



City of Toronto, City Planning Division
Community Planning – Etobicoke York District
3rd fl., 2 Civic Centre Ct.
Toronto ON M9C 5A3

Attn: Elisabeth Silva Stewart
Acting Manager, Community Planning – Etobicoke York District

Dear Ms. Silva Stewart,

Re: 5 Capri Road
2nd Submission of Zoning By-law Amendment and Draft Plan of Subdivision applications
21 125098 WET 02 OZ and 21 124798 WET 02 SB

Tenblock is pleased to re-submit the enclosed application for Zoning By-law Amendment and Draft Plan of Subdivision applications to enable an infill redevelopment of 5 Capri Road. This revised proposal includes public road dedication, public parkland dedication, additional public land dedication, extensive landscaped open space, a daycare, a bike café, and a new residential development containing 824 residential units. An initial submission was made to the City on March 8, 2021, the applications were deemed complete as of April 19, 2021, and comments from various divisions and external agencies were subsequently received. A Preliminary Report was considered by Etobicoke York Community Council on September 10, 2021.

Throughout early 2022, several workshops and design meetings took place between the applicant team and City Staff to discuss the proposed development and work toward alignment on site configuration and built form.

The enclosed materials reflect a significantly revised development application, one that responds to reviewer comments, planning constraints and opportunities, and emerging ideas about the potential of the site for current and future residents.

A table comparing the original proposal with the revised proposal can be found below:

	1st Submission (March 2021) <i>(new development only)</i>	2nd Submission (Nov 2022) <i>(new development only)</i>
Building Heights <i>Building A</i> <i>Building B</i> <i>Building C</i> <i>Shared Podium</i>	27 storeys 39 storeys 31 storeys 6 storeys	21 storeys 21 storeys 21 storeys 4-8 storeys
Tower Floorplates <i>Building A</i> <i>Building B</i> <i>Building C</i>	750 m ² 750 m ² 750 m ²	799 m ² 790 m ² 795 m ²
Residential Units	924 units 20 bachelor (2%) 528 one-bedroom (57%) 281 two-bedroom (31%) 95 three-bedroom (10%)	824 units 0 bachelor (0%) 476 one-bedroom (58%) 265 two-bedroom (32%) 83 three-bedroom (10%)
Total Density	6.25 FSI	4.79 FSI
Total Gross Floor Area	67,444 m ²	56,767 m ²
Vehicle Parking <i>Residents</i> <i>Visitors</i>	889 spaces (0.96 spaces/unit) 796 spaces (0.86 spaces/unit) 93 spaces (0.10 spaces/unit)	669 spaces (0.81 spaces/unit) 626 spaces (0.76 spaces/unit) 43 spaces (0.05 spaces/unit + 2)
Bicycle Parking <i>Long-term</i> <i>Short-term</i>	695 spaces 630 spaces 65 spaces	717 spaces 586 spaces 131 spaces
Loading	2 Type 'G' 1 Type 'C'	2 Type 'G'
Amenity space <i>Indoor</i> <i>Outdoor</i>	4.00 m ² /unit 2.01 m ² /unit 1.99 m ² /unit	4.05 m ² /unit 2.02 m ² /unit 2.03 m ² /unit
Parkland dedication	1,555 m ²	1,777 m ²

The following provides further detail on the major changes to the development application:



- **Site organization:** There have been fundamental shifts in the project's site organization and layout since the initial submission. The new public road – still running south along the eastern edge of the property – now terminates in a cul-de-sac roughly at the midpoint of the site. Providing a 16.5m right of way (confirmed as appropriate by Transportation Services), the road is now entirely on the subject site, ensuring the development can function independently. This revised road layout provides a variety of benefits, including reduced asphalt, potential for a future extension back to The East Mall, and an improved park location.

Responding to City staff concerns, the public parkland dedication has been relocated to the south east corner of the site. Still representing 15% of the net site area, the park has been expanded by 220 m² since the first submission due to a larger net site area. The new location and configuration provide increased sunlight, potential for future expansion through redevelopment of the adjacent property, and, while maintaining public road frontage, provides safer access for children and families without crossing any streets. The park is well integrated into the surrounding private landscape design, with passive overlook from the adjacent townhomes of Building C. In addition, Tenblock has proposed a further dedication of 187 m² of land to the City (Block 4 on the Draft Plan of Subdivision) to expand the park beyond that which is required for parkland dedication.

The proposed footprint of the buildings remains in roughly the same location, maintaining the 14 metre MTO setback, 9.14m City of Toronto easement, and separation from the existing building.

- **Building massing:** The revised development application maintains three towers, but reduces their heights to 21 storeys (down from 39, 31, and 27). In order to accommodate the reduction in height, massing has been redistributed within the towers by creating slightly larger tower floor plates ranging between 790 and 799 m². The increased tower floor plate sizes do not result in any adverse shadowing impacts to nearby residential areas or parkland. In addition, the already generous tower separation distances from the original submission have been increased even further; Buildings A and B are separated by over 33 m, while Buildings A and C are separated by over 29 m. The towers are configured such that the smallest separation distances, at just over 25 m (still meeting Tall Building Design Guidelines), provide a condition without any facing windows between the towers to further enhance privacy and access to light.



Like the first submission, the towers sit upon a shared podium. Unlike the first submission, the podium is narrower and with varied heights, creating a more visually stimulating design and enhancing the rooftop's usability. The podium forms a 'C' shape, leaving a pedestrian-friendly courtyard for internal circulation. Tower setbacks are a minimum of 1.5 m, with 3.0 m setbacks provided adjacent to the public park and the daycare's outdoor play area to provide additional wind mitigation.

- **Site circulation, parking and loading:** A private driveway and courtyard provide connect the building entrances to the new public road. Vehicular access to parking and loading has been consolidated into two portals off the courtyard. The provision of on-site vehicular parking has been reduced in this updated submission, dropping from a ratio of 0.86 spaces/unit to 0.76 spaces/unit for both the new and existing building. The site's improved accessibility by bike (with new local bike lanes and bike infrastructure on site), incoming transit improvements (Eglinton West LRT), and new availability of car share all support this reduction. The northern portion of the existing underground garage will no longer be maintained; instead, the entirety of the vehicular parking for the existing and new buildings will be shared on the new development site. In response to City comments, above grade parking has been reduced to 3 levels. With the exception of a narrow band against Highway 427, the entirety of the above-grade parking is wrapped with residential units to provide façade animation.

In addition to By-law required levels of short-term and long-term bike parking, the site plan has provided for two Bike Share stations in anticipation of the network's expansion throughout the City. Sizing adheres to TPA standards. One station is integrated into the landscaping at the north end of the site and the other is located in the ROW adjacent to the cul-de-sac. Tenblock is excited to support vehicular alternatives and will continue to improve bike parking and infrastructure on-site.

- **Building uses:** Previously the project included solely residential uses. While the residential uses remain – at a moderately decreased density – the revised application now includes a 642 m² daycare and a 189 m² bike café. The two-storey, elevator-accessible daycare includes 303 m² of outdoor play space, and is an important element in ensuring the new development is family-friendly. The bike café is envisioned as a hybrid retail space with a café and bike shop (service



and limited retail). Tenblock intends for this space to contribute to local vibrancy – particularly in an area with limited active uses – and help create a cycling culture in the community.

- **Landscape design:** the landscape design of 5 Capri Road has been extensively re-imagined with a focus on placemaking, health and wellness for both existing and new residents. The new landscape concept includes extensive programming throughout the site. Highlights include:
 - 422 m² POPS
 - Community garden
 - Wellness pathway with exercise machines
 - Dog run / off-leash area

Pedestrian circulation around the entire site only requires a single road crossing, across a woonerf-style slow speed driveway. Collectively, the design approach transforms a hostile landscape adjacent to a highway into a series of spaces that respond to the needs and lifestyle of current and future 5 Capri residents. Please see landscape concept plan for further details.

- **Existing building:** The original submission incorporated improvements to the existing 5 Capri building; the revised application advances this intention even further, ensuring that existing residents see significant benefits from the new development in fulfillment of Policy 3.2.1.5(b) of the Official Plan. 425 m² of new outdoor amenity space is provided, including a playground area and multiple communal seating areas. 303 m² of new indoor amenity space is provided at- and below grade through conversion of unused storage/management spaces, increasing the total indoor amenity space to 386 m². Specific details of these spaces will be discussed with City staff and residents as this project advances. Existing residents will have access to all the other at-grade landscaped areas on site as well. 24 new short-term bike parking spaces have been provided at the main entrance of the existing building, meeting the updated short-term by-law requirements for new buildings.

The loading area for the existing building has been relocated to the northwest corner of the site in a new enclosed structure. Although the loading space in the previous submission was also enclosed, the change in location allows for reduced asphalt, less overall impact on building residents, and a larger contiguous green space to the west of the building. The pick-up and drop-off loop at the front of the building has been tightened from the previous iteration to



minimize asphalt and increase green space. Further building improvements, including larger-scale green retrofits, will continue to be explored as the project develops.

SUBMISSION MATERIALS

In support of the resubmission of the ZBA application for 5 Capri Road, the following materials have been provided:

- Resubmission Form;
- Project Data Sheet;
- Copies of Burdening Easements;
- Comment Response Matrix, with comments and responses to 1st ZBA / Draft Plan of Subdivision Submission, dated November 9, 2022;
- TGS Version 4 Checklist, dated November 9, 2022;
- Draft Plan of Subdivision, dated November 9, 2022, prepared by Bousfields Inc.;
- Planning and Urban Design Rationale Addendum Letter, dated November 9, 2022, prepared by Bousfields;
- Block Context Plan, dated November 9, 2022, prepared by Bousfields;
- Architectural Drawing Set (including project statistics, TGS template, accessibility design standard checklist, context plan, site plan, underground plans, floor plans, elevations, sections, and renderings), dated November 9, 2022, prepared by BDPQ;
- Shadow Study, dated November 9, 2022, prepared by BDPQ;
- Shadow Study Checklist, dated November 9, 2022, prepared by BDPQ;
- Computer Generated Building Mass Model, prepared by BDPQ;
- Landscape Drawing Set (including concept site & landscape plan, soil volume plan, and landscape concept vignettes), dated November 9, 2022, prepared by STUDIO tla;
- Arborist / Tree Preservation Report, dated October 26, 2022, prepared by Kuntz Forestry Consulting Inc.;
- Tree Preservation Plan, dated October 26, 2022, prepared by Kuntz Forestry Consulting Inc.;
- Pedestrian Level Wind Study, dated October 26, 2022, prepared by Gradient;
- Transportation Response & Update Letter, dated November 9, 2022, prepared by RJ Burnside Inc.;
- FSR / SWM Report, dated November 9, 2022, prepared by Lithos;
- Servicing Report Groundwater Summary, dated November 9, 2022, prepared by Lithos;



- Mechanical Pump Flow Rate Letter, dated November 10, 2022, prepared by Able Engineering;
- Civil Drawing Set (servicing plan and grading plan), dated November 9, 2022, prepared by Lithos;
- Geotechnical Report Update, dated October 20, 2022, prepared by Grounded;
- Hydrological Report Update (including Hydrological Review Summary), dated October 20, 2022, prepared by Grounded; and
- Aviation Review Memo, dated November 4, 2022, prepared by WSP.

We look forward to discussing and reviewing our revised development proposal with you and your colleagues, and are eager to schedule a community consultation meeting at your earliest convenience. Note that a comprehensive comment response matrix to received comments is enclosed with this resubmission for circulation and review. Should you have any further questions, please do not hesitate to contact me.

Sincerely,

Tenblock



Matthew Kelling, MCIP RPP
Development Manager
mkelling@tenblock.ca // 416-322-4112

