spring and fall; framing the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets and parks and open spaces;
- (c) providing an attractive, comfortable and safe pedestrian environment;
- (d) providing good site access and circulation and providing an adequate supply of parking for residents and visitors; and
- (e) taking advantage of nearby transit services.

The Official Plan built form policies call for tall buildings to be comprised of three components: the base, the middle and the top. The base of the tall building relates to the adjacent street, parks and open spaces. The middle relates to the size of the floor plates and shape of the building in terms of siting and orientation on the site and the base to its surroundings. The top of the tall building contributes to the character of the skyline. The City Council approved Design Criteria for Review of Tall Building Proposals reiterate the Official Plan requirements noted above for tall buildings. Each of the three components of a tall building helps to support the location and design of tall buildings to fit harmoniously into the existing and planned context and serve as important visual landmarks for the City. Some of the design tools to ensure that new tall buildings conform to the City design policies and address important urban design matters are:

- (a) siting the base of a tall building parallel to the adjacent street and front property line;
- (b) ensuring that the scale of the base of the building is appropriate to adjacent streets and integrates with adjacent buildings;
- (c) reducing the floor plate size of the middle of the tall building by creating “point towers” in order to provide adequate light and privacy and minimize any shadowing and uncomfortable wind conditions on the surrounding neighbourhoods and streets; and
- (d) creating an appropriate space between the point towers of the tall buildings in order to provide adequate light and privacy and minimize any shadowing and uncomfortable wind conditions on the surrounding neighbourhoods and streets.

Although the proposed residential buildings are 19, 25 and 29 storeys in height, the proposal incorporates the use of three narrow point towers having a floor plate area of 750 square metres in order to ensure that shadows cast from the tall buildings are minimized and move quickly across the site and the nearby neighbourhoods. The proposed 750 square metre floor plate area size is consistent with the Design Guidelines for tall buildings and the proposal generally conforms to the design criteria for floor plate area size.

The location of the proposed tall buildings on the site seek to further foster privacy and light on the adjacent streets and neighbourhoods, as well as on site, by implementing an appropriate spatial separation distance between the tall buildings on the site. The separation distance between the north building (Tower A) and the south building (Tower B) is 51.5 metres. The separation distance from Towers A and B are even greater to Tower C. The City’s Design Criteria for Tall Buildings requires a minimum spatial separation distance of 25 metres between the shafts of two tall buildings. Further, the 19-storey and 25-storey buildings have been located to be almost in line with each other in an east-west direction in order to reduce the number of shadows cast across the neighbouring properties to the east.

The bases of the 19 and 25-storey buildings have been designed to create an appropriate transition between the proposed buildings and the existing buildings to the east and north of the site. The applicant had originally proposed the bases of these two buildings to range from 3 to 9 storeys in height.

The applicant has revised the proposal to reduce the height of the base component of the proposed buildings to 2-6 storeys. The reduction in the height of the bases of the buildings creates a more appropriate transition to the adjacent properties. In particular, the 6-storey base of the building associated with Tower A located beside Valhalla Inn Road is in keeping with the 6-storey height of the existing residential condominium buildings located across Valhalla Inn Road, to the north of the site. The proposal steps down the height of the base of the 19-storey building along the east property line from 6-storeys to 4-storeys and ending with a 2-storey base projection in order to create an appropriate transition between the proposal and the nearby townhouses. The 2 to 6-storey bases associated with the 29-storey building on the site, situated near the leased lands to the south of the site, will also provide a more appropriate relationship to the proposed landscaped green space for the leased lands.

In addition, a setback of 15 metres from the point tower of the 19-storey building to the east property line is proposed in order to further provide a desirable transition to the 8-storey apartment building and townhouses to the east of the site. This meets the Design Criteria for Tall Buildings which requires a minimum setback of 12.5 metres from the property line to the point tower.

The proposal creates a strong built-form edge along Valhalla Inn Road not only through the use of an appropriate transition height, but also in providing grade-related units facing Valhalla Inn Road in the 6-storey base of the 25-storey building. The grade-related units will complement the existing 6-storey residential buildings on the north side of Valhalla Inn Road by creating dwelling units having a “front door” and walkway connection to the existing street.

The building bases frame the property thus creating an interior courtyard which serves to handle vehicular traffic and to provide landscaped amenity. The western edge of the property is defined by a 4-storey above-grade parking garage, with a rooftop amenity space and a green roof. The base connecting the 25 and 29-storey buildings serves to mitigate highway noise, thus enhancing the suitability for the use of outdoor open space on the site, as well as the outdoor areas of the grade-related residential units.

The variations in height of the buildings and the small floor plate sizes, fosters the maintenance of views to the sky and provides sunlight.

The Greater Toronto Airport Authority (GTAA) has advised that the proposed building heights are within the allowable height limits associated with the Airport Zoning Regulations. Navigation Canada requires a cash payment of \$15,000 to make adjustments to the Instrument Procedures guidelines as a result of this development proposal. The owner has agreed to this payment.

The revised development proposal reduces the Floor Space Index (FSI) from 3.82 times the lot area to 3.25 times the lot area. The total gross floor area for the proposal has been reduced to 75 000 square metres from 88 150 square metres under the original proposal.

The Built Form policies (Section 3.1.2) of the Toronto Official Plan seek to have new developments that will frame and support adjacent streets, parks and open spaces in order to improve safety, pedestrian interest and casual views. The proposal achieves the intent of the built form policies. The site's situation beside Highway 427, a major vehicular corridor for travellers entering, leaving and traversing across the City of Toronto, makes it appropriate for tall buildings.

The Official Plan requires developments in Mixed Use Areas adjacent or close to areas designated as Neighbourhoods to: be compatible; provide appropriate transition of scale and density; and maintain adequate light and privacy for residents in the neighbourhood. On the whole, the built form and massing of the proposed development meets these principles of development in close proximity to Neighbourhoods.

Overall, the revisions to the built form have responded to issues raised throughout the process by Planning staff, the community and the local Councillor.

Sun, Shadow

A shadow impact study was submitted to the City by the applicant's architect for the revised proposal. The results of the shadow impact study indicate that shadowing will affect the outdoor enjoyment of some existing residential properties late in the day. The towers of the proposed buildings will be narrow, enabling the sun's shadows to pass quickly across the residential properties affected. Overall, the shadow impacts are acceptable in light of the proposed built form, scale and massing.

Wind

A wind analysis report was prepared by F.H. Theakston Environmental Control Inc. for the proposed development. The study concludes that comfort conditions at the site are generally acceptable to an urban setting and additional mitigation is not necessary at this time. The wind study further notes that the proposed development makes excellent use of wind mitigation massing elements and mitigation opportunities that can be realized through appropriate use of landscaping.

Noise

A noise feasibility study was prepared by J.E. Coulter Associates Limited for the proposal. The report recommends that upgraded glazing well above the Ontario Building Code requirements will be required for this development, regardless of the size of windows. However, the noise report notes that the exterior façade requirements are feasible, although challenging. The report further notes that once the detailed architectural plans are available, the façade requirements can be finalized. Matters related to noise, such as, the need for a subsequent noise study in order to finalize glazing and

façade requirements once detailed architectural plans become available will be secured in the Section 37 Agreement as a legal mechanism.

Traffic Impact, Access, Parking

The applicant submitted a Traffic Impact Study (TIS) for the proposal which was reviewed by City staff. Revisions were made to the original TIS to address staff comments. Technical and Transportation Services Division staff has advised that the revised TIS is satisfactory. The study concludes that vehicle traffic generated by the proposal can be accommodated by the area road network with the introduction of traffic signal control at the intersection of The East Mall and Valhalla Inn Road. Certain traffic improvements are required as a result of the proposal. Further, funding will be secured to implement these improvements. The following traffic matters are required to be secured through the Section 37 Agreement as a legal mechanism should this application be approved, with funding provided for each improvement prior to site plan approval.

- (a) the applicant/owner shall submit a certified cheque sufficient to cover the municipality's cost of installing traffic control signals and any associated road geometry improvements at The East Mall/Valhalla Inn Road intersection;
- (b) the applicant/owner shall submit a certified cheque sufficient to cover the cost of removing or relocating the existing pedestrian crossover on The East Mall, north of Valhalla Inn Road, that may be required to accommodate installing traffic control signals at The East Mall/Valhalla Inn Road intersection;
- (c) the applicant/owner shall submit a certified cheque sufficient to cover the municipality's cost of installing a northbound to westbound left turn advance signal phase for the a.m. peak period, including any traffic signal hardware modifications, at The East Mall/Burnhamthorpe Road intersection;
- (d) the applicant/owner shall submit a certified cheque sufficient to cover the municipality's cost of installing a southbound to eastbound left turn advance signal phase for the p.m. peak period, including any traffic signal hardware modifications, at The East Mall/Bloor Street West intersection;
- (e) the applicant must prepare a detailed design and cost estimate, prior to site plan approval, for the extension of the existing eastbound left turn storage lane at the west approach to The East Mall/Bloor Street West intersection to provide a minimum storage lane length of 100 metres, with a 30 metre taper to accommodate future total traffic conditions, to the satisfaction of the Executive Director of Technical Services. The applicant/owner shall submit a certified cheque or irrevocable letter of credit in accordance with the accepted cost estimate. The construction of the extension of the existing left turn storage lane shall be completed prior to occupancy of the first building.

Technical Services staff has further commented that should the application be approved, staff will request that the applicant/owner provide a right-of-way over their property in favour of

the adjoining southerly property, as a means to divert traffic from The East Mall/Gibbs Road intersection and encourage use of the proposed signals at The East Mall/Valhalla Inn Road at the site plan approval stage.

Staff will secure the implementation and funding for improvements through the Section 37 Agreement as a legal mechanism.

Parking

Technical Services Division staff reviewed a "Parking Supply" report submitted for the application. The Parking Supply report recommended that a minimum resident on-site parking ratio of 1.00 stall per dwelling unit for units consisting of two bedrooms or less and 1.35 stalls per dwelling unit for units consisting of three or more bedrooms be provided. Further, the report recommended a visitor parking ratio of 0.20 stalls per dwelling unit be provided for the exclusive use of visitors. Technical Services staff is in agreement with the parking recommendations under the Parking Supply report. The applicant has not provided a breakdown of the type of units by bedroom for the proposal. The applicant will be required to comply with the above-noted parking requirements since any amending zoning by-law will include these parking requirements should this application be approved.

Technical Services staff will provide detailed comments on driveway access, internal vehicle circulation, parking layout and loading at the Site Plan Control stage.

Public Transit

The Toronto Transit Commission (TTC) has advised that in order to mitigate delays to TTC buses, the TTC will require the applicant to provide \$50,000 for the installation of transit signal priority at two intersections in the vicinity of the site. The TTC has also commented on certain technical requirements regarding accommodating Wheel-Trans vehicles on the site.

Ministry of Transportation

The Ministry of Transportation (MTO) requires that any new buildings/structures above and below the ground, any arrangement, traffic and otherwise, or amenity essential to the viability of the proposal such as fire routes, loading docks, driveways, municipally assumed/private roads and/or servicing must be setback 14 metres from the Highway 427 right-of-way. Only surplus parking is permitted within the 14 metre setback. The MTO requires the applicant to obtain a permit(s) prior to any construction and for all signs visible to the highway. The required 14 metre setback will be included in the proposed amending zoning by-law.

Although, there is an Environmental Assessment underway for potential modifications within the Highway 427 corridor, no comments were provided by the MTO regarding the Highway 427 off ramp at Valhalla Inn Road.

Servicing, Solid Waste and Fire Services

Technical Services staff have reviewed the Functional Servicing Report submitted by the applicant for the proposal and are satisfied that the existing City water and sewer infrastructure is sufficient to service the proposal. The applicant must submit a satisfactory Stormwater Management Report which addresses the City's Wet Weather Flow Management Guidelines and detailed Grading Plan at the Site Plan Approval stage should the application be approved.

The City will provide collection services for solid waste as long as the facilities are designed and constructed in accordance with the City's requirements. The applicant will be required to address solid waste and fire routing matters at the site plan approval stage.

Parkland

This development is subject to the new City-wide Alternative Parkland Dedication By-law No. 1420-2007 enacted by Council in December 2007. This by-law applies to any development proposal in a Parkland Acquisition Priority Area or any proposal for a property which is designated Mixed Use Areas in the Official Plan, or an Avenue. This property is both in a Parkland Acquisition Priority Area in the Official Plan and is designated Mixed Use Areas in the Official Plan.

In this case, the by-law requires the conveyance of 15% of the land to be developed. The by-law states that the portion of the dedication above the base of 5% required of all residential developments must be used to acquire parkland that is accessible to the area in which the development is located or to improve parks in the vicinity of the development. Parks staff have commented that the site is located immediately across from the East Mall Park. The East Mall Park is 3.22 hectares in size. Therefore, the owner will be subject to a cash-in-lieu of parkland dedication payment. The cash-in-lieu payment shall be paid prior to building permit issuance for the proposal.

Street Trees and Private Trees

There are 27 trees situated on or in close proximity of the site that qualify for protection under the provisions of the Private Tree By-law. Where it is not possible to retain or adequately protect trees on private property, the applicant is required to submit an Application for Permit to Injure/Destroy Privately Owned Trees to Urban Forestry. The submission of an application does not guarantee a permit will be issued. A minimum of three replacement trees should be planted on private property or common areas for every tree that is to be removed.

Urban Forestry staff notes that the site plan submitted for this proposal indicates the planting of numerous trees. However, a majority of tree planting will occur above an underground parking structure. There are special requirements for tree planting above an underground parking garage. Urban Forestry is not opposed to the change of use proposed for the site. However, more detailed landscape plans are required to be submitted to Urban Forestry in order to ensure that the proposed development of the site addresses the potential impact to existing trees and the lack of tree planting opportunities that will exist following construction.

Community Services and Facilities Study

The Official Plan policies regarding Healthy Neighbourhoods seek to enhance community and neighbourhood amenities where needed. The applicant submitted a Community Services and Facilities Study in support of the application. An addendum to the study was later submitted to Community Planning to address initial comments on the study from City staff. The Study identified that:

- (a) the parks within the closest proximity for pedestrians are East Mall Park, Smithwood Park, Cronin Park and Wedgewood Park. Three of the four parks contain outdated playground equipment;
- (b) investment in existing community centres/community schools (ie. facility renovations, upgrades and expansions) will be required in this area of the City in order to meet service needs;
- (c) the City must also explore opportunities to complement the parkland and recreation system through creative responses and approaches that use publicly accessible public and private lands which it currently does with some of the school boards, Hydro and others; and
- (d) the recreational amenity deficiencies identified by Parks staff results in their recommendation that public benefits secured through the Section 37 agreement should contribute to improvements to existing parks and recreational facilities.

School Boards

The Toronto District School Board (TDSB) has advised that there is insufficient space at the local elementary and secondary schools to accommodate students anticipated from this proposed development. The TDSB has requested that as a condition of approval, the applicant/developer enter into an agreement to erect and maintain signs on the site advising that sufficient accommodation might not be locally available for all students. The signs shall be to the Board's specifications and be erected prior to registration or the issuance of any building permit. The TDSB also requires warning clauses in all offers of purchase and sale of residential units advising of the inability to accommodate students locally and on bussing procedures.

The TDSB has also commented that the option of addressing the lack of parks and recreation programs in this community be seriously considered. Strengthening community programming will serve the TDSB students, their parents and the community at large.

The Toronto Catholic District School Board (TCDSB) has advised that St. Elizabeth Catholic School (JK-8) and Michael Power/St. Joseph Catholic Secondary School (9-12) are both oversubscribed at this time and cannot accommodate additional students. The TCDSB has further commented that it may be necessary for students coming from this

development to be accommodated in facilities outside of the community depending on availability of space. The TCDSB requests that a sign be placed on the site advising that students from this development area will be accommodated in a Catholic school located in an adjacent area.

The TCDSB has advised that the development charges will be \$422.00 per dwelling unit for residential development.

Building Heritage

A report to the Toronto Preservation Board from the Director, Policy and Research, City Planning Division dated June 13, 2007 on the heritage merits of the existing Valhalla Inn hotel recommends that the property at 1 Valhalla Inn Road (Valhalla Inn) be included on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. The inclusion of the property on the City's heritage inventory would enable staff to monitor any changes to the site and encourage the retention of its heritage attributes. The report for the listing of the property has been held so that Council can consider the listing as part of the complete report including the rezoning application.

The report identifies some of the heritage attributes of the existing Valhalla Inn hotel to be:

- (a) the west façade identified by massive fieldstone piers located south of the main entrance and at the north end of the flat-roofed section with the distinctive Oasthouse roofs;
- (b) the main entry which retains the original double doors and transoms that are patterned with tiny squares and flanked by glazing;
- (c) the Nordic Dining Lounge and the hallway along the east end of the Nordic Dining Lounge to the north; and,
- (d) the original bar in the shape of a Viking ship.

The applicant and their architect had discussions with Heritage Preservation Services staff regarding the heritage merits of the existing Valhalla Inn hotel. The applicant's architect has submitted a report to the City's Heritage Preservation Services staff identifying certain heritage elements of the existing hotel that the applicant is agreeable to incorporating into the development proposal. These heritage elements proposed by the applicant's architect are required to be reviewed by the City's Heritage Preservation Services staff to ensure that the heritage attributes of the existing Valhalla Inn hotel are respected. This review will occur as part of the site plan approval process, should the Valhalla Inn hotel be listed on the City's Heritage Inventory and should the rezoning application be approved.

Toronto Green Development Standard

The applicant is proposing a green roof on top of the 4-storey amenity/parking garage. The proposal will be examined further for other potential green development standards at the site plan approval stage.

Section 37

Section 37 of the Planning Act allows municipalities to obtain public benefits for developments with an increase in height or density. The benefits are generally capital projects and must bear a planning relationship to the proposed project.

Parks staff have requested that a minimum of \$1,005,000 for Section 37 benefits be secured towards the construction of a new Community Centre within the area at the discretion of the General Manager of Parks, Forestry and Recreation and in consultation with the local Councillor. According to the City Council adopted Recreation Facilities Report (2004), Strategic Services identified the area (Etobicoke City Centre) as a priority area, "the strongest candidates for new, replacement or significantly expanded facilities over the next 5 to 10 years."

In a letter dated March 4, 2008, from the Toronto District School Board, they advised City Planning staff that the option of addressing the lack of recreation programs in this community be seriously considered. Strengthening community programming will serve our students, their parents and the community at large. There is a willingness to engage in discussions to explore a joint-use facility at the Bloorlea School site with Parks, Forestry and Recreation that would enhance the provision of community programming.

The community benefits recommended to be provided as part of the Section 37 Agreement and to be secured prior to the issuance of the first residential building permit are:

- a) A \$200,000 cash contribution for public art either on-site or in conjunction with public art installations in the area; and
- b) A \$1,005,000 cash contribution towards the building expansion of Bloorlea Middle School for a community centre/gymnasium facility.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development, payable prior to Site Plan Approval:

1. the applicant/owner shall submit a certified cheque to cover the costs of installing traffic control signals and any associated road geometry improvements at The East Mall/Valhalla Inn Road intersection;
2. the applicant/owner shall submit a certified cheque sufficient to cover the cost of removing or relocating the existing pedestrian crossover on The East Mall, north of Valhalla Inn Road, that may be required to accommodate installing traffic control signals at The East Mall/Valhalla Inn Road intersection;
3. the applicant/owner shall submit a certified cheque sufficient to cover the municipality's cost of installing a northbound to westbound left turn advance signal phase for the a.m. peak period, including any traffic signal hardware modifications, at The East Mall/Burnhamthorpe Road intersection;

4. the applicant/owner shall submit a certified cheque sufficient to cover the municipality's cost of installing a southbound to eastbound left turn advance signal phase for the p.m. peak period, including any traffic signal hardware modifications, at The East Mall/Bloor Street West intersection;
5. the applicant must prepare a detailed design and cost estimate, prior to site plan approval, for the extension of the existing eastbound left turn storage lane at the west approach to The East Mall/Bloor Street West intersection to provide a minimum storage lane length of 100 metres, with a 30 metre taper to accommodate future total traffic conditions, to the satisfaction of the Executive Director of Technical Services. The applicant/owner shall submit a certified cheque or irrevocable letter of credit in accordance with the accepted cost estimate. The construction of the extension of the existing left turn storage lane shall be completed prior to occupancy of the first building;
6. Noise mitigation measures and warning clauses if necessary;
7. the applicant/owner shall submit a certified cheque in the amount of \$50,000 for the installation of transit signal priority at two intersections in the vicinity of the site as required by the Toronto Transit Commission; and
8. School Board Warning Clauses and Signs.

Development Charges

The applicant has not provided a breakdown of dwelling units by bedroom type with the application. It is estimated that the development charges for this project will be \$6,453,926.00 should all 898 units be apartment units having two bedrooms or more. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

Greg Hobson-Garcia, Planner
Tel. No. (416) 394-2615
Fax No. (416) 394-6063
E-mail: ghobson@toronto.ca

SIGNATURE

Gregg Lintern, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: West Elevation

Attachment 3: South Elevation

Attachment 4: East Elevation

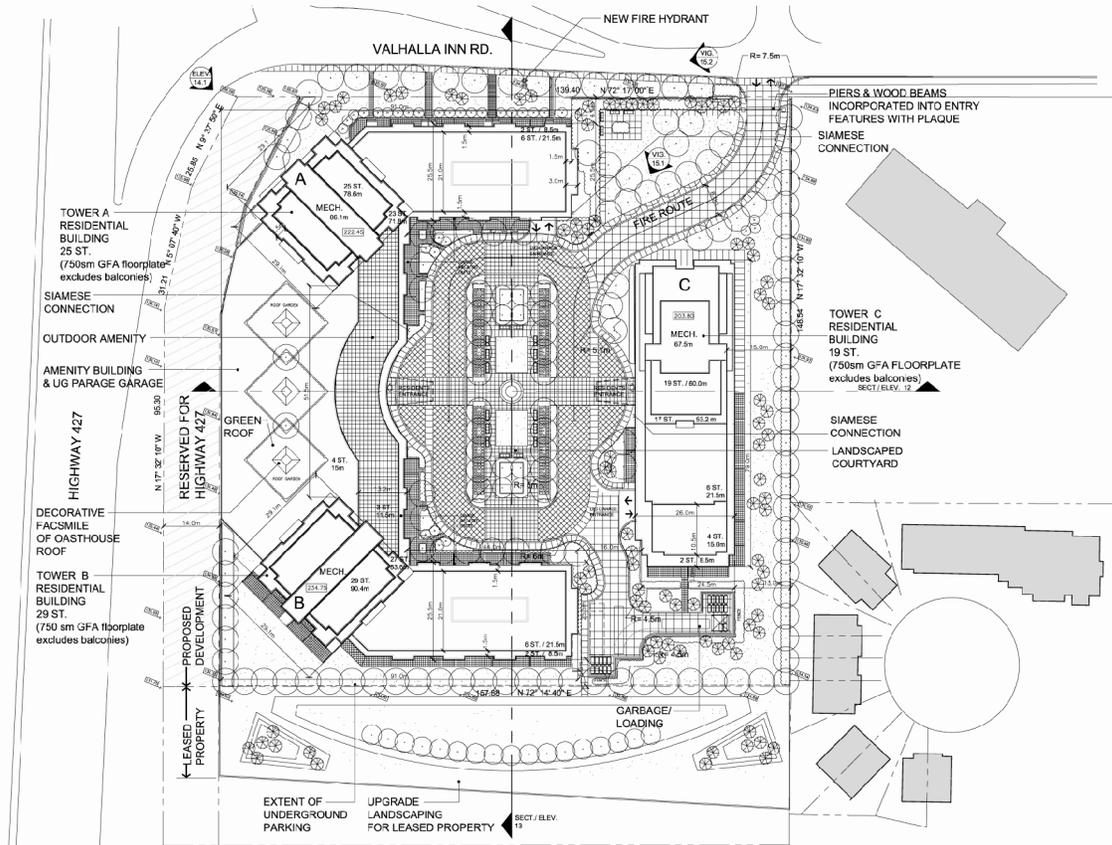
Attachment 5: North Elevation

Attachment 6: Zoning

Attachment 7: Section 37 Requirements

Attachment 8: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

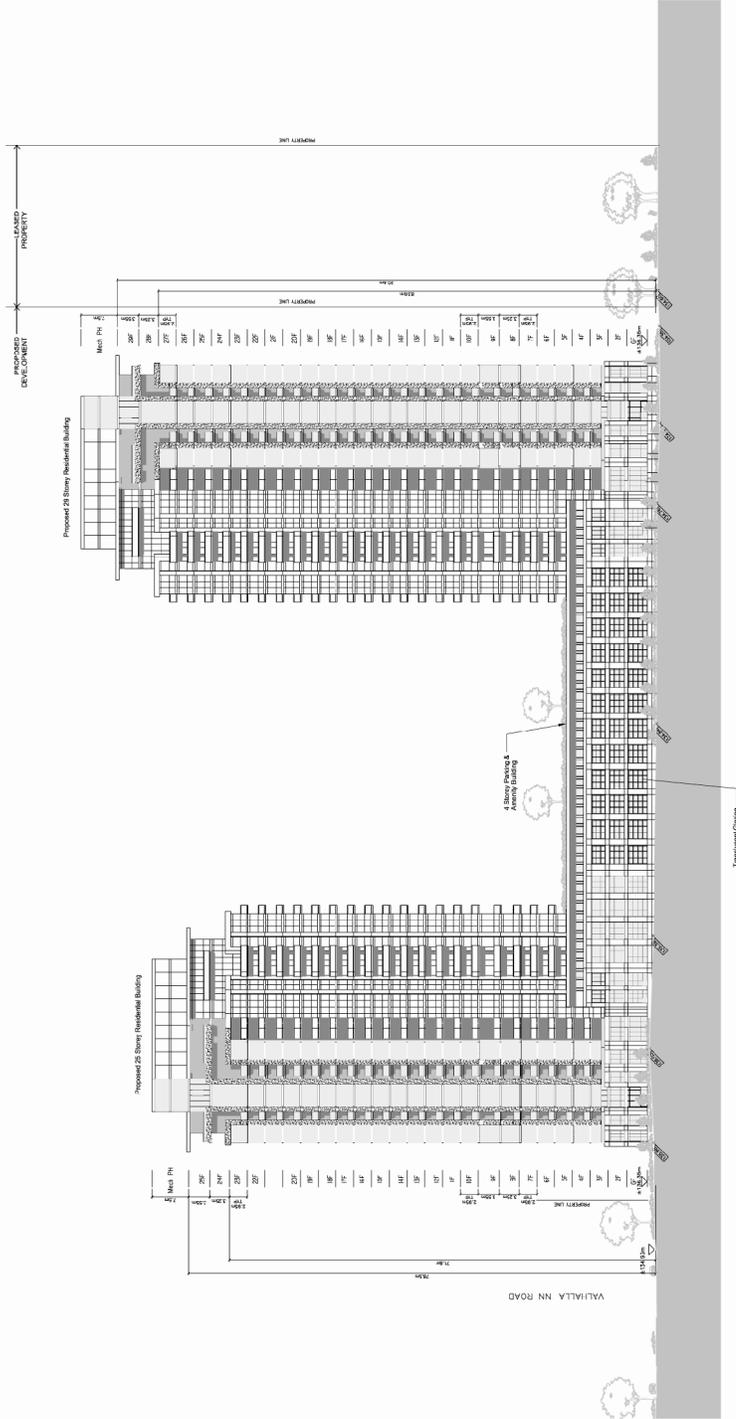
Not to Scale 

04/30/03

1 Valhalla Inn Road

File # 06_199703

Attachment 2: West Elevation



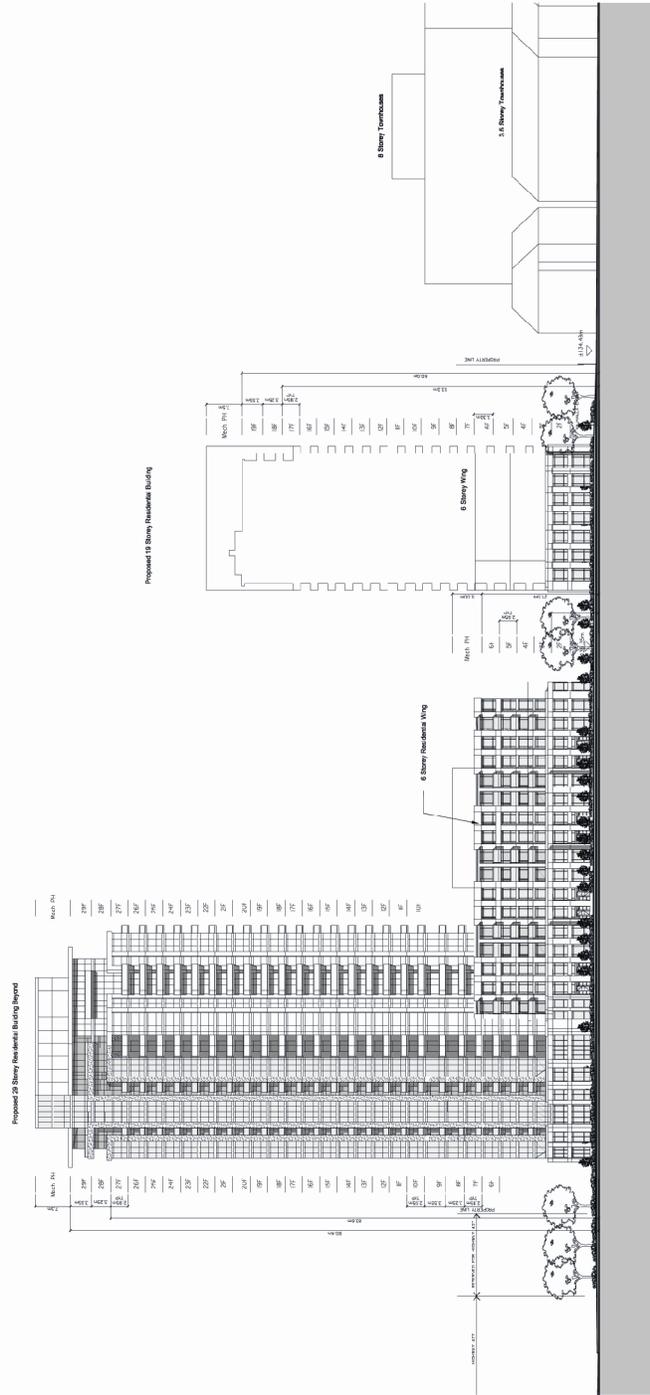
WEST Elevation (HWY 427)

1 Valhalla Inn Road

Elevations
 Applicant's Submitted Drawing
 Not to Scale

File # 06_199703

Attachment 3: South Elevation



South Elevation

1 Valhalla Inn Road

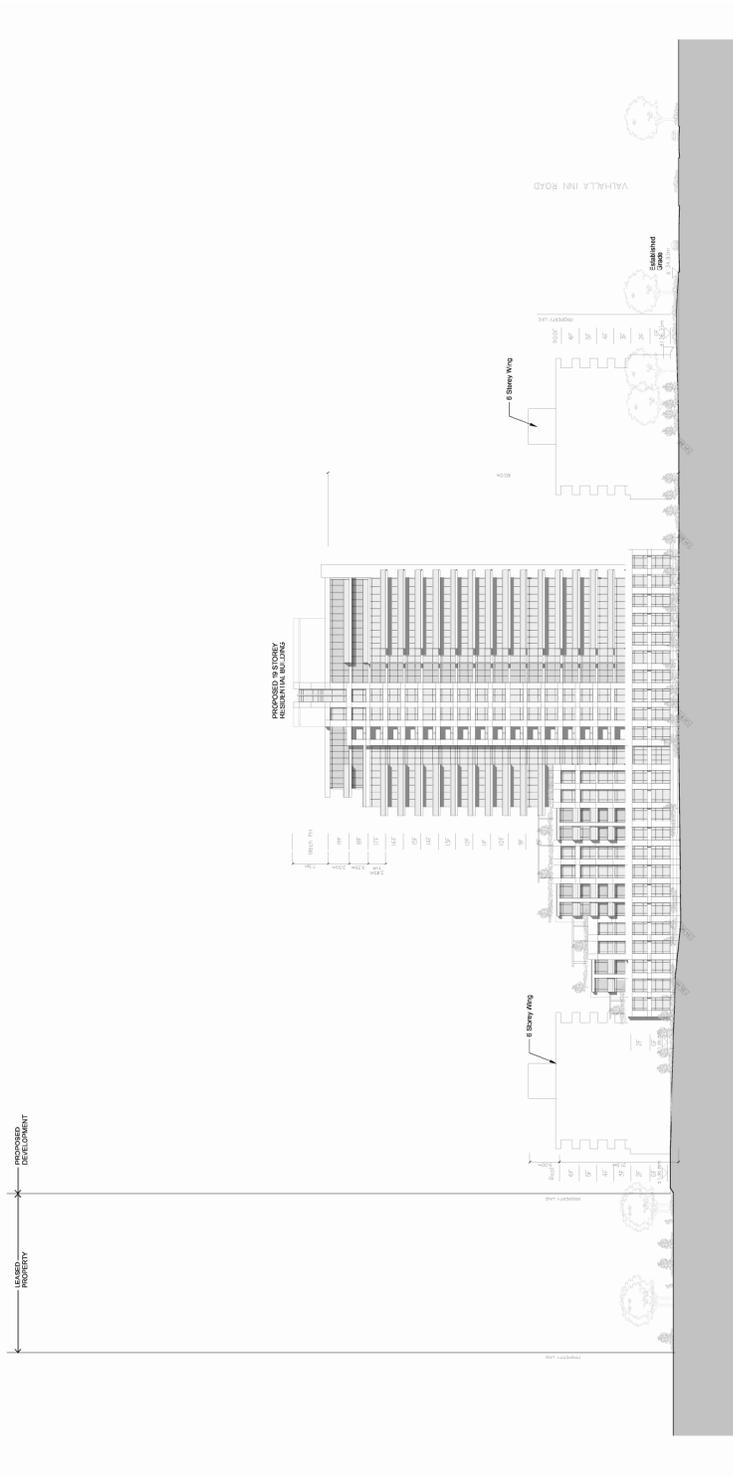
Elevations

Applicant's Submitted Drawing

Not to Scale

File # 06 - 199703

Attachment 4: East Elevation



EAST Elevation

Elevations

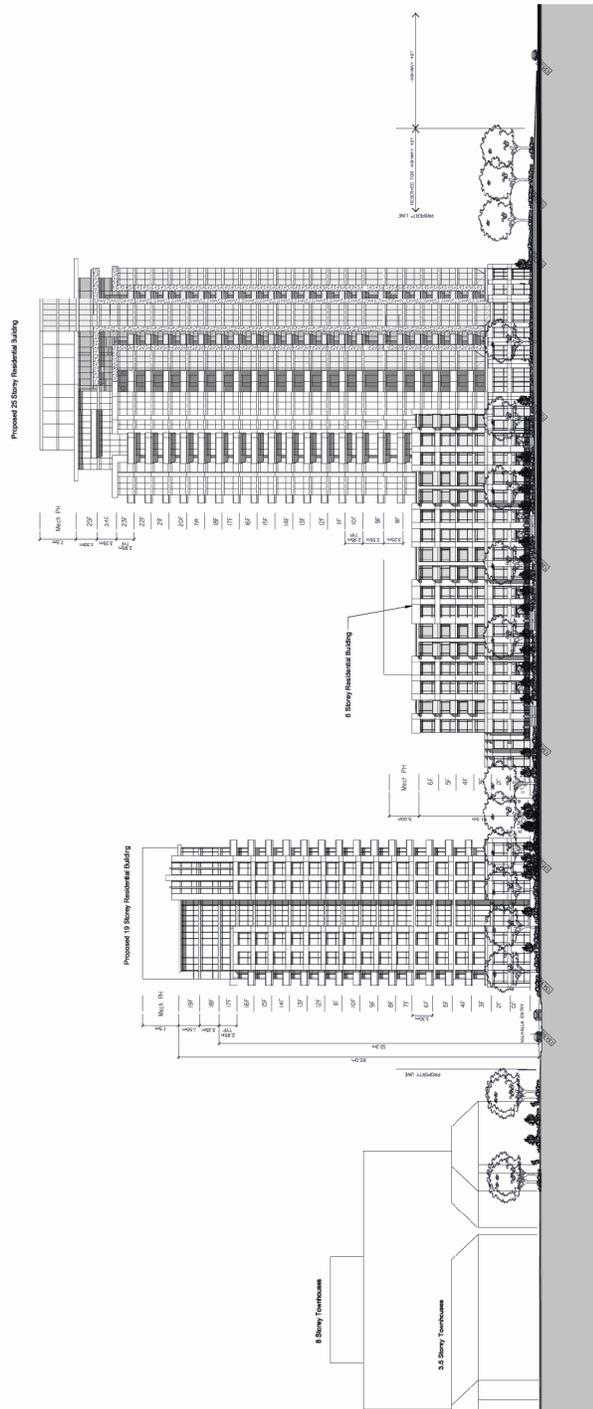
Applicant's Submitted Drawing

Not to Scale

1 Valhalla Inn Road

File # 06_199703

Attachment 5: North Elevation



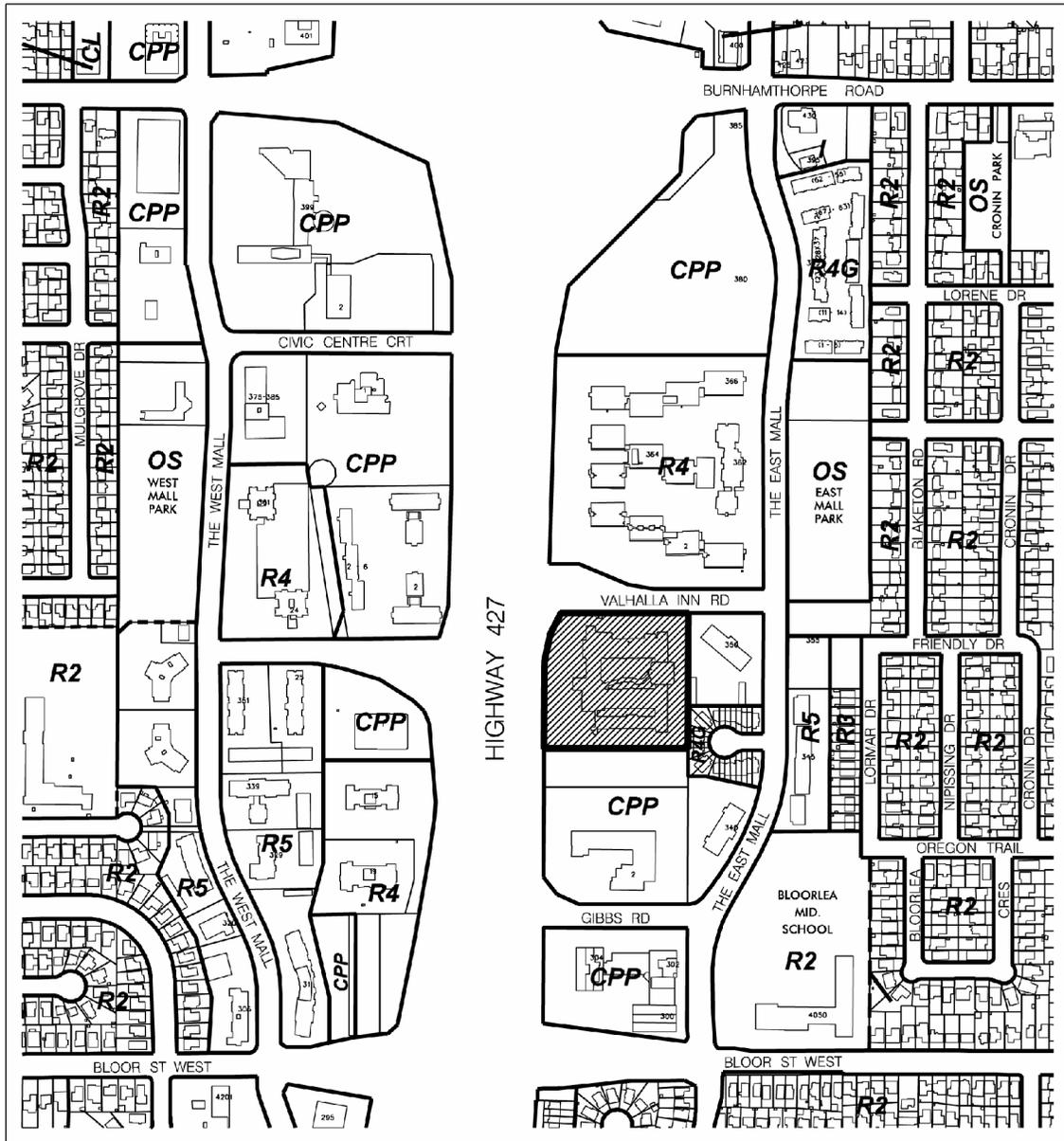
NORTH Elevation (Valhall Inn Road)

1 Valhalla Inn Road

Elevations
Applicant's Submitted Drawing
Not to Scale

File # 06_199703

Attachment 6: Zoning



TORONTO City Planning Division
Zoning

1 Valhalla Inn Road
 File # 06_199703

- R2 Residential Second Density
- R3 Residential Third Density
- R4 Residential Fourth Density
- R5 Residential Fifth Density
- R4G Residential Fourth Density Group
- CPP Planned Commercial Preferred
- CL Commercial Limited
- OS Public Open Space
- I Institutional


 Not to Scale
 Zoning By-law 11,737 as amended
 Extracted 02/27/07- KP

Attachment 7: Section 37 Requirements

The community benefits recommended to be provided as part of the Section 37 Agreement and to be secured prior to the issuance of the first residential building permit are as follows:

1. A \$200,000 cash contribution for public art either on-site or in conjunction with public art installations in the area; and
2. A \$1,005,000 cash contribution towards the building expansion of Bloorlea Middle School for a community centre/gymnasium facility.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development, payable prior to Site Plan Approval:

1. the applicant/owner shall submit a certified cheque to cover the costs of installing traffic control signals and any associated road geometry improvements at The East Mall/Valhalla Inn Road intersection;
2. the applicant/owner shall submit a certified cheque sufficient to cover the cost of removing or relocating the existing pedestrian crossover on The East Mall, north of Valhalla Inn Road, that may be required to accommodate installing traffic control signals at The East Mall/Valhalla Inn Road intersection;
3. the applicant/owner shall submit a certified cheque sufficient to cover the municipality's cost of installing a northbound to westbound left turn advance signal phase for the a.m. peak period, including any traffic signal hardware modifications, at The East Mall/Burnhamthorpe Road intersection;
4. the applicant/owner shall submit a certified cheque sufficient to cover the municipality's cost of installing a southbound to eastbound left turn advance signal phase for the p.m. peak period, including any traffic signal hardware modifications, at The East Mall/Bloor Street West intersection;
5. the applicant must prepare a detailed design and cost estimate, prior to site plan approval, for the extension of the existing eastbound left turn storage lane at the west approach to The East Mall/Bloor Street West intersection to provide a minimum storage lane length of 100m, with a 30m taper to accommodate future total traffic conditions, to the satisfaction of the Executive Director of Technical Services. The applicant/owner shall submit a certified cheque or irrevocable letter of credit in accordance with the accepted cost estimate. The construction of the extension of the existing left turn storage lane shall be completed prior to occupancy of the first building;
6. Noise mitigation measures and warning clauses if necessary;

7. the applicant/owner shall submit a certified cheque in the amount of \$50,000 for the installation of transit signal priority at two intersections in the vicinity of the site as required by the Toronto Transit Commission; and
8. School Board Warning Clauses and Signs.

Attachment 8: Application Data Sheet

Application Type	Rezoning	Application Number:	06 199703 WET 05 OZ
Details	Rezoning, Standard	Application Date:	December 22, 2006

Municipal Address: 1 VALHALLA INN RD, TORONTO ON M9B 1S9

Location Description: PL M955 BLK A PL M955 PT BLK B RP R3999 PTS 1 TO 7 **GRID W0501

Project Description: This application is to permit three high-rise residential condominium buildings having heights of 19 storeys, 25 storeys and 29 storeys. The proposed buildings will have podiums at their bases ranging in height from 2 to 6 storeys.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	By -laws 10,995, 11,449, 15,029, 1985-100, 1991-199
Zoning:	CPP	Historical Status:	
Height Limit (m):	None	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	23,071	Height:	Storeys:	19, 25 and 29
Frontage (m):	139.4		Metres:	60, 78.6 and 90.4
Depth (m):	148.54			
Total Ground Floor Area (sq. m):	9,360			Total
Total Residential GFA (sq. m):	75,000		Parking Spaces:	1,115
Total Non-Residential GFA (sq. m):	0		Loading Docks	2
Total GFA (sq. m):	75,000			
Lot Coverage Ratio (%):	41			
Floor Space Index:	3.25			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3 + Bedroom:	0
Total Units:	898

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	75,000	0	0
Retail GFA (sq. m):	0	0	0
Office GFA (sq. m):	0	0	0
Industrial GFA (sq. m):	0	0	0
Institutional/Other GFA (sq. m):	0	0	0

CONTACT: PLANNER NAME: Greg Hobson-Garcia, Planner
TELEPHONE: (416) 394-2615