



## STAFF REPORT ACTION REQUIRED

### 1075, 1077, 1083, 1087, 1091 and 1095 Leslie Street (formerly 1100 Eglinton Avenue East) Rezoning Application - Final Report

<b>Date:</b>	March 27, 2009
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 25 – Don Valley West
<b>Reference Number:</b>	06 102160 NNY 25 OZ

#### SUMMARY

This application was submitted on January 12, 2006 and is therefore not subject to the new provisions of the *Planning Act* and the *City of Toronto Act*, 2006.

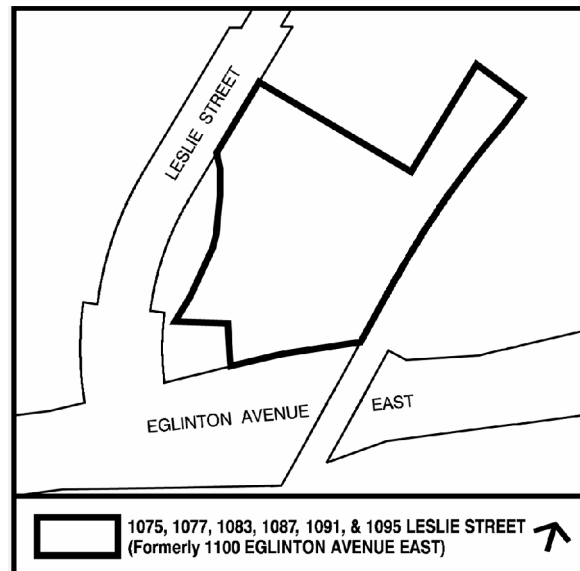
This application proposes the conversion of an existing 23-storey hotel tower, located on former Inn on The Park site, into a 128-unit retirement residence.

The proposal is in conformity with the City's Official Plan and is consistent with the Provincial Policy Statement. The proposal is appropriate for the site and compatible with the nearby residential context.

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 Zoning By-law for the former City of North York substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7.
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, Notice of Site Plan Approval Conditions shall be issued by the Director, Community Planning, North York District.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

On December 5, 1995, Council of the former City of North York approved applications to amend the North York Official Plan and Zoning By-law to permit the introduction of residential uses on the northerly portion of the Inn on the Park site. The residential site (Carrington on the Park - Monarch Construction Limited) was severed from the Inn on the Park lands and is currently developed with three condominium buildings with a total of 420 dwelling units.

Rezoning and Site Plan Control applications have been filed to facilitate a two phased redevelopment of the property. Generally, the proposed redevelopment comprises a mix of uses including an automotive dealership (7,309m<sup>2</sup>), retail, personal service shops and fitness centre (4,714m<sup>2</sup>), offices (359m<sup>2</sup>), banquet hall (1,913m<sup>2</sup>), restaurants (1,115m<sup>2</sup>) and night club (430m<sup>2</sup>), and residential uses (128 units). Internal renovations to existing restaurant facilities, kitchen and food service areas, banquet/ballroom facility, and night club are underway. Planning approvals are not required for the internal renovations and alterations however approval is required for the proposed residential use.

Site Plan approval has been completed and construction is near completion on the first phase of the redevelopment which comprises a new automobile dealership (Lexus-Toyota) at the corner of Eglinton Avenue East and Leslie Street.

The subject application to amend the Zoning By-law is phase two of the project and seeks to convert the existing 23-storey hotel tower into a 128-unit retirement residence. A preliminary report for this application was approved by North York Community Council at its July 6, 2006 meeting. The report provided background information on the proposal and recommended that a community consultation meeting be held and that notice be given according to the regulations of the *Planning Act*.

The preliminary report is available at the following web link:

<http://www.toronto.ca/legdocs/2006/agendas/committees/ny/ny060711/it025.pdf>

## **ISSUE BACKGROUND**

### **Proposal**

The owner is seeking to amend the North York Zoning By-law to convert the existing 23-storey hotel tower located on the northwest corner of the site into a 128-unit retirement residence. The existing structure is octagonal in shape and will accommodate 5 units per floor (one and two bedroom units). The lobby entrance will be located off the north side of the building with a secondary entrance provided on the south side next to the new retail addition.

The apartment building will be rental in tenure. The building is planned as a senior's lifestyle residence offering service packages to the residents that combine services such as meals and the use of on-site fitness facilities and social amenities. All rooms have a small kitchenette facility however common dining room facilities will also be provided.

A total of 76 parking spaces are proposed for the retirement residence, representing a parking rate of 0.60 spaces per unit. The majority of the parking will be provided in an underground garage with surface spaces provided in a parking lot north of the tower.

The tower has an existing gross floor area of 19,428m<sup>2</sup> (209,123 sq.ft.). Together with the floor area of the other uses, the redevelopment of the Inn on the Park site will comprise a total gross floor area of 37,950m<sup>2</sup> (408,493 sq.ft.) resulting in a density of 0.87 FSI. It is noted the proposed gross floor area is lower than the current as of right permissions of 58,090m<sup>2</sup> (625,280 sq.ft.) or a density of 1.3 FSI.

The applicant is also proposing to provide four ground floor courtesy suites for patrons of the banquet hall facility. The suites are located in close proximity to the banquet hall and would be used as temporary/overnight accommodation (e.g. wedding events, etc.).

A statistical summary of the proposal is found in Attachment 6.

### **Site and Surrounding Area**

The Inn on the Park parcel has a site area of approximately 43,347m<sup>2</sup> (4.3 ha/10.7 acres).

Developed in the early 1960's, the lands were the home of the former Inn on the Park hotel operation of Four Seasons. The hotel complex was originally comprised of three main components: a 12-storey hotel tower to the east; a 23-storey hotel tower to the west; and a 2-storey building that partially enclosed a hexagonal landscaped courtyard. Contained within the courtyard was a swimming pool, running stream, bridges, winding paths and waterfalls. The 12-storey hotel tower and 2-storey wing have been demolished to accommodate the new retail space and portions of the car dealership.

The former hotel complex included some 570 rooms, associated meeting rooms and lounge floor area, retail space, a ballroom with an approximate capacity of 800 persons, a night club, and a large kitchen and restaurant. The hotel closed in late 2004.

The parcel north of the Inn on the Park is developed with 3 residential condominium buildings (Carrington on the Park). East of the Carrington on the Park site is a 384 space parking garage owned and operated by the Inn on the Park. The garage is located adjacent to the former railway corridor and will largely be used by patrons of the banquet hall and restaurant facilities.

Uses adjacent to the Inn on the Park site include the following:

North: residential lands (Carrington on the Park), then employment lands (Sony Canada);  
South: Wilket Creek Park on the south side of Eglinton Avenue East;  
East: Canadian Pacific Railway lands, then employment lands (Celestica); and  
West: Sunnybrook/Wilket Creek Park on the west side of Leslie Street.

### **Provincial Policy Statement and Provincial Plans**

The 2005 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.

As this application was submitted on January 12, 2006, the Growth Plan for the Greater Golden Horseshoe does not apply.

### **Official Plan**

The site is designated *Mixed Use Areas* in the Toronto Official Plan. The general policies of this designation support a broad range of commercial, residential and institutional uses, in single or mixed use buildings, as well as parks and open spaces.

The Toronto Official Plan is available on the City's website at:  
[www.toronto.ca/planning/official\\_plan/introduction.html](http://www.toronto.ca/planning/official_plan/introduction.html).

### **Zoning**

The site is zoned General Commercial (C1)(57)(H) by By-law 34-1999. The By-law is comprised of two parts.

Part One of the By-law establishes performance standards for the abutting residential parcel north of the Inn on the Park. The By-law permits three apartment house dwellings with a maximum gross floor area of 45,110m<sup>2</sup> (485,564 sq.ft.) and 420 dwelling units.

Part Two addresses the Inn on the Park parcel. The By-law permits all uses in an MC (Industrial-Commercial) Zone including performance standards for hotel uses. A maximum gross floor area of 58,090m<sup>2</sup> (625,280 sq.ft.) is permitted. The By-law places a holding provision ("H" symbol) on the parcel which limits the gross floor area of retail stores and personal shop uses to 5,000m<sup>2</sup> (53,820 sq.ft.) and office uses up to 5,000m<sup>2</sup> (53,820 sq.ft.). In accordance with Official Plan policy, development of these specific

uses beyond these thresholds cannot proceed until conditions set out in the Plan (largely transportation related) are satisfied. An application to remove the “H” symbol is not required because the floor area of retail stores, personal service shops and offices proposed in the redevelopment is below the threshold.

### **Site Plan Control**

The proposal is subject to Site Plan Control. An application was submitted concurrently with the rezoning application and is being processed. Details concerning landscaping and streetscaping are currently being finalized.

### **Reasons for Application**

The current site specific zoning of the site does not permit residential uses.

### **Community Consultation**

A community consultation meeting to present and discuss the proposal was held at St. Bonaventure Parish Centre on September 21, 2006. The meeting was attended by the Ward Councillor, City Planning staff, the applicant and his consultants, and approximately 25 members of the public. Most in attendance resided in the Carrington on the Park condominiums north of the site. Issues raised and discussed at the meeting included increased traffic in the general area; traffic infiltration through the Carrington on the Park lands; and concern that the development will create a nuisance during construction. The issues raised by area residents have been considered in the review of this proposal.

### **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.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

The new PPS came into effect on March 1, 2005. Applications filed after this date are subject to the PPS. The proposal is consistent with the PPS. The proposal represents an appropriate development and use of the existing building on the lands, maximizing the use of public resources and infrastructure while providing a mix of uses that will help build stronger communities and provide economic diversity. City Council’s planning decisions are required to be consistent with the PPS.

While the application is not subject to 2006 Growth Plan for the Greater Golden Horseshoe, the proposal also conforms and does not conflict with the Plan. Similar to the PPS, the Growth Plan supports mixed-use intensification in proximity to transit.

## **Land Use**

The proposed development conforms to the land use provisions of the Official Plan. This site is appropriate for residential uses. The proposal takes advantage of physical infrastructure and transportation facilities. It is located on two arterial roads, well served by public transit and close to commercial and community services and municipal parkland.

## **Density, Height, Massing**

The proposal makes use of an existing 23-storey hotel tower by converting it to residential use therefore there are no issues or impacts related to density, height or massing.

## **Traffic Impact**

The applicant submitted a Traffic Impact Study (TIS) which was reviewed by City staff. The study is based upon retention of the renovated restaurant, night club, and banquet hall uses and includes the car dealership currently under construction, the proposed conversion of the existing hotel tower to residential use, and the new retail, personal service shop, fitness centre and office uses. Transportation Services staff indicate they are in agreement with the findings of the TIS. These findings conclude that sufficient transportation capacity is available on the surrounding road network to accommodate the traffic generated by the development and that traffic circulation will remain at an acceptable level of service.

## **Access**

The site is served by two driveways. The driveway at the south end of the site is located just north of Eglinton Avenue East. The driveway to the north is located south of the Fire Station on the Carrington on the Park site. This driveway operates as a mutual driveway for both the Carrington on the Park residential site and the Inn on the Park site. An existing easement across the Carrington on the Park lands provides access for the Inn on the Park site. The two entrance driveways from Leslie Street are connected by way of a “meandering” driveway through the Inn On The Park site which provides direct access to a series of surface parking lots, a ramp to an underground parking garage located beneath the new retail space, and the existing 384-stall above grade parking garage at the northeast corner of the site.

At its meeting held on October 7, 2008, North York Community Council adopted a staff report dated September 18, 2008 from the Director, Transportation Services Division recommending approval for the installation of traffic control signals at the north driveway access. The traffic signals will serve both the Carrington on the Park and Inn on the Park sites as the properties are inter-connected. The traffic signals were identified as being necessary to ensure safe and efficient traffic circulation to the two sites and to provide protected pedestrian crossings across Leslie Street. Funding for the signals was provided by the developer as a condition of Site Plan approval for the Carrington on the Park development. The report is available at the following web link:

<http://www.toronto.ca/legdocs/mmis/2008/ny/bgrd/backgroundfile-15697.pdf>

The design of the south driveway has been modified to create right-in/right-out movements only rather than the previous full movement operation by introducing a raised concrete median extending from the Eglinton Avenue East intersection northwards past the driveway. This was a condition of the Phase 1 Site Plan approval for the automobile dealership in view of the proximity of the existing driveway to Eglinton Avenue East.

The main issue raised by area residents at the community consultation meeting related to traffic infiltration through the Carrington on the Park site. Although the longstanding easement across the Carrington on the Park site provides for this, the residents requested the applicant and City staff explore alternative arrangements. One option contemplated a new signal at, or in close proximity to, the southern driveway while another option contemplated a new driveway further north along the Leslie Street frontage of the Inn on the Park site. Transportation Services has advised they cannot support the alternatives based upon safety and design considerations.

## **Parking**

The applicant is proposing a total on site supply of 784 parking spaces to be shared by all proposed uses. The Zoning By-law would require 1,082 spaces. It should be noted that the parking requirement associated with the former Inn on the Park complex was 722 spaces.

Of the total on-site supply, the transportation consultant is recommending an ultimate parking supply of 128 spaces for the automobile dealership (upon completion of the overall development), a reduction of 50 percent from the general Zoning By-law requirement. The balance (127 spaces) would be provided off-site. Transportation staff have noted that the Zoning By-law does not explicitly segregate staff and customer parking from vehicle storage and they have treated parking for storage and display of vehicles exclusive of the By-law requirements. The dealership will not house all of the functions of a typical dealership; for example, the administrative, body shop, oil change and paint shop functions are proposed to be provided off-site at the owners Scarborough Toyota facility at 1897 Eglinton Avenue East. As a result, Transportation Services has accepted the proposed allocation of 128 on-site parking spaces for the auto dealership, subject to the following:

- the balance of the required parking requirement for the automobile dealership (i.e. 127 parking spaces of the total 255 parking spaces required) shall be provided off-site;
- the owner of the proposed automobile dealership shall provide confirmation satisfactory to the City of Toronto that the above off-site parking spaces are secured through a lease or proof of common ownership with the subject site;
- the off-site parking of the donor site shall be surplus to the needs of the donor site and proof of such shall be provided in a manner satisfactory to the City of Toronto; and

- should the dealership be sold in the future, the owner shall clearly advise all potential purchasers of the above conditions.

With respect to the proposed residential building, parking rates for retirement residences are not prescribed in the general Zoning By-law. However, given the site's close proximity to public transit and the characteristics of other similar independent living senior's facilities, Transportation Services staff have accepted the parking rate of 0.60 spaces per unit. The transportation consultant's study notes residents in other similar facilities do not exhibit high auto-ownership characteristics. The parking demand for these facilities relates primarily to employees and visitors. Given the above rate, a total of 76 spaces would be provided.

With respect to the four proposed "Courtesy Suites", they are directly related to the banquet hall use. These suites would be offered in conjunction with the banquet hall (e.g. dressing areas for brides or temporary overnight accommodation). They are not intended to be operated as an independent hotel or in association with the proposed retirement home. As such, their demands would be implicitly accommodated within the banquet hall use parking allocation.

Given the sharing and/or interaction between the numerous proposed land uses and associated 'time of day' correlation with the overall parking supply, Transportation Services staff have accepted the shared parking arrangement in this specific case, provided that a total of 784 parking spaces are provided on site with an additional 127 spaces to be provided off site for the car dealership. Transportation Services recommends the gross floor area of the various land uses be limited to a maximum gross floor area per use.

In addition to the above requirements, Transportation Services is recommending the applicant submit and implement a coordinated Parking Management Plan (PMP) for the site. The PMP would address matters such as the off-site storage of new and used vehicles, the on-site storage of 'demo' vehicles and customer vehicles waiting for "next day pick up", employee parking, employee shuttle services, the ability to provide/free up parking from the on-site car dealership for other land uses if necessary, and motorist way-finding signage.

Further, Transportation Services is recommending the applicant undertake parking supply monitoring one year after project completion/full build out has occurred. The monitoring would consist of a comprehensive survey (over a typical four day period) of the on/off site parking supply as it relates to each of the specific land uses within the site. The monitoring is intended to determine if the PMP has effectively managed the on-site shared parking arrangement and to confirm that the overall supply/allocation is suitable. If the parking monitoring determines that the shared parking arrangement is not suitable, a comprehensive review of the site parking supply and allocation would need to be undertaken based on the survey data. The review would be undertaken in consultation with City Transportation Staff and a strategy to address the parking supply must be



approved by City Staff. A letter of credit in the amount of \$30,000.00 is to be submitted to the City of Toronto as security for the required monitoring.

### **Construction Management Plan**

One of the concerns expressed by area residents at the consultation meeting related to construction activity. In order to mitigate impacts during construction, the applicant will be required to submit a Construction Management Plan to the satisfaction of Technical Services staff in consultation with the Director of Community Planning. The plan should include information about the construction timetable and protocols to address construction activities such as noise, dust, parking of vehicles, standards for cleanliness of public spaces, and contact numbers for complaints. This matter will be secured in the Site Plan agreement.

### **Servicing**

The applicant provided a Stormwater Management Report and a Functional Servicing Report with the application. The stormwater management measures and site servicing proposal have been accepted by Technical Services staff. The proposal can be adequately serviced by existing infrastructure.

Technical Services staff advises that a sanitary sewer connection and a storm sewer connection has been provided within the Eglinton Avenue East right-of-way rather than on private lands. The applicant is pursuing the purchase of those lands from the City. Staff notes if the purchase is not successful, the applicant will be required to enter into an easement agreement with the City to indemnify the City of all maintenance and mishaps. Failing that, the applicant shall relocate the service connections from City lands to private lands.

### **Amenity Space**

Section 4.2.2(f) of the Official Plan requires that new development provide adequate indoor and outdoor recreation space for building residents.

Private indoor recreation space will be provided at a rate of 10.9m<sup>2</sup> (118 sq.ft.) per unit. The 1,373m<sup>2</sup> (14,783 sq.ft.) of amenity space has been designed to include an indoor pool, massage room, sauna, fitness room and lounge space.

Private outdoor recreation space will be provided at a rate of 2.3m<sup>2</sup> (24 sq.ft.) per unit. The 290m<sup>2</sup> (3,119 sq.ft.) of outdoor amenity space will be provided on a second floor terrace overlooking the ravine area. Residents will also have access to the landscaped courtyard planned for the retail uses.

### **Open Space/Parkland**

This development is subject to the new City-wide Alternative Parkland Dedication By-law, 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 is in an *Avenue*, or is in an

*Employment Area* that is being converted to residential uses. Only proposals for which a complete Building Permit application had been submitted by January 1, 2008 are exempted. This property is both in a Parkland Acquisition Priority Area (with a local parkland provision of 0.43-0.79 hectares per 1,000 people), and is designated *Mixed Use Areas* in the Official Plan.

### **Calculation of Parkland Dedication**

The application proposes 128 residential units on a site of 0.199 hectares. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the parkland dedication would be 0.012 hectares. However, for sites that are less than 1 hectare in size, the parkland dedication will not exceed 10 per cent of the net development site. Therefore, based on the cap, the site will be subject to a 199m<sup>2</sup> parkland dedication.

The applicant proposes to satisfy this parkland dedication requirement through cash-in-lieu. Parks, Forestry & Recreation staff considers this appropriate as the amount of land is too small to provide a functional piece of parkland and would be onerous in terms of regular maintenance. The actual amount of parkland cash-in-lieu to be paid will be determined and paid at the time of issuance of building permits.

### **Tree Preservation**

The applicant provided an Arborist Report and tree inventory plan that identified 49 private trees that are proposed to be removed. Some of these trees meet the size criteria for protection under the City's Private Tree By-law. Urban Forestry Services have reviewed the tree removal and new tree planting plan and find the proposal acceptable. Permission to injure or destroy trees was granted for the first phase of development through the site plan process subject to the submission of a security deposit covering all tree value, removal and replacement costs. Tree removal and appropriate replacements and securities for the current phase will be addressed at the Site Plan stage.

### **Streetscape/Ravine Protection**

The Eglinton Avenue East and Leslie Street public boulevards abutting the site and portions of the Inn on the Park site fall within a Ravine Protection area. No development is proposed in the ravine protected area. The City owned portion of the ravine area along the Leslie Street frontage has numerous trees in a naturalized setting which must be protected. By contrast, the Eglinton Avenue East public boulevard is predominantly lawn area which has historically been maintained by the owners of the Inn on the Park.

The applicant has agreed to supplement the naturalized landscape along Leslie Street with slope stabilization plantings of indigenous trees and shrubs. In addition, the owner is working with staff to replace the large expanse of mown turf on the Eglinton Avenue public boulevard with a substantial amount of diverse native planting materials. The treatment would be in keeping with municipal objectives for ravine protected areas and provide continuity with the natural system that exists along the Leslie Street frontage. Details will be finalized through the Site Plan approval process.

## **Toronto Green Standard**

The Toronto Green Standard contains performance targets and guidelines that relate to site and building design to promote better environmental sustainability of development in Toronto. The applicant has been encouraged to review and incorporate the City's Green Standard initiative in the design of the proposed development and has submitted a green development checklist. The checklist indicates that the proposed development is intended to meet or exceed a number of targets related to air, energy, solid waste and ecology. Some of the targets to be met include:

- pedestrian enhancements that will include special surface treatments and barrier free access;
- light coloured roofing materials used for 75% of the roof;
- at least 10% of the construction materials used for the project are harvested, manufactured and supplied within 800km of the project including the re-use of existing granite stone, pavers and flagstone from the site;
- 45% of indoor low-emitting materials;
- 80% of total suspended solids removed from all runoff leaving the site; and
- bird friendly development guidelines adhered to with respect to glass and light pollution.

## **Development Charges**

It is estimated that the development charges for the proposed retirement residence will be \$360,864.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

## **CONTACT**

Steve Forrester, Senior Planner  
Tel. No. (416) 395-7126  
Fax No. (416) 395-7155  
E-mail: [sforrest@toronto.ca](mailto:sforrest@toronto.ca)

## **SIGNATURE**

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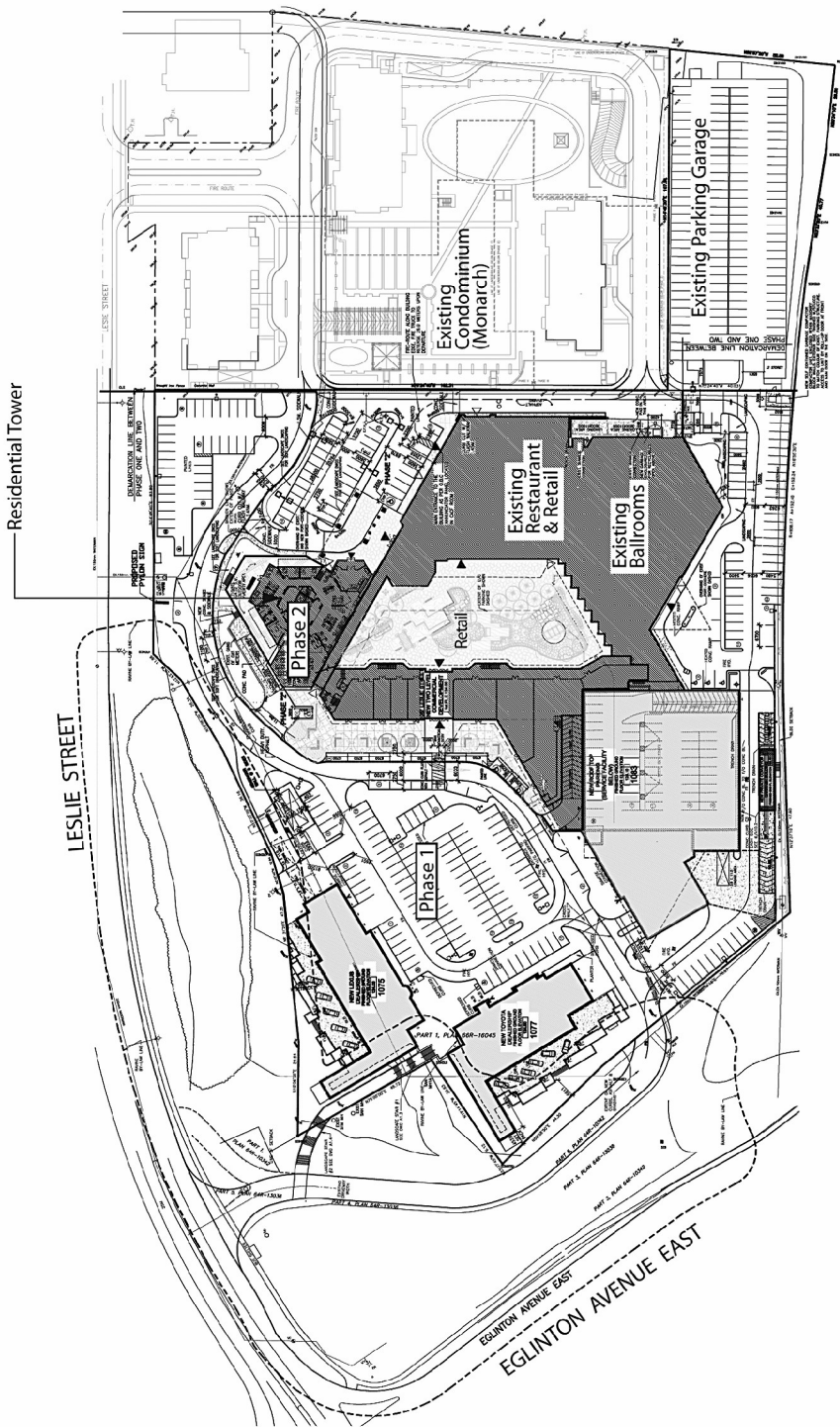
Thomas C. Keefe, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: Elevations  
Attachment 3: Elevations  
Attachment 4: Elevations

Attachment 5: Zoning  
Attachment 6: Application Data Sheet  
Attachment 7: Draft Zoning By-law Amendment

## Attachment 1: Site Plan



1100 Eglinton Avenue East

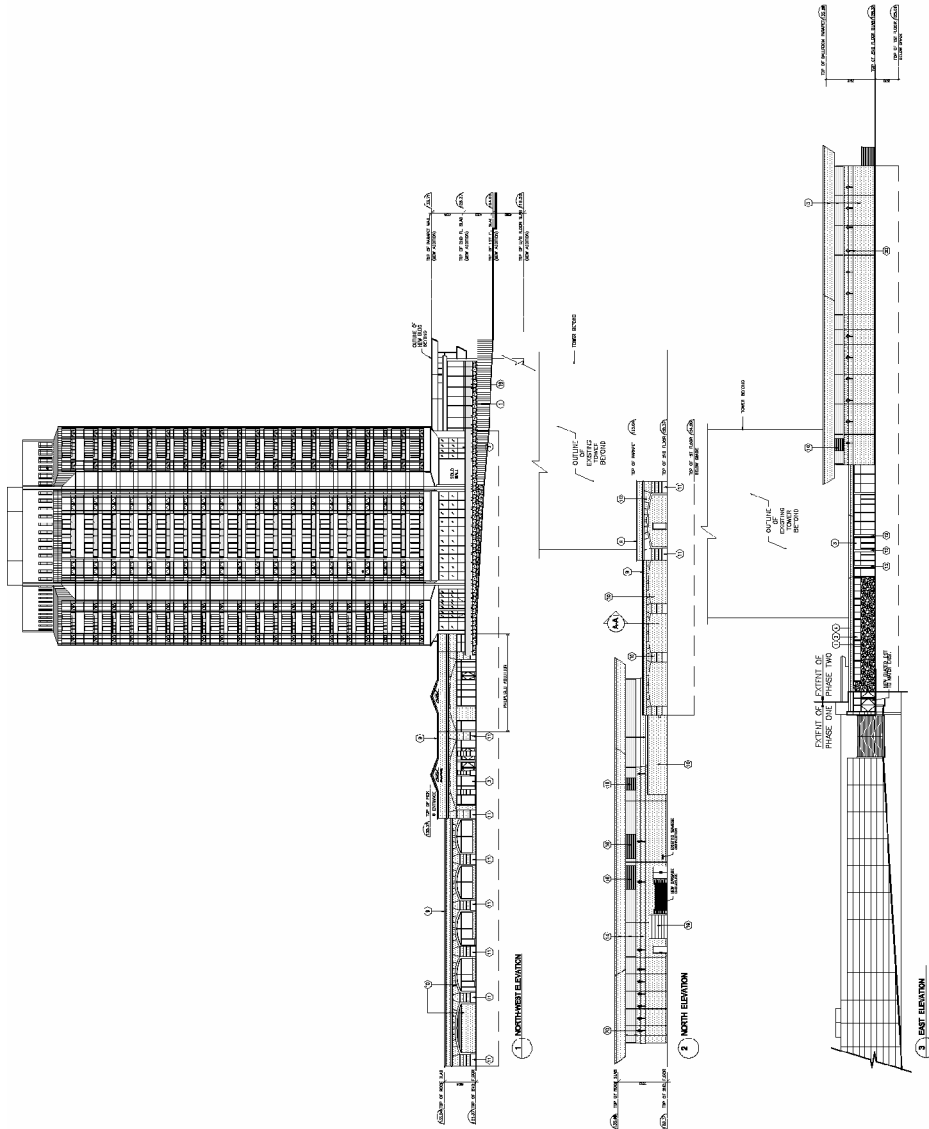
Site Plan

Applicant's Submitted Drawing

Not to Scale  
100/308

File # 06 102160

## Attachment 2: Elevations



### Elevations

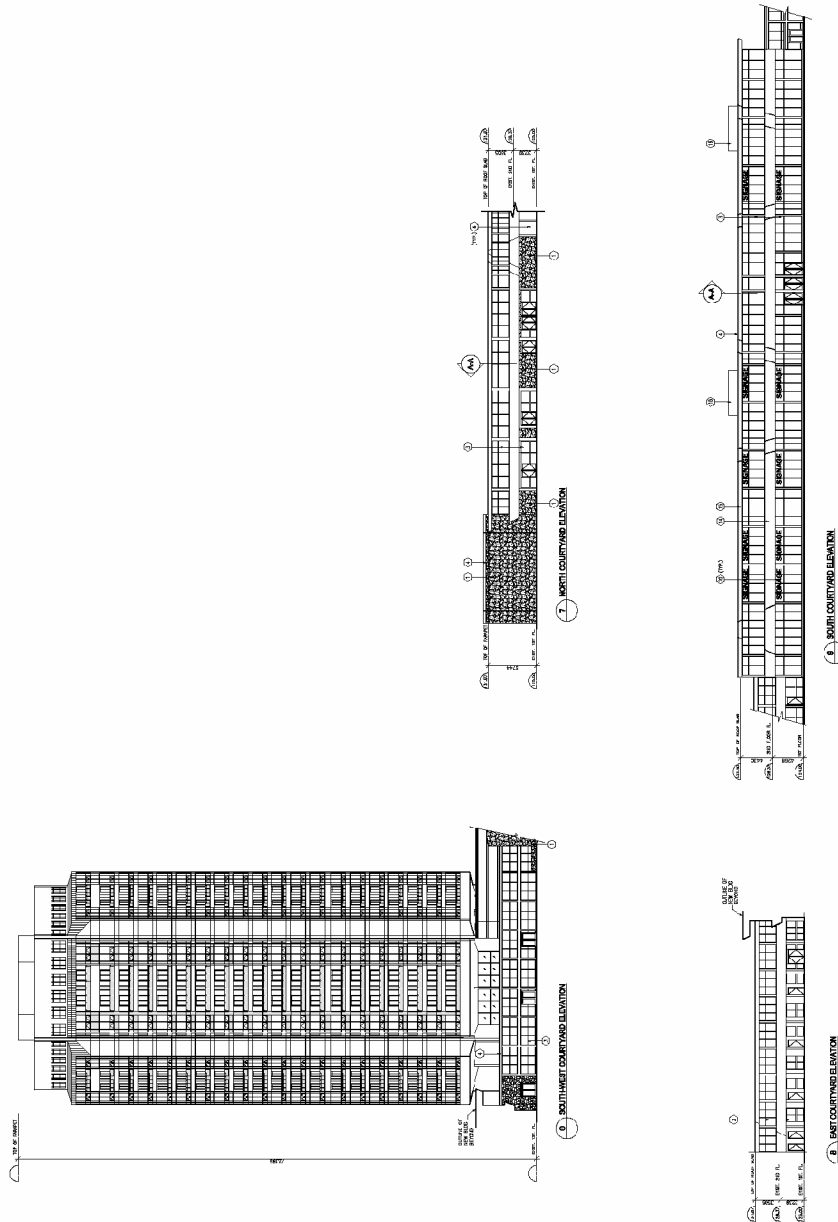
Applicant's Submitted Drawing

Not to Scale  
09/19/2008

1100 Eglinton Ave East

File #06 102160 e1

## Attachment 3: Elevations



### Elevations

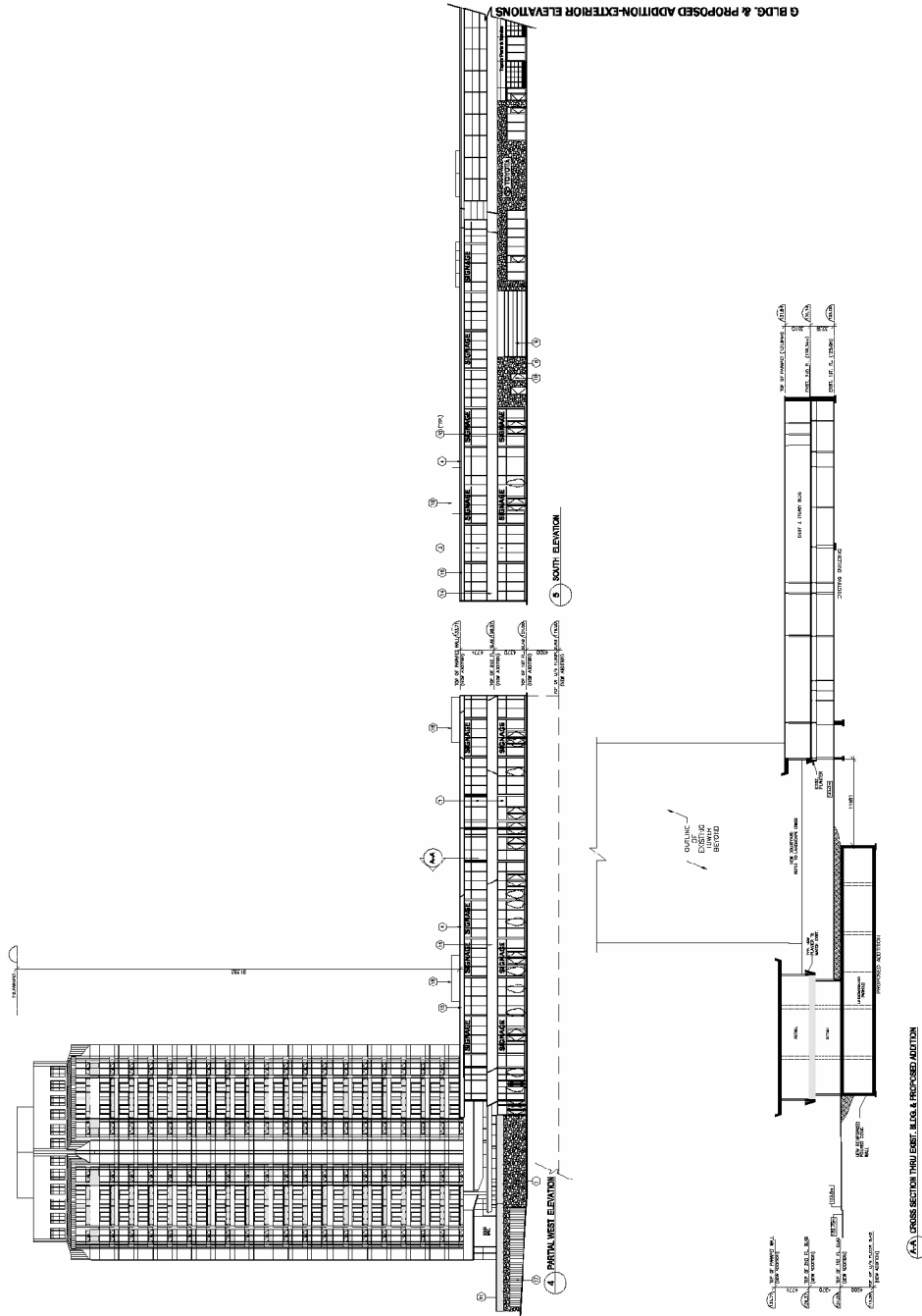
1100 Eglinton Ave East

Applicant's Submitted Drawing

Not to Scale  
09/19/2008

File #06 102160 e2

## Attachment 4: Elevations



### Elevations

Applicant's Submitted Drawing

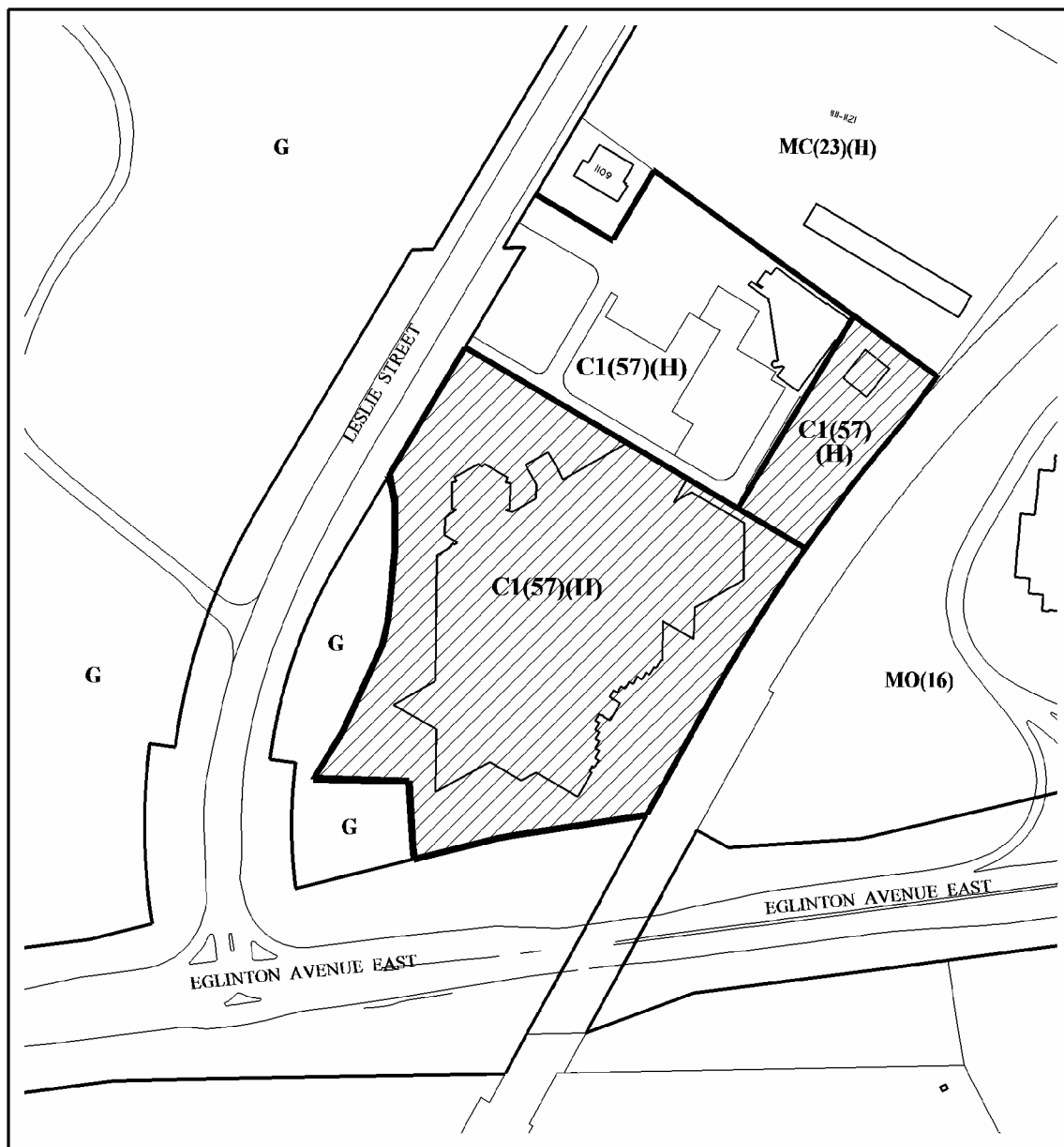
Not to Scale  
09/19/2008

1100 Eglinton Ave East

File #06 102160 e3



## Attachment 5: Zoning



**Toronto** City Planning  
Division  
**Zoning**

1100 Eglinton Avenue East

File # 06\_102160

C1 General Commercial Zone  
MC Industrial-Commercial Zone  
MO Industrial-Office Business Park Zone  
G Greenbelt Zone  
NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

↑  
Not to Scale  
Zoning By-law 7625  
Extracted 06/14/06

## Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	06 102160 NNY 25 OZ
Details	Rezoning, Standard	Application Date:	January 12, 2006
Municipal Address:	1100 EGLINTON AVE E, TORONTO ON		
Location Description:	CON 3 EY PT LOT 1 & 2 RP 64R13036 PARTS 1 & 2 **GRID N2510		
Project Description:	ZBLA application to convert existing 23-storey hotel tower to a 128-unit residential building (i.e. unassisted retirement residence). Related Site Plan Approval file is #06 102167 NNY 25 SA.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
ROWBRY HOLDINGS LIMITED	Randal Dickie PMG Consultants	Venchiarutti, Gagliardi Architect Inc.	Brian Rowntree

### PLANNING CONTROLS

Official Plan Designation:	MIXED USE	Site Specific Provision:	Policy No. 92 (Holding Provision)
Zoning:	C1(57)(H)	Historical Status:	N/A
Height Limit (m):	N/A	Site Plan Control Area:	YES

### PROJECT INFORMATION

Site Area (sq. m):	43347	Height:	Storeys: 23    0
Frontage (m):	0		
Depth (m):	0		
Total Ground Floor Area (sq. m):			<b>Total</b>
Total Residential GFA (sq. m):	19479	Parking Spaces:	787
Total Non-Residential GFA (sq. m):		Loading Docks:	4
Total GFA (sq. m):	37950		
Lot Coverage Ratio (%):			
Floor Space Index:	0.87 (Inn on the Park site only)		

### DWELLING ROOMS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type: Rental	Other		
Courtesy Suites:	4	Residential GFA (sq. m):	19479
Bachelor:	0	Retail GFA (sq. m):	4714
1 Bedroom:	0	Office GFA (sq. m):	359
2 Bedroom:	0	Restaurant GFA (sq. m)	1545
3 + Bedroom:	0	Banquet Hall GFA (sq. m)	1914
Total Units:	128	Car Dealership GFA(sq. m):	7309

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Steve Forrester, Senior Planner</b>
	<b>TELEPHONE:</b>	<b>(416) 395-7126</b>

## **Attachment 7: Draft Zoning By-law Amendment**

Authority: North York Community Council Item, Item No. ~ as adopted by City of  
Toronto Council on ~, 2009  
Enacted by Council: ~, 2009

### **CITY OF TORONTO**

**Bill No. ~**

### **BY-LAW No. ~-2009**

**To amend North York Zoning By-law No. 7625, as amended,  
with respect to the lands municipally known as,  
1075, 1077, 1083, 1087, 1091 and 1095 Leslie Street**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; 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 the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules “B” and “C” of By-law 7625 of the former City of North York are hereby amended in accordance with Schedule 1 of this By-law.
2. By-law No. 34-1999 is hereby repealed and Section 64.23 (57) of By-law No. 7625 of the former City of North York is deleted in its entirety and replaced with the following:

**“64.23 (57)                      C1 (57)**

### **DEFINITIONS**

- (a) For the purpose of this exception, “Apartment House Dwelling” shall mean a building containing more than four (4) dwelling units, each unit having access either from an internal corridor system or direct access at grade, or any combination thereof.
- (b) For the purposes of this exception, “Average Dwelling Unit Gross Floor Area”, shall mean the total gross floor area of an Apartment House Dwelling divided by the total number of dwelling units. For the purposes of this definition, the total gross floor area of an Apartment House Dwelling shall exclude the gross floor area of any Day Nursery, Retail Store, Personal Service Shop or Recreational Amenity Area.

- (c) For the purposes of this exception, “Courtesy Suite”, shall mean a suite, other than a Dwelling Unit or Dwelling Room that has no kitchen facilities and is available for use on a temporary basis as overnight accommodation for persons visiting the Banquet Hall.
- (d) For the purpose of this exception, “Retirement Residence” shall mean living accommodations for residents in a semi-independent living arrangement, other than a Senior’s Community House or Apartment House Dwelling, provided there is:
  - (i) a maximum of two persons per Retirement Residential Unit;
  - (ii) office accommodations for one or more staff persons, one or more common lounges and dining areas; and
  - (iii) dining facilities shared by all residents.
- (e) For the purposes of this exception, “Retirement Residential Unit” shall mean living accommodations in a Retirement Residence, for a maximum of two persons per unit, which shall include at least one room and sanitary conveniences, and which may contain only partial culinary facilities but without a 220 volt electrical service for a stove connection.

#### **PERMITTED USES**

- (f) For Parcel 1, as shown on Schedule “C1(57)”: Apartment House Dwellings which may include: Day Nurseries within an Apartment House Dwelling; accessory Recreational Amenity Areas; Retail Stores and Personal Service Shops to a maximum ground gross floor area of 10% of the building in which the commercial use is located.
- (g) For Parcel 2, as shown on Schedule “C1(57)”: Retirement Residence and uses accessory thereto; Courtesy Suites; Retail Stores and Personal Service Shops; Restaurants; Offices; Banquet Hall; Fitness Centre; Motor Vehicle Dealership.
- (h) Use Qualifications
  - (i) Outdoor Private Recreational Amenity Areas on Parcel 2 may be located on rooftop terraces.

#### **EXCEPTION REGULATIONS FOR ALL PERMITTED USES**

- (i) Notwithstanding any severance or division of the lands subject to this exception, the regulations of this exception shall continue to apply to the whole of the lands.

## **EXCEPTION REGULATIONS FOR ALL USES PERMITTED ON PARCEL 1**

### **GROSS FLOOR AREA**

- (j) The maximum gross floor area shall be 45,100m<sup>2</sup>.

### **DWELLING UNITS**

- (k) The maximum number of dwelling units for all Apartment House Dwellings shall be 420.
- (l) A minimum of 30% of the total number of Apartment House Dwelling Units shall consist of one and two bedroom units having a maximum gross floor area of 70 square metres for a one bedroom unit and 80m<sup>2</sup> for a two bedroom unit.
- (m) The minimum Average Dwelling Unit Gross Floor Area shall be 103m<sup>2</sup> for all dwelling units located within the Apartment House Dwellings identified as Building 1 and Building 2 on Schedule C1(57).
- (n) The minimum Average Dwelling Unit Gross Floor Area shall be 105m<sup>2</sup> for all the dwelling units located within the Apartment House Dwellings identified as Building 3, Building 4 and Building 5 on Schedule C1(57).

### **BUILDING HEIGHT**

- (o) The maximum building heights shall be as shown on Schedule C1(57).

### **YARD SETBACKS**

- (p) The minimum yard setbacks, excluding parking structures, shall be as shown on Schedule C1(57).

### **LOT COVERAGE**

- (q) The maximum lot coverage shall be 4,500m<sup>2</sup>.

### **PARKING**

- (r) Parking spaces required for all uses on Parcel 1 shall be provided on Parcel 1.

### **RECREATIONAL AMENITY AREA**

- (s) Recreational Amenity Area shall be provided as follows:

(i) Outdoor: a minimum of 1,500m<sup>2</sup>, in the area identified as Block “A” on Schedule C1(57).

(ii) Indoor: a minimum of 3.0m<sup>2</sup> per Dwelling Unit.

## **OTHER**

(t) Lot Area and Requirements for Dwellings in Commercial Buildings regulations of By-law 7625 shall not apply.

## **EXCEPTION REGULATIONS FOR ALL USES PERMITTED ON PARCEL 2**

### **GROSS FLOOR AREA**

(u) The maximum gross floor area shall be 37,950m<sup>2</sup>.

(v) The maximum gross floor area of Motor Vehicle Dealership uses shall be 7,309m<sup>2</sup>.

(w) The maximum gross floor area of Restaurant uses shall be 1,545m<sup>2</sup>.

(x) The maximum gross floor area of Banquet Hall uses shall be 1,914m<sup>2</sup>.

(y) The maximum gross floor area of Retail, Personal Service Shops and a Fitness Centre shall be 4,714m<sup>2</sup>.

(z) The maximum gross floor area of Office uses shall be 359m<sup>2</sup>.

### **RETIREMENT RESIDENTIAL UNITS**

(aa) The maximum number of Retirement Residential Units shall be 128.

### **COURTESY SUITES**

(bb) The maximum number of Courtesy Suites shall be 4.

### **BUILDING HEIGHT**

(cc) The maximum building heights shall be as shown on Schedule C1(57).

### **YARD SETBACKS**

(dd) The minimum yard setbacks, excluding parking structures, shall be as shown on Schedule C1(57).

## **PARKING**

- (ee) A minimum of 784 parking spaces shall be provided on site for all permitted uses.
- (ff) For the purposes of calculating required parking for Retail, Personal Service Shop, Fitness Centre and Office uses, the gross floor area attributable to corridors, stairwells and elevators shall be calculated at a rate of 1 parking space per 48 m<sup>2</sup> of gross floor area.
- (gg) Notwithstanding Section 6A(4) of by-law 7625, (Location of Parking Spaces) a minimum of 127 parking spaces for a Motor Vehicle Dealership shall be provided off-site on another lot.
- (hh) A minimum of 0.60 parking spaces per Retirement Residential Unit shall be allocated to a Retirement Residence.
- (ii) No parking is required for the Courtesy Suites.
- (jj) Parking required for all permitted uses on Parcel 2 shall be provided on Parcel 2, as shown on Schedule C1(57).

## **RECREATIONAL AMENITY AREA**

- (kk) Recreational amenity area shall be provided as follows:
  - (i) Outdoor: a minimum of 2.3m<sup>2</sup> per Retirement Residential Unit.
  - (ii) Indoor: a minimum of 10m<sup>2</sup> per Retirement Residential Unit.
- 3. Within the lands shown on Schedule "C1(57)" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
  - (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and
  - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 2009.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

