

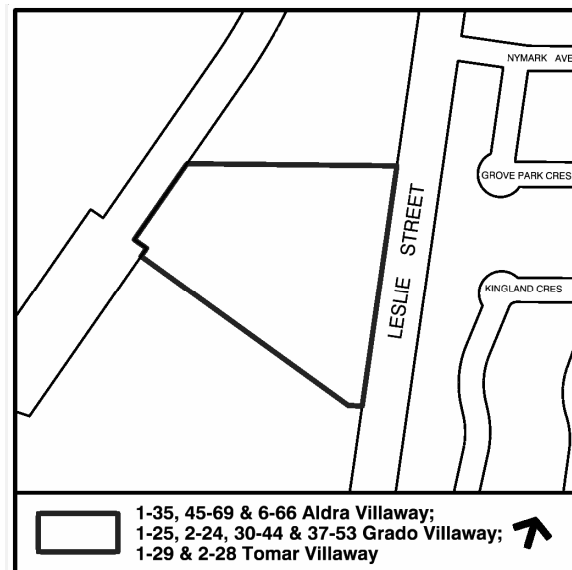
**1-35, 45-69 and 6-66 Adra Villaway, 1-25, 2-24, 30-44 and 37-53 Grado Villaway, 1-29 and 2-28 Tomar Villaway
Official Plan and Zoning By-law Amendment
Applications and Rental Housing Demolition Application
Refusal Report**

Date:	March 26, 2012
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 33 – Don Valley East
Reference Number:	11 330323 NNY 33 OZ 11 331382 NNY 33 RH

SUMMARY

These applications propose to amend the Official Plan and Zoning By-law to replace the existing 121 social housing townhouse units on site with 1,026 new residential units comprised of 169 rental housing units and 857 condominium apartment units. The applicant has also submitted a rental housing demolition application. The proposed development would include two, 3-storey stacked townhouse blocks and five apartment buildings ranging in height from 12 to 27 storeys.

This report reviews and recommends that the Official Plan and Zoning By-law applications be refused in their present form. Should the applicants be prepared to reconsider their applications to address the staff concerns, the report also seeks Community Council's directions on the community consultation process.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council refuse the Official Plan and Zoning By-law Amendment application in its present form and should the applications be appealed to the Ontario Municipal Board, the City Solicitor and appropriate City Staff be authorized to appear before the Ontario Municipal Board in support of the position outlined in this report.
2. Should the applicants be prepared to reconsider their applications, a revised proposal should be more in keeping with the policies of the Official Plan and the Sheppard East Subway Corridor Secondary Plan and address the concerns noted in this report.
3. Should the applicants revise the application and submit a proposal which is more in keeping with the policies of the Official Plan and the Sheppard East Subway Corridor Secondary Plan, City Staff be authorized to schedule a community consultation meeting together with the Ward Councillor.
4. Notice for community consultation meeting be given to landowners and residents within 120 metres of the site.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Pre-Application Consultation

Numerous pre-application consultation meetings were held with the applicant to discuss the Official Plan and Secondary Plan policies that apply to the site as well as the complete application submission requirements.

ISSUE BACKGROUND

Proposal

Toronto Community Housing Corporation (TCHC) has partnered with Deltera Inc. and together as applicants have submitted a proposal to demolish the existing 121 social housing townhouse units on the TCHC site in the Leslie/Nymark area and replace them with a total of 1,026 new residential units having a gross floor area of 87,680m² and a

density of 3.3 FSI (see Attachment 2). All of the existing rental units to be demolished are subsidized through the rent-geared-to-income (RGI) program. The development would include 857 condominium units and 169 rental housing units comprising two blocks of 3 storey townhouses and five apartment buildings with heights ranging from 12 to 27 storeys. The rental units would be provided in the townhouse blocks located along the north edge of the site (Building Bb) and the northerly 12-storey apartment building fronting Leslie Street (Building Aa). The high-rise component of the development would consist of three towers (Buildings B, C and D) that would be located along the south edge of the site overlooking the ravine and trail network that comprises part of the East Don parklands. The heights of Buildings B, C and D are 27, 23 and 15 storeys respectively.

The development would include a publicly accessible central open space bound on three sides by a new private ring road as well as an open space along the west edge of the site adjacent to Canadian National Railway lands. The buildings would be set back a minimum of 30 m from the railway corridor to satisfy CN Rail requirements and 20m from the established top of bank along the south edge of the site.

The main vehicular entrance to the site would be located at the mid-point of the site between the two 12-storey apartment buildings on Leslie Street. The entrance is proposed to be signalized. The other vehicular entrance, designed to be right-in/right-out only, would be located at the south end of the site. Both entrance driveways would connect to a private ring road designed to meet the City's standards but not proposed to be a public roads. A total of 1,121 parking spaces would be provided of which 41 spaces would be provided for visitors at-grade along the private ring road.

The rental component of the development would have a gross floor area of approximately 17,310 m². The townhouse blocks would be 3 storeys in height and consist of thirty, 3-bedroom and 4-bedroom units. The rental apartment building would be 12 storeys in height and contain 139 rental units including 48 market rental and/or affordable rental units that have not received government funding. The additional rental units represent three additional floors (from 9-12 storeys) and a 40% increase in the number of rental units presently on the site. The rental apartment building would also include 98m² of ground floor retail space, 297m² of indoor amenity area, 279m² of outdoor amenity space, 133 underground spaces and 115 bicycle parking spaces.

TCHC staff has advised that the redevelopment of the site would require that all existing tenants be temporarily displaced in order to demolish the existing units and replace them with new units. During the temporary displacement period, tenants would be offered an opportunity to be relocated to one of TCHC's nearby communities. TCHC staff advise there are 19 TCHC communities located within 10 kilometres of the site which have a sufficient number of 3 and 4-bedroom units to meet the needs of tenants during the phased development. Relocated tenants would also have priority for vacant units in TCHC's city-wide portfolio.

The following table is a statistical summary of the applicant's proposal:

	Height (storeys)	GFA (m ²)	FSI	Units	Parking Spaces (inc. visitors)
TCHC Housing					
Building Aa	12	14,509	0.59	139	124
Building Bb	3	3,065	0.12	30	34
Below Grade	-	568	0.02	-	*
TCHC Total	3-12	18,143	0.69	169	158
Market Housing					
Building A	12	13,331	0.51	180	202
Building B	27	22,750	0.86	299	339
Building C	23	16,673	0.63	210	234
Building D	15	12,894	0.49	168	186
Below Grade	-	3,889	0.15	-	*
Market Total	12-27	69,537	2.64	857	963
Site Total	3-27	87,680	3.33	1,026	1,121

* All parking would be located below grade with the exception 41 surface spaces along the private road.

Site and Surrounding Area

The 2.63 hectare site is located on the west side of Leslie Street north of Sheppard Avenue East. The site is located approximately 500-700 metres north of Sheppard Avenue and south of Nymark Avenue. The site contains 121 rent-geared-to-income townhouse units. The existing units are comprised of 91 3-bedroom units and 30 4-bedroom units with sizes ranging from 102m² to 126m², respectively. The site was developed in the 1960's as a private residential development and was sold to the Ontario Housing Corporation in the 1970's. In 2001, the Ontario Housing Corporation transferred the site to the Toronto Community Housing Corporation. TCHC staff advise the existing buildings are in poor to fair condition as many of the units are prone to flooding, mold and insulation issues and the existing private street network is in need of repair.

Land uses surrounding the site are as follows (see Attachment 1):

North: a series of two-storey townhouse condominiums on lands designated *Neighbourhoods* in the Official Plan

South: Don River East ravine system/parkland then Sheppard Avenue

East: Leslie Street then single detached dwellings on lands designated *Neighbourhoods* in the Official Plan

West: Canadian National Railway corridor, the Don River East ravine system/parkland then single detached dwellings on lands designated *Neighbourhoods* in the Official Plan

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 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. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The site is designated *Neighbourhoods* in the Official Plan (see Attachment 9). The application proposes to amend the Official Plan to redesignate the site from *Neighbourhoods* to *Apartment Neighbourhoods*.

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

Policy 4.1 of the Official Plan contains specific development criteria related to lands designated *Neighbourhoods*. Policy 4.1.5 states that development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including the heights, massing, scale and dwelling type of nearby residential properties, the prevailing building types, and setbacks of buildings from the street. The policy indicates that no changes will be made through rezoning that are out of keeping with the physical character of the neighbourhood.

The Plan does not encourage proposals for intensification of land on major streets in *Neighbourhoods*. However Policy 4.1.7 states, where a more intense form of residential development is proposed, the application will be reviewed having regard to both the form of development along the street and its relationship to adjacent development in the *Neighbourhood*.

Policy 4.1.9 recognizes that there are some properties in *Neighbourhoods* that vary from the local pattern in terms of lot size, configuration and/or orientation. In such cases, the policy allows for infill development that:

- Have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
- Provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- Front onto existing or newly created public streets wherever possible; and
- Locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

The applicant has applied to amend the Official Plan to redesignate the site to *Apartment Neighbourhoods*. The Plan states *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. The Plan sets out development criteria for new development in *Apartment Neighbourhoods* to guide the review of applications to amend the zoning by-law and permit residential intensification. Section 4.2 sets out the policies which are intended to contribute to the quality of life of local residents. The Official Plan specifies that development in *Apartment Neighbourhoods* will:

- Provide a transition towards lower-scale *Neighbourhoods*;
- Minimize shadow impacts; locate and mass new buildings to frame the edge of streets and parks and to maintain sunlight and comfortable wind conditions;
- Provide adequate off-street parking; locate and screen service areas and garbage storage;
- Provide indoor and outdoor recreation space for building residents; provide ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- Provide units that are accessible or adaptable for persons with physical disabilities.

The Official Plan also includes policies addressing built form and public realm issues. Section 3.1.1 includes policies for the layout and design of new streets and parks. Built Form Policies 3.1.2 and 3.1.3 of the Official Plan specify that new development should be located and organized to fit with its context, and be massed to limit impacts on neighbouring streets, parks, open spaces, and properties by creating appropriate transitions in scale to neighbouring buildings, providing for adequate light and privacy, and limiting shadowing and uncomfortable wind conditions. These policies speak to the need to provide public streets and provide direction respecting their design and function.

The City's Tall Building Design Guidelines, Avenues and Mid-Rise Building Study, Infill Townhouse guidelines and the City's Development Infrastructure Policy and Standards for streets are used to assist in evaluating applications.

Section 3.2.1 of the Official Plan includes policies that encourage the provision of a full range of housing, in terms of form, tenure and affordability, and the protection of rental housing units, including social housing. The Official Plan defines social housing as rental housing units which are owned by a non-profit housing corporation and which are produced or funded under government programs providing comprehensive funding or financing arrangements. Policy 3.2.1.7 indicates that redevelopment of social housing properties that would remove one or more social housing units will secure:

- Full replacement of the social housing units;
- Replacement social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
- An acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right-of-first-refusal to occupy one of the replacement social housing units and other assistance to mitigate hardship.

Section 3.2.2 of the Official Plan includes policies on the provision of adequate community services and facilities. Policies state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change, and will be informed through the preparation of a community services strategy. The inclusion of community service facilities are encouraged in all significant private sector development.

Policy 3.2.3.5 of the Official Plan states that an alternative parkland dedication rate of 0.4 hectares per 300 dwelling units will be applied to proposals for residential development in parkland acquisition priority areas of the City where Council has identified a need for parkland and enacted an Alternative Parkland Dedication By-law. For sites of 1 to 5 hectares in size, the parkland dedication will not exceed 15% of the development site, net of any conveyances for public road purposes.

Section 3.4 of the Official Plan speaks to the need to evaluate all proposed development on or near the Natural Heritage System to determine the potential for the development to adversely impact the system. The natural heritage system is located immediately south of the site and west of the CN rail corridor. The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in city-building decisions. In accordance with Policy 3.4.12 of the Plan, the applicant has filed a Natural Heritage Impact Study to assist in the evaluation of the

proposal and assist and/or mitigate the development's impacts on the nearby natural heritage system.

The Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development, provided it first meets the test of good planning and is consistent with the policies and objectives of the Plan.

Sheppard East Subway Corridor Secondary Plan

The southerly portion of the site is located within the boundary of the Sheppard East Subway Corridor Secondary Plan (see Attachment 10). The Secondary Plan contains policies that are area-specific and at a greater level of detail than those in the Official Plan. The application proposes to amend the Secondary Plan to add the site as a new key development area and introduce site specific policies to accommodate the proposed development.

A key objective of the Secondary Plan is to provide an overall strategy to manage and direct development in support of the Sheppard subway and to establish a planning context for long term growth. The Secondary Plan encourages development in key development areas and identifies nodes around each subway station where development is anticipated. The nodes are envisioned as focal points for development to reflect the nature and character of the communities around the subway station. The key development areas within the nodes are designated primarily as *Mixed Use Areas*. These development areas have been identified in the Secondary Plan based upon their proximity to a subway station, where development is most likely to develop in the short to mid-term and on the basis of existing uses, designations and land assemblies. A portion of the site is located in the Leslie Node but is not identified as a key development area. The Plan indicates that for the Leslie Node, new development will be focussed:

- Primarily on lands designated *Mixed Use Areas* south of Sheppard Avenue in the southwest quadrant of Leslie/Sheppard, and west of the CN Rail line; and on the lands designated *Mixed Use Areas* north of Sheppard Avenue, east of the CN Rail line; and
- On the *Mixed Use Areas* designation north of Sheppard Avenue, west of the CN rail line.

It is a policy of the Secondary Plan that residential communities located outside the areas appropriate for reurbanization in close proximity to the subway stations, be protected and enhanced as stable residential neighbourhoods through specific policies in the Secondary Plan and the applicable *Neighbourhoods* and *Apartment Neighbourhoods* policies of the Official Plan.

Section 10 of the Secondary Plan, addressing long term growth in the Sheppard Corridor, indicates that significant development in the Sheppard Corridor is to proceed first in the key development areas and that Official Plan amendments to allow significant developments outside the key development areas only be enacted if a substantial amount of development has occurred in the key areas. In May 2002 it was established that a substantial amount of development had occurred and that additional lands could be considered as key development areas. Since that time, amendments have been made to the Secondary Plan to incorporate additional key development areas.

The Secondary Plan states that the following criteria should guide Official Plan Amendments to add new areas for subway-related development outside the key development areas:

- The proposal is to be consistent with the policies of the Secondary Plan;
- The proposed development will enhance and preserve nearby stable areas particularly nearby designated stable residential areas;
- The proposal includes a parcel of land large enough to comprehensively implement the principles of the Secondary Plan; and
- The proposed development responds to further improvements to the rapid transit system such as the extension of the Sheppard Subway east of Don Mills Road.

Zoning

The site is zoned RM1 (Multiple Family Dwellings First Density Zone) by former City of North York Zoning By-law No. 7625 which permits multiple attached dwellings with a maximum height of 3 storeys and 9.2 metres (see Attachment 11). This zoning also permits single detached homes, recreational uses such as parks and community centres, and institutional uses including schools and places of worship.

Site Plan Control

An application for site plan control approval has not yet been filed.

Rental Housing Demolition and Conversion By-law

The Rental Housing Demolition and Conversion By-law (885-2007), contained in Chapter 667 of the City's Municipal Code, implements the City's Official Plan policies protecting rental housing. The By-law prohibits demolition or conversion of rental housing units without obtaining a permit from the City issued under Section 111 of the *City of Toronto Act*. Proposals involving six or more rental housing units require a decision by City Council. Council may refuse an application, or approve the application with conditions that must be satisfied before a demolition permit is issued under the *Building Code Act*.

Where an application for Official Plan Amendment or rezoning triggers an application under Chapter 667 for rental demolition or conversion, typically City Council considers both applications at the same time. Unlike *Planning Act* applications, decisions made by the City under By-law 885-2007 are not appealable to the OMB.

The applicant has submitted an application for a Section 111 permit pursuant to Chapter 667 of the City of Toronto Municipal Code for the demolition of the existing rental units.

Tree Preservation

The proposal is subject to the City of Toronto Private Tree By-law. A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on private property.

Ravine Control

The site is subject to the City of Toronto Ravine and Natural Feature Protection By-law. Ravine land abuts the south edge of the site. The General Manager of Parks, Forestry & Recreation is authorized to issue permits to injure or destroy trees or alter the grade where applicable.

Toronto and Region Conservation Authority

The site is regulated by the Toronto and Region Conservation Authority (TRCA). Under the *Conservation Authorities Act*, the TRCA has the power to regulate development in certain designated areas. A permit would be required from the TRCA.

Reasons for the Application

Amendments to the Official Plan, Sheppard East Subway Corridor Secondary Plan and former City of North York Zoning By-law No. 7625 are required as the proposed apartment buildings are not permitted by the Official Plan *Neighbourhoods* land use designation or the RM1 zoning by-law provisions. In addition, a permit is required under the City's Municipal Code to demolish the existing rental townhouses.

COMMENTS

Application Submission

The following reports/studies were submitted with the applications:

- Planning and Urban Design Rationale
- Housing Issues Report
- Site Servicing Assessment Report
- Stage 1 Archaeological Assessment
- Phase I and II Environmental Site Assessment
- Peer Review of the Phase I and II Environmental Site Assessment
- Transportation Report
- Preliminary Pedestrian Level Wind Study

- Sun/Shadow Study
- Impact of Apartment Building Development on Nearby Low-Rise Areas Study
- Noise and Vibration Feasibility Study
- Community Services and Facilities Study
- Preliminary Geotechnical Investigation Study
- Arborist Report and Tree Protection Plan
- Natural Heritage Impact Study
- Toronto Green Standard Checklist

A Notification of Complete Application was issued on January 25, 2012.

Issues to be Resolved

These applications represent a significant departure from the structure of the neighbourhood and do not meet the intent of the Official Plan and Secondary Plan to protect stable residential neighbourhoods. The applicants are proposing a significant redevelopment of a site where major redevelopment has not been identified or expected. While re-investment on these lands may be desirable, any redevelopment of the site must be carefully considered within the context of the surrounding area and the policies of the Official Plan and Secondary Plan. As described below, the proposal in its current form raises significant issues in this regard.

Land Use

The applicants are proposing to amend the Official Plan to change the land use designation from *Neighbourhoods* to *Apartment Neighbourhoods* to permit reinvestment in the form of a new and a more intense residential development on the site. The proposal would include apartment buildings ranging in height from 12 to 27 storeys.

The City of Toronto Official Plan sets forth a broad strategy for managing future growth by identifying an urban structure of areas where development is appropriate and areas where little physical change is expected to occur. The Plan outlines how growth will be directed to *Centres, Avenues, Employment Districts* and *the Downtown* as shown on Map 2, Urban Structure. Within the context of the Plan's growth strategy, *Mixed Use Areas* in *Centres* and along *Avenues* are intended to absorb the majority of the growth while providing a transition in scale and density to protect stable neighbourhoods from the effects of this higher order development. The need to mitigate the effects of growth on stable residential neighbourhoods across the City is repeated throughout the Official Plan and in numerous Secondary Plans including the Sheppard East Subway Corridor Secondary Plan. It is a policy of the Sheppard East Subway Corridor Secondary Plan that residential communities located outside the areas appropriate for reurbanization in close proximity to the subway stations, be protected and enhanced as stable residential neighbourhoods through specific policies of the Secondary Plan and the applicable *Neighbourhoods* and *Apartment Neighbourhoods* policies of the Official Plan.

The proximity of the subject lands to these growth areas does not imply these lands are also designated for growth. These lands are designated *Neighbourhoods* by the Official Plan and are considered a physically stable area. *Neighbourhoods* are made up of a

variety of residential uses such as detached houses, semi-detached houses, duplexes, triplexes and townhouses as well as interspersed walk-up apartment buildings of no greater than four storeys. Development within *Neighbourhoods* will be consistent with the objective to maintain stability and is to “respect and reinforce the existing physical character of the neighbourhood” including lot patterns, heights, massing, scale and dwelling type of nearby residential properties.

An objective of the Official Plan is to create healthy neighbourhoods whether the neighbourhoods are low-scale or predominantly apartments. The Plan notes that some areas within neighbourhoods need to be strengthened, additional housing options may be appropriate, community services and facilities may need to be enhanced and some buildings may need to be redeveloped. Where reinvestment through redevelopment is contemplated, new development must respect the character of the area, demonstrate an appropriate transition in height and scale to adjacent lower scale development and serve to reinforce the stability of the neighbourhood.

The Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe indicate that it is the role of the municipal Official Plan to direct development to suitable areas. The City of Toronto Official Plan and its associated Secondary Plans identify a land use structure to direct redevelopment into areas where intensification is appropriate. Policies in the Official Plan clearly articulate a growth strategy that directs growth towards *Centres, Avenues* and the *Downtown* including the *Central Waterfront*, and *Employment Districts* as illustrated on Map 2. These growth areas are expected to absorb the majority of the City’s residential and employment growth over the next 25 years or so. The subject lands do not fall within any of these identified growth areas but are within a neighbourhood where little physical change is expected.

Within the local context, and on a City-wide basis, there is no need to redesignate the lands in *Neighbourhoods* to meet population growth targets. While the size, lot configuration, immediate context and position of the site relative to similar developments on the west side of Leslie Street collectively may provide an opportunity to revitalize the site, it is staff’s opinion the change in Official Plan designation and level of intensification proposed by the applicants is not appropriate and cannot be supported.

Height, Massing and Density

As stated previously, the Official Plan and the Secondary Plan set out appropriate locations for major growth. Within the Secondary Plan area, major growth is anticipated in the key development areas which are the *Mixed Use Areas*. Major growth is not anticipated on lands designated *Apartment Neighbourhoods* or *Neighbourhoods* as these lands are considered stable.

It is a policy of the Secondary Plan that the tallest building heights and highest densities be directed closest to the subway stations and to a lesser extent along arterial road frontages. Map 9-2 of the Secondary Plan (see Attachment 10) sets out maximum

densities of between 2.0 and 3.5 FSI in the designated key development areas. The maximum densities are determined by the location of the site, built form relationships, urban design objectives, community resources, infrastructure capacity and the need to address potential impacts on stable land uses and areas beyond the boundaries of the Sheppard East Subway Corridor Secondary Plan.

The site is not identified in the Official Plan or Secondary Plan as a location where major redevelopment is intended or expected. The proposed replacement of low-rise townhouses with high-rise apartment towers up to 27 storeys in height having a density of 3.3 FSI is not in keeping with Official Plan and Secondary Plan objectives. The proposed building heights significantly exceed the building heights in the immediate area and are not in keeping with the policy framework and direction of the Secondary Plan.

Should the applicants be prepared to revise their proposal it should include a reduction to the proposed height, massing and density on the site. A revised proposal should be examined in accordance with Official Plan and Secondary Plan policies, including but not limited to matters such as appropriate building transitions and separation distances, building stepbacks and buffer areas.

Additional Issues

As noted above, staff have identified significant issues respecting the redesignation of the lands from *Neighbourhoods* to *Apartment Neighbourhoods* and with the building height, massing and density of the proposal. On a preliminary basis, the following additional issues have been identified with the current proposal:

- Transition of building heights and massing to nearby stable low density residential areas;
- The appropriateness of providing publicly accessible open spaces and private streets rather than publicly owned parkland and municipal roads.
- The appropriateness of the location, size and form of the proposed open spaces.
- Fit of the proposal with the City's Infill Townhouse Guidelines, Avenues and Mid-Rise Building Study and the Tall Building Guidelines.
- Social housing protection, replacement, and proposed residential unit sizes and types.
- Phasing of the rental housing units.
- Traffic impacts and parking assessment.
- Adequacy of the proposed indoor and outdoor amenity space.
- The assessment of community services and facilities in the area and the facilities needed to support development.
- Assessment of site servicing including stormwater management.
- Assessment of the impacts on the nearby natural heritage system.
- Compliance with the Toronto Green Standards Tier 1 performance measures.
- Determination of appropriate Section 37 community benefits.

Conclusion

The proposal in its current form raises significant issues with respect to density and height and is not appropriate in the current context. In particular, Staff do not support the proposed redesignation of the entire site from *Neighbourhoods* to *Apartment Neighbourhoods*. This report recommends refusal of this proposal in its current form.

Should the applicants revise the application and submit a proposal which is more in keeping with the policies of the Official Plan and Sheppard East Subway Corridor Secondary Plan, staff should be directed to undertake a community consultation process in consultation with the Ward Councillor.

CONTACT

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SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Context Plan
Attachment 2: Site Plan
Attachment 3: Site Elevations
Attachment 4: Elevations – Building A
Attachment 5: Elevations – Building Aa
Attachment 6: Elevations – Building B
Attachment 7: Elevations – Building C
Attachment 8: Elevations – Building D
Attachment 9: Official Plan
Attachment 10: Sheppard East Subway Corridor Secondary Plan, Map 9-3
Attachment 11: Zoning
Attachment 12: Application Data Sheet

Attachment 1: Context Plan



Site context Plan

Applicant's Submitted Drawing

Not to Scale
03/15/2012

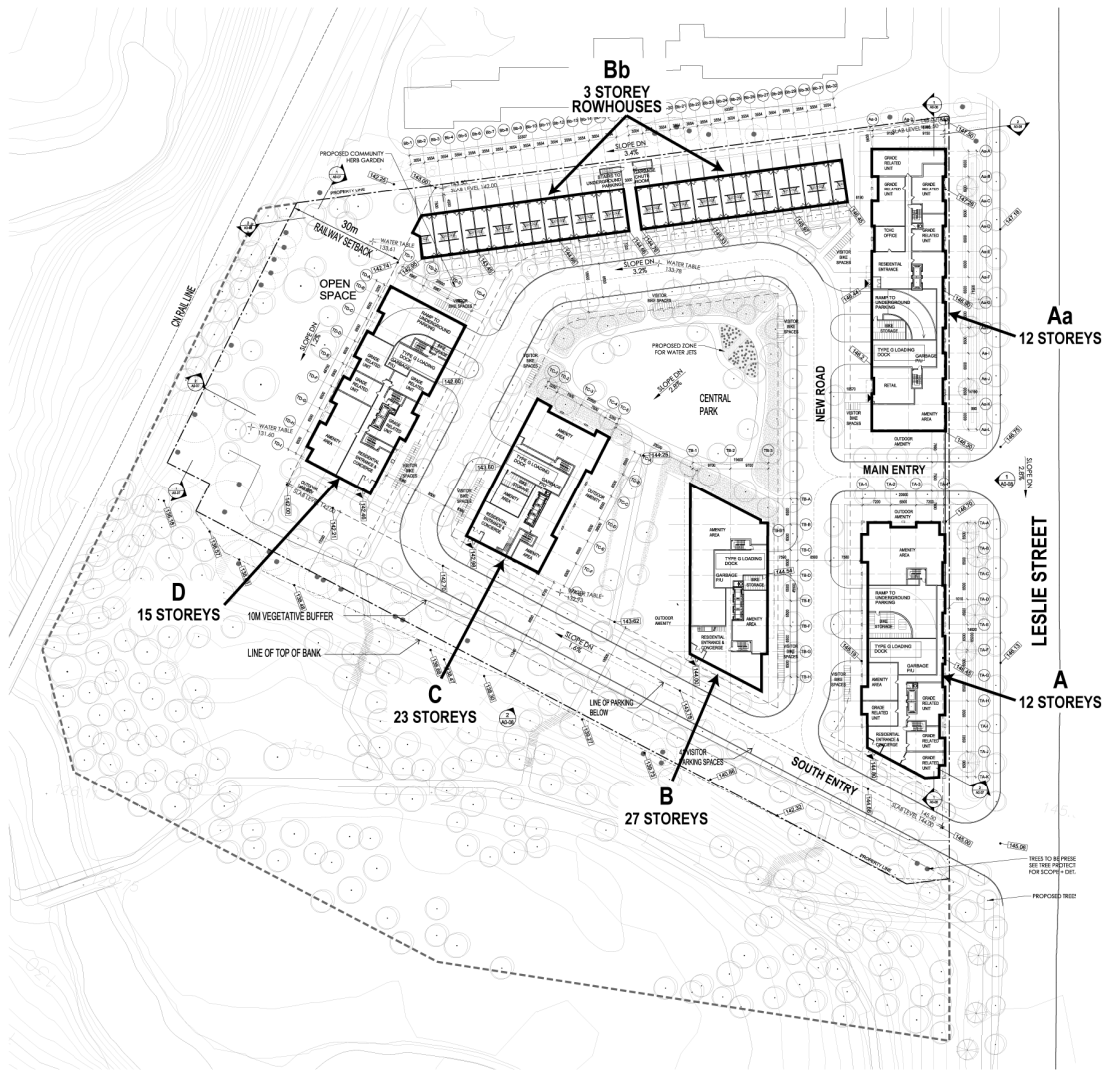


1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

1-35, 45-69 & 6-66 Aldra Villaway;

File # 11 330323 NNY 33 0Z

Attachment 2: Site Plan



Site Plan

Applicant's Submitted Drawing

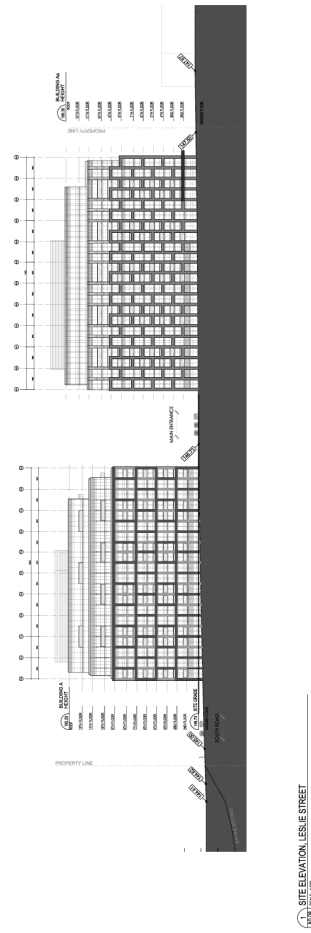
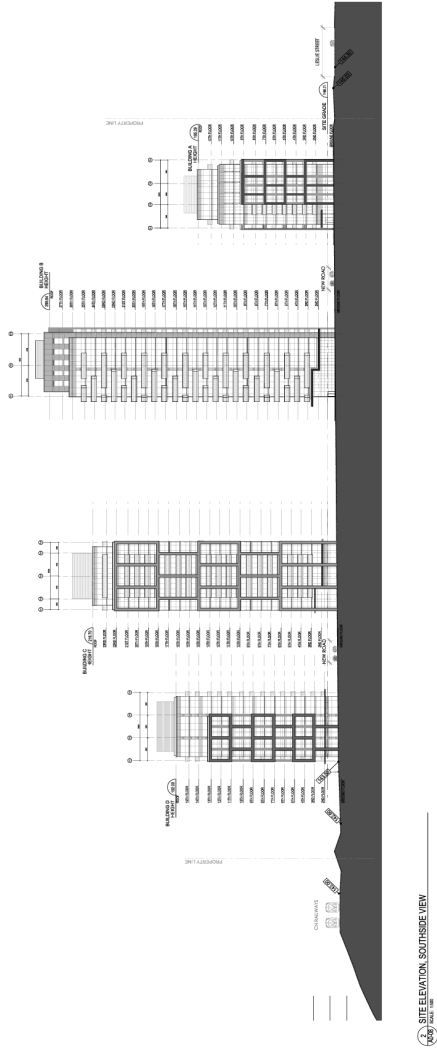
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1-35, 45-69 & 6-66 Aldra Villaway;
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File # 11 330323 NNY 33 0Z

Attachment 3: Site Elevations



Site Elevations East (Leslie Street) South

1-35, 45-69 & 6-66 Aldra Villaway;

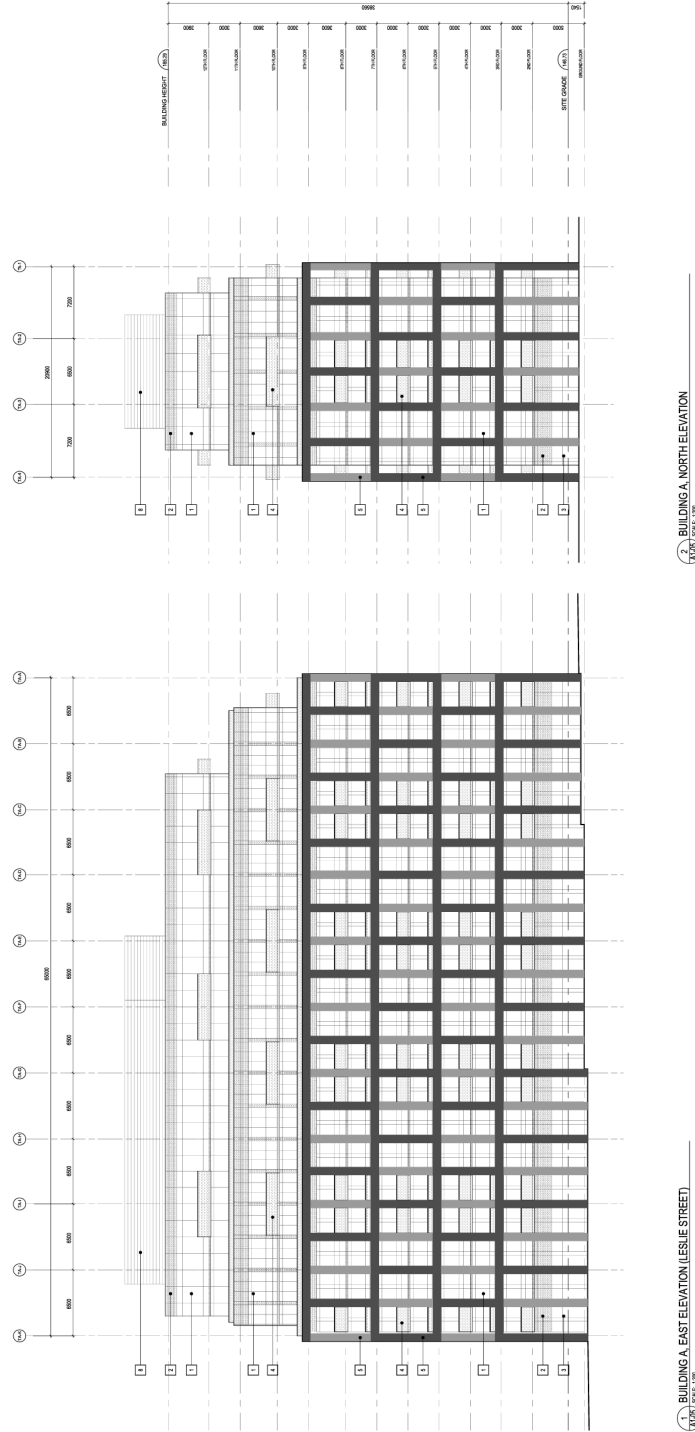
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Applicant's Submitted Drawing

Not to Scale
03/15/2012

Attachment 4: Elevations



Elevations Building A East - North

1-35, 45-69 & 6-66 Aldra Villaway;

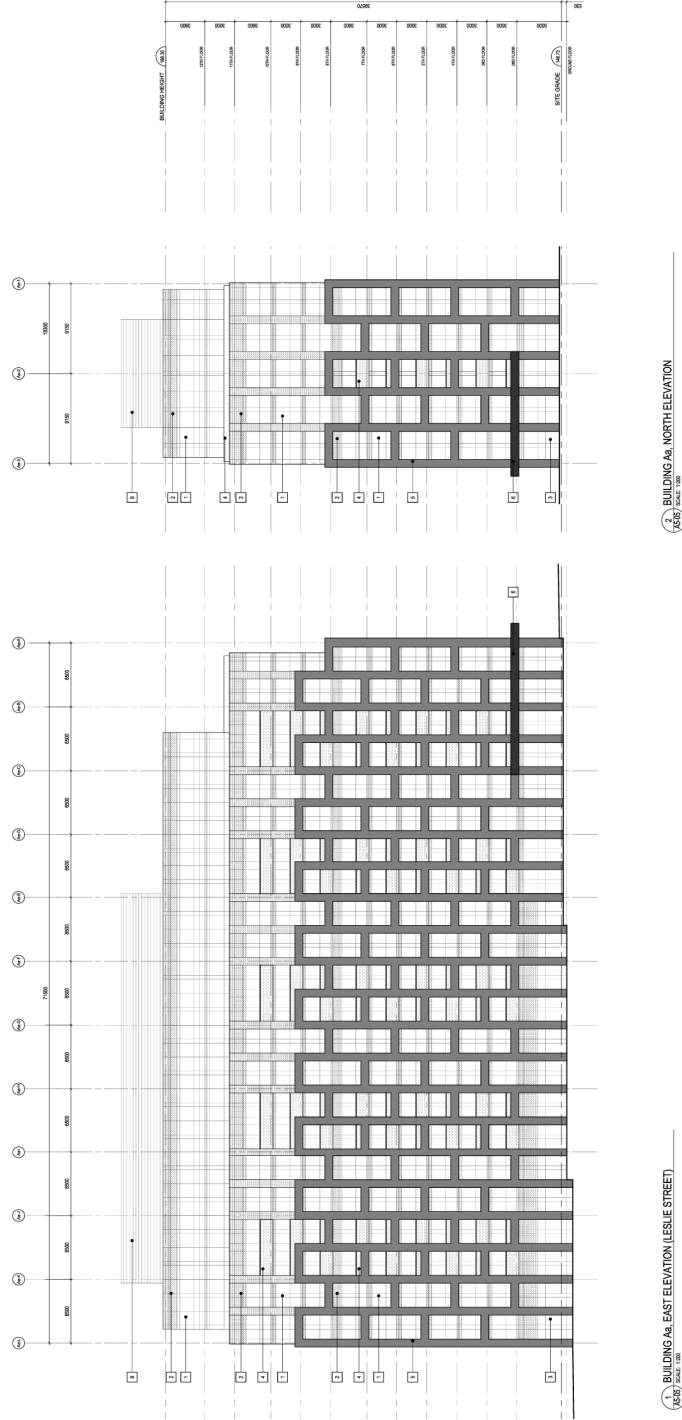
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Applicant's Submitted Drawing

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03/15/2012

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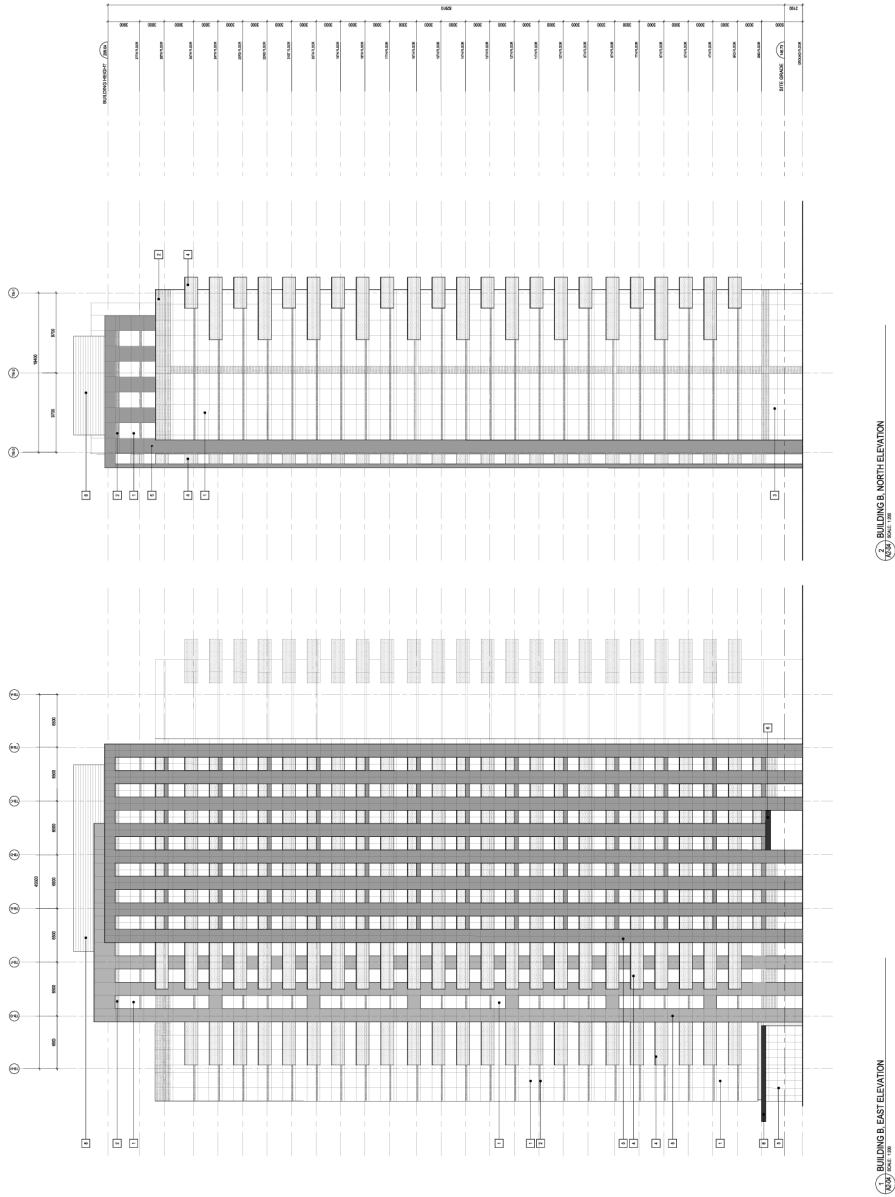
Attachment 5: Elevations



Elevations Building Aa East - North
 Applicant's Submitted Drawing
 Not to Scale
 03/15/2012

1-35, 45-69 & 6-66 Aldra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway
 File # 11 330323 NNY 33 0Z

Attachment 6 Elevations



Elevations Building B East - North

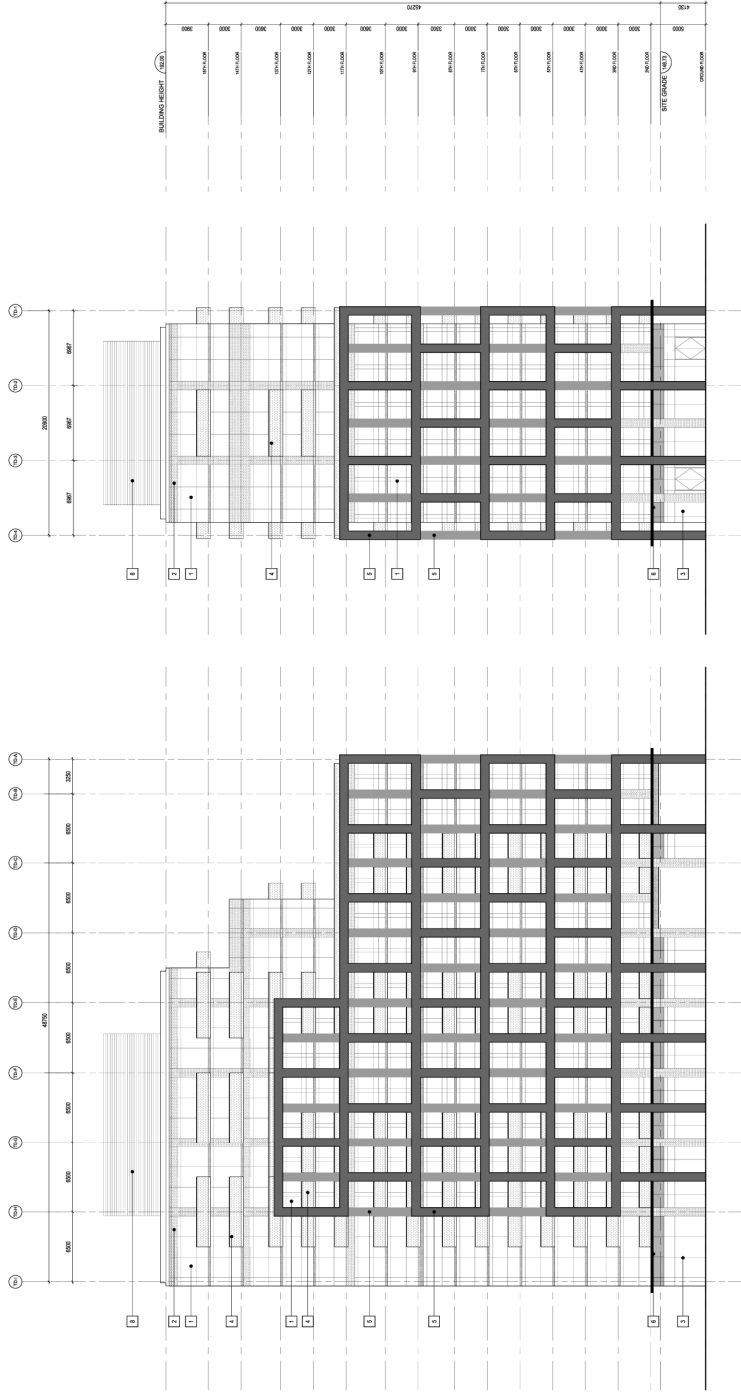
Applicant's Submitted Drawing

Not to Scale
03/15/2012

1-35, 45-69 & 6-66 Aldra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

Attachment 8 Elevations



Elevations Building D East - North

Applicant's Submitted Drawing

Not to Scale
03/15/2012

1-35, 45-69 & 6-66 Aldra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z







**Attachment 9: Sheppard East Subway Corridor Secondary Plan
Map 9-2**



TORONTO City Planning
Official Plan

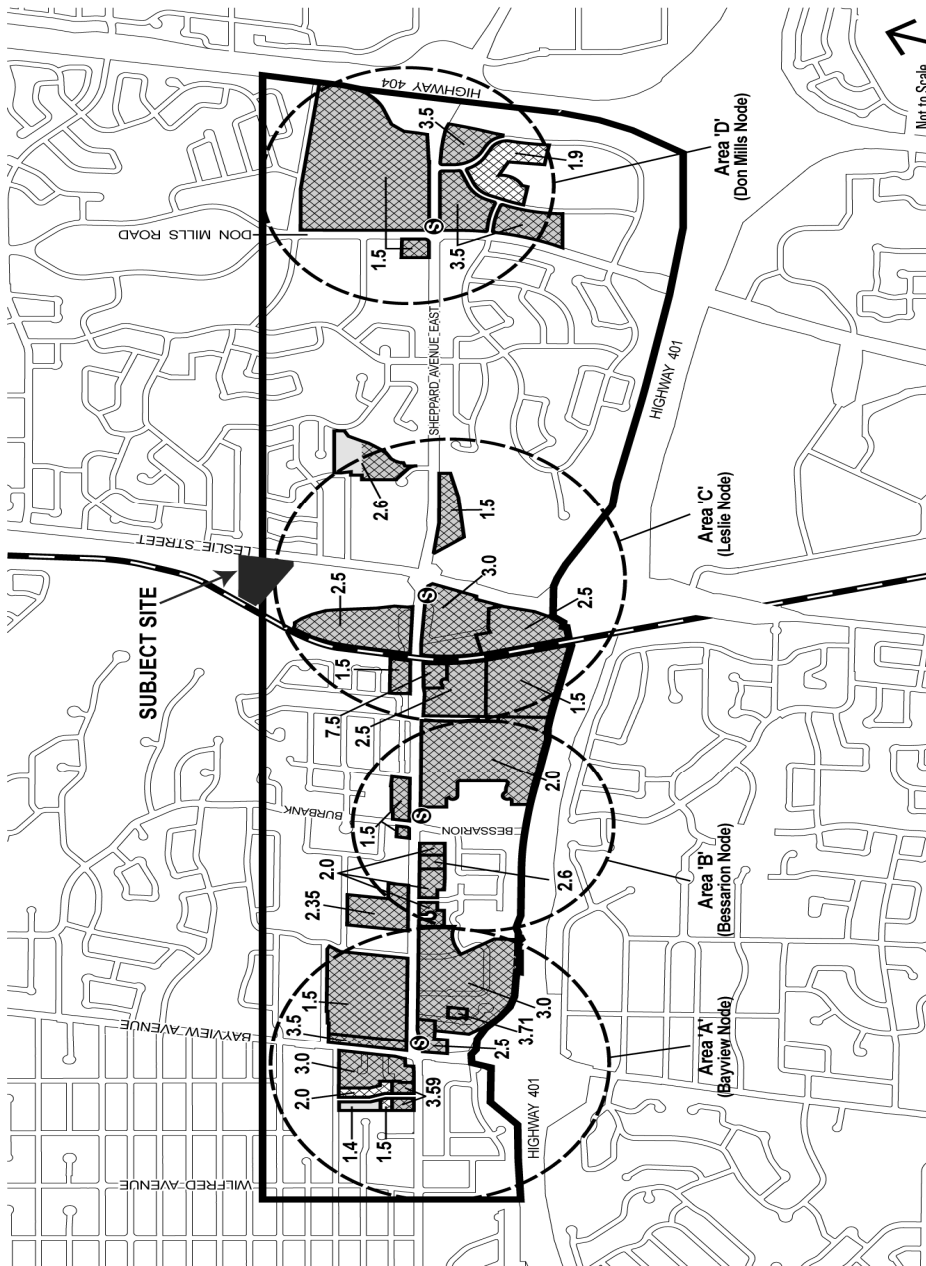
1-35, 45-69 & 6-66 Aldra Villaway;
1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway

File # 11 330323 NNY 33 0Z

- | | |
|---|---|
|  Site Location |  Natural Areas |
|  Neighbourhoods |  Parks |
|  Mixed Use Areas | |
|  Utility Corridors | |


 Not to Scale
 03/17/2012

Attachment 10: Sheppard East Subway Corridor Secondary Plan Map 9-2



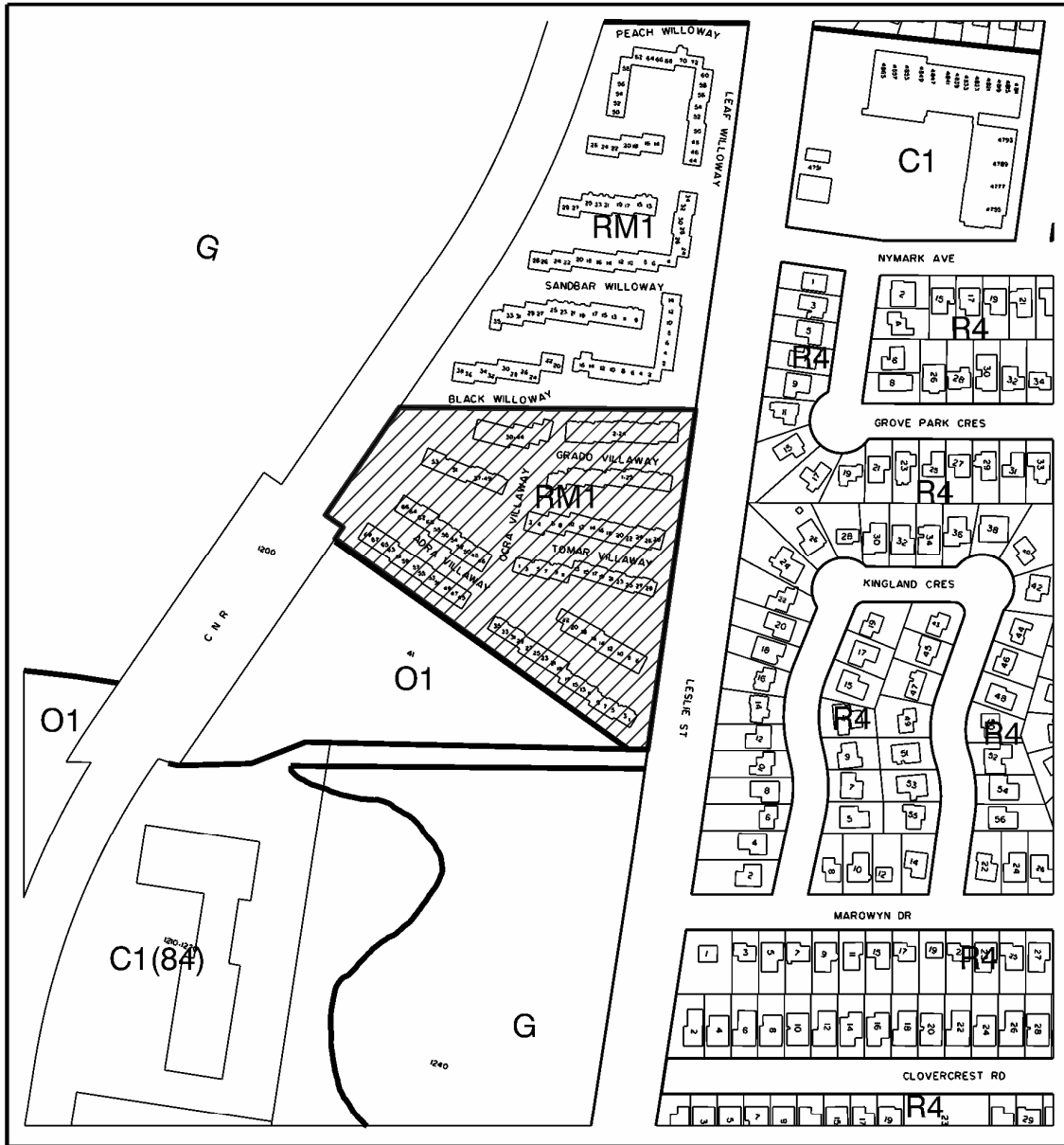
Toronto
City Planning

Sheppard East Subway Corridor Secondary Plan
MAP 9-2 Key Development Areas

- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- 1.5 Density
- Subway Station

December 2010

Attachment 11: Zoning



1-35, 45-69 & 6-66 Aldra Villaway;
 1-25, 2-24, 30-44 & 37-53 Grado Villaway; 1-29 & 2-28 Tomar Villaway
 File # 11 330323 NNY 3302

- R5 One-Family Detached Dwelling Fifth Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- G Greenbelt Zone
- C1 General Commercial Zone
- O1 Open Space Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale
 Zoning By-law 7625
 Extracted 3/17/2012

Attachment 12: Application Data Sheet

Application Type	OPA & Rezoning	Application Number:	11 330323 NNY 33 OZ
Details	OPA & Rezoning, Standard	Application Date:	December 22, 2011
Municipal Address:	1-35, 45-69, 6-66 ADRA VILLAWAY, AND 1-25, 2-24, 30-44, 37-53 GRADO VILLAWAY, AND 1-29 AND 2-28 TOMAR VILLAWAY		

Project Description: Application to amend the official plan and zoning by-law to replace 121 rental townhouses on site to accommodate 4 condominium apartment buildings ranging in height from 12 to 27 storeys for a total of 857 units, a 12-storey rental apartment building comprised of 139 units and 30 townhouse units. The proposed 169 rental units would be owned and operated by the Toronto Community Housing Corporation. The development would provide 1,121 parking spaces.

Applicant:	Agent:	Architect:	Owner:
DELTERA	STEVE DANIELS	WALLMAN ARCHITECTS	TORONTO COMMUNITY HOUSING CORP

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	RM1	Historical Status:
Height Limit (m):	9.2	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	26334.5	Height:	Storeys:	27
Frontage (m):	195.9		Metres:	82.91
Depth (m):	0			
Total Ground Floor Area (sq. m):	5647.1			Total
Total Residential GFA (sq. m):	87581.9		Parking Spaces:	1121
Total Non-Residential GFA (sq. m):	98.1		Loading Docks	0
Total GFA (sq. m):	87680			
Lot Coverage Ratio (%):	21.4			
Floor Space Index:	3.3			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:	Rental, Condo			
Rooms:	0	Residential GFA (sq. m):	87582	0
Bachelor:	0	Retail GFA (sq. m):	98.1	0
1 Bedroom:	619	Office GFA (sq. m):	0	0
2 Bedroom:	286	Industrial GFA (sq. m):	0	0
3 + Bedroom:	121	Institutional/Other GFA (sq. m):	0	0
Total Units:	1026			

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