

1050 Sheppard Avenue West - Official Plan Amendment and Zoning By-law Amendment Applications - Request for Direction Report

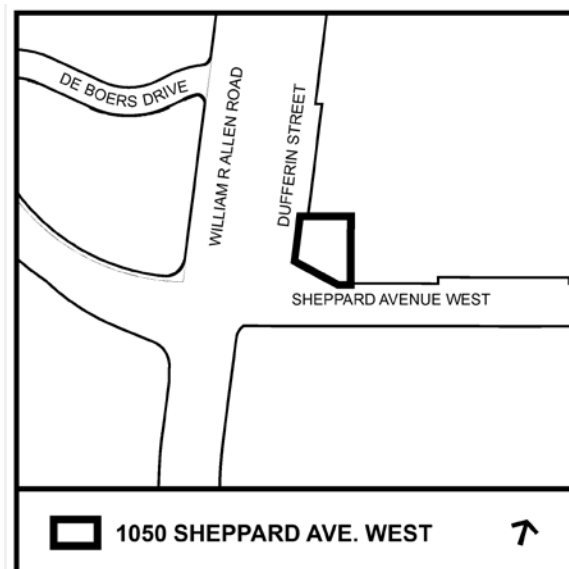
Date:	May 27, 2015
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 10 – York Centre
Reference Number:	13 225608 NNY 10 OZ

SUMMARY

The applicant has appealed the Official Plan Amendment and Zoning By-law Amendment applications to the Ontario Municipal Board (OMB) due to Council's failure to make a decision on the applications within the time prescribed by the *Planning Act*. A pre-hearing has been scheduled for June 23, 2015. A full hearing is not yet scheduled.

This application proposes a 14-storey, mixed-use building with 199 residential units, 843m² of commercial space at grade and 172 parking spaces, at 1050 Sheppard Avenue West. This application has been revised since its original submission as a 15-storey, mixed-use building with 205 residential units, 846m² of commercial space at grade and 177 parking spaces.

The purpose of the report is to seek City Council's direction for the City Solicitor and other appropriate City staff to attend the Ontario Municipal Board in support of the proposed Official Plan Amendment, Zoning By-law Amendment to permit the revised proposal as outlined in this report.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council authorize the City Solicitor and other appropriate staff to attend the Ontario Municipal Board hearing for the lands at 1050 Sheppard Avenue West as necessary in support an amendment to the Official Plan and Zoning By-law for the proposed development as substantially outlined in this report, to the satisfaction of the City Solicitor and Chief Planner.
2. In the event the Ontario Municipal Board (OMB) allows the appeals, in whole or in part, City Council direct the City Solicitor to request the OMB to withhold its Order on the Official Plan Amendment and the Zoning By-law Amendment pending:
 - a) Receipt of confirmation from the City Solicitor that the final form of the Official Plan Amendment is to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;
 - b) Receipt of confirmation from the City Solicitor that the final form of the Site Specific Zoning By-laws amending the former City of North York Zoning By-law and the City of Toronto By-law are to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;
 - c) The submission of a revised Functional Servicing Report and a revised Stormwater Management Report to the satisfaction of the Executive Director of Engineering and Construction Services; and
 - d) The Owner entering into a Section 37 agreement with the City for the purpose of securing \$337,500 for a high line park and/or trail on the berm on the east side of Allen Road between Kennard Avenue and Sheppard Avenue and/or local park improvements in the area as contemplated in this Report of the Director of Community Planning, North York District dated May 27, 2015.
3. City Council authorize the City Solicitor and any other City staff to take such actions as necessary to give effect to the recommendations of this report.

Financial Impact

There are no financial implications resulting from the adoption of this report.

Decision History

The applications were submitted on August 23, 2013 and North York Community Council adopted the Preliminary Report at their meeting on October 17, 2013 (<http://www.toronto.ca/legdocs/mmis/2013/ny/bgrd/backgroundfile-62032.pdf>). A Community Consultation Meeting was held on December 10, 2013.

On March 4, 2014 the owner appealed the Official Plan Amendment and Zoning By-law Amendment applications to the Ontario Municipal Board, citing City Council's failure to make a decision within the time frame prescribed by the *Planning Act*. A pre-hearing has been scheduled for June 23, 2015. A full hearing is not yet scheduled.

Notwithstanding the appeal, staff continued to have discussions with the applicant regarding the concerns and issues outlined in the Preliminary Report. On May 22, 2015, the applicant submitted a revised proposal which addressed the noted concerns.

Proposal

The applicant is proposing to amend the Official Plan and City of Toronto Zoning By-law No. 569-2013 and former City of North York By-law 7625 to permit a 14-storey (48.25 metres), 199-unit, mixed-use building on the northeast corner of Sheppard Avenue West and Dufferin Street. The proposed height in metres includes the top of the parapet of the mechanical penthouse. A total of 13,363m² of gross floor area is proposed, which would result in a density of 6.8 times the area of the lot. Of the 199 residential units, 24 are proposed to be studio units, 127 are proposed to be one-bedroom units and 48 are proposed to be two-bedroom units. Commercial space totalling 843m² is proposed at grade. The 2nd floor contains 398m² of indoor amenity space and 320m² of connected outdoor amenity space. A total of 172 parking spaces (145 for residents, 19 for visitors and 8 for commercial) are proposed on in a four level underground parking garage. An additional, 2 'short-term' parking spaces are provided on the surface at the rear of building. A total of 153 bicycle parking spaces are proposed, including 16 short-term spaces at grade. Access to the parking garage and service areas of the building are provided via a driveway from Dufferin Street located at the northern portion of the property. Additional site statistics are presented in the Application Data Sheet (Attachment 5).

The proposed development has been revised from the original concept discussed in the Preliminary Report for a 15-storey building (50.2 metres), with 213 residential units, 843m² of commercial space at grade and 184 underground parking spaces, resulting in a density of 7.12 times the area of the lot.

Site and Surrounding Area

The site is located on the northeast corner of Sheppard Avenue West and Dufferin Street. The site has 3 lot lines abutting a public street, resulting in a frontage of approximately 9.8 metres on Sheppard Avenue West, 38.9 metres on the angled portion and 35.3 metres on Dufferin Street. The area of the site is approximately 1,963m². The site is generally flat and adjacent to a TTC entrance pavilion that connects to Downsview subway station. It is currently occupied by a used car sales dealership, surrounded by surface parking.

Land uses surrounding the site are as follows:

North: single detached and semi-detached dwellings on Dufferin Street (contained within the Sheppard West/Dublin Secondary Plan) and William Lyon MacKenzie Collegiate Institute.

West: one 17-storey mixed-use building, two 16-storey mixed use buildings and one 14-storey mixed-use building (Metro Place), Downsview Airport lands and Bombardier Inc.

South: Downsview subway station, bus terminal, commuter parking lot and the mixed-use portion of the future Allen District.

East: a mix of commercial and residential uses including a 3.5-storey apartment building (rental), single detached dwellings and a 9-storey mixed-use building.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. 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 and cultivating a culture of conservation. City Council's planning decisions are required by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject property is located within a *Mixed Use Areas* designation within the Official Plan (see Attachment 4). *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

In addition, this portion of Sheppard Avenue West is identified on Map 2 of the Official Plan as an *Avenue*. *Avenues* are corridors along major streets intended for incremental reurbanization to create new residential, commercial, and retail opportunities while improving the overall pedestrian environment, the appearance of the street and accessibility to transit for community residents.

The Toronto Official Plan is available on the City's website at:
http://www.toronto.ca/planning/official_plan/introduction.htm

Sheppard West/Dublin Secondary Plan

The site is located within the area covered by the Sheppard West/Dublin Secondary Plan and is designated *Mixed Use Area A* on Map 23-1. The objective of the Secondary Plan is to encourage and maintain a diversity of residential, institutional, service commercial, office and open space uses along the corridor stretching from Bathurst Street in the east, towards Allen Road and the Downsview Subway Station in the west.

The *Mixed Use Area A* designation of the Sheppard West/Dublin Secondary Plan applies to the primary commercial areas, including the Allen/Sheppard intersection. The maximum permitted density for the site under the Secondary Plan is 2.0 times the area of the lot, provided that the commercial uses do not exceed 1.0 times the area of the lot. There is no maximum building height in *Mixed Use Area A*.

In addition to the policy requirements of the overall Official Plan, the Sheppard West/Dublin Secondary Plan also contains further measures requiring buffering between new development on Sheppard Avenue West and properties to the rear of these sites which are designated *Neighbourhoods*. These measures include the provision and maintenance of suitable fencing and a 1.5 metre landscape strip along the property lines between new developments and *Neighbourhoods*. Also, the height of any new building is not to exceed the horizontal distance separating the building from adjacent lands designated *Neighbourhoods*. This horizontal distance cannot be less than 9.5 metres.

Sheppard West/Dublin Secondary Plan is available on the City's website at:
http://www1.toronto.ca/static_files/CityPlanning/PDF/23_sheppard_west_dublin_oct2009.pdf

Zoning

On May 9, 2013, City Council enacted the new City wide Zoning By-law No 569-2013. The subject lands are zoned Commercial Residential Zone Exception 2182 (CR1.0 (c1.0; r1.0) SS3 (x2182)), as indicated in Attachment 3. The CR zoning permits various commercial and residential uses. Exception 2182 permits the existing car dealership, with certain zoning provisions. It also states that Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625 shall prevail, limiting the maximum building height to 30.48 metres.

The subject property is also zoned General Commercial Zone Exception 5 (C1(5)) by former City of North York By-law 7625. The C1 zoning permits various commercial and residential uses. Exception 5 permits the existing car dealership, with certain zoning provisions. Schedule "D" to By-law 7625 (Airport Hazard Map) permits a maximum height of 30.48 metres.

Site Plan Control

An application for Site Plan Control has not yet been submitted, but would ultimately be required to facilitate this proposal.

Allen-Sheppard Urban Design Guidelines

The Allen-Sheppard Urban Design Guidelines form part of the Urban Design Guidelines companion document to the Official Plan, adopted by Council in July 2004.

Development in the Allen-Sheppard area is to be consistent with the guidelines, which are to be read in conjunction with the urban design policies in the Official Plan. The Guidelines set out a structure plan of streets and open spaces, public realm guidelines, built form guidelines and other design matters such as environmental issues, heritage and public art.

The subject lands are located within the Northeast Quadrant of the Allen-Sheppard Urban Design Guidelines. The Allen-Sheppard intersection should be treated as a secondary urban centre where development is encouraged at a higher density of mixed residential and employment uses. In the Northeast Quadrant, buildings addressing Dufferin Street and Sheppard Avenue West will step down from a maximum height of 11-13 storeys (40 metres) at the Allen-Sheppard intersection, to 6-8 storeys along these major streets.

Community Consultation

Staff held a community consultation meeting on December 10, 2013 to present the proposal to the community and receive their feedback. At the meeting, the following concerns were raised by residents:

- Proposed increase in density;
- Existing traffic congestion and the potential increase in traffic;
- Shadow impacts on adjacent properties;
- Proposal will create a nuisance during the construction phase (i.e., noise, dust, fumes, mud, debris, traffic and on-street parking);
- Decreased property values for existing houses;
- Issues of privacy and overlook;
- The suitability of the proposed driveway location; and
- The relationship of the northern wall of the base of the building to the existing houses on Dufferin Street.

Reasons for the Application

The Sheppard West/Dublin Secondary Plan allows the subject lands to be developed with a mixed-use building having a maximum density of 2.0 times the area of the lot, provided commercial uses do not exceed 1.0 times the lot area. An application to amend the Sheppard West/Dublin Secondary Plan is required as the applicant is proposing a 14-storey, mixed-use building with a density of 6.8 times the area of the lot.

Amendments to City of Toronto Zoning By-law No. 569-2013 and Zoning By-law No. 7625 are required to permit the proposed mixed-use development at the proposed height and density and to establish appropriate performance standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The Province of Ontario has issued an updated PPS which was effective as of April 30, 2014 and applies to any planning decisions made on or after that date. The proposal is consistent with the Provincial Policy Statement 2014 and conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe. It would efficiently use land in an area that is well served by municipal infrastructure. It proposes a mix of residential unit sizes and promotes intensification along an arterial which is well served by public transit.

Land Use

The City of Toronto Official Plan directs future growth in the City to areas that are well served by public transit. Specifically, residential growth is intended to be directed to major arterial corridors identified by the *Avenues* overlay on Map 2. In addition to being located along an *Avenues* corridor, the subject site is also subject to the Sheppard West/Dublin Secondary Plan area that promotes residential intensification along Sheppard Avenue West, well served by public transit. The site is also designated *Mixed Use Areas* which permits a broad range of residential and commercial uses intended to absorb much of the future residential growth in the city. This designation is further refined by the Sheppard West/Dublin Secondary Plan which promotes a mix of uses and comprehensive redevelopment by granting additional density to development parcels which provide commercial uses at grade and have a frontage greater than 30 metres on Sheppard Avenue West.

The revised applications propose a mixed-use development with commercial uses at grade and residential uses on the upper levels. The proposed residential use is appropriate and supported by the Official Plan and the Sheppard West/Dublin Secondary Plan. The proposed retail uses at grade will provide a lively pedestrian amenity with an improved streetscape. The proposed land uses are supported. The Zoning By-law amendment should secure a mix of land uses by providing for a maximum of 199 residential dwelling units and a minimum of 843 m² of ground floor retail and service commercial uses.

Density, Height and Massing

The Sheppard West/Dublin Secondary Plan includes policies intended to protect abutting lands designated *Neighbourhoods* from the increased level of development along the corridor. These policies form the framework that guides the review of any development proposed within the Secondary Plan area, particularly those which request an amendment to the Plan for additional heights or densities.

The base of the building is built out to all existing and proposed property lines. The proposed retail space will have direct access to the Sheppard Avenue West frontage and part of the Dufferin Street frontage. Extending the base of the building to the east side lot line on Sheppard Avenue West and the north side lot line on Dufferin Street anticipates connectivity with future development to the north and to the east of the site. There is no requirement for a landscape strip, as the lot does not immediately abut a *Neighbourhoods*

designation. The outdoor amenity terrace is located on the second floor, at the northeast corner of the building. The taller portion of the building is oriented towards the public street and away from the neighbouring property with a *Neighbourhoods* designation (school yard).

The building is designed with a 3-storey base, which is common for new developments within the Sheppard Avenue/Dublin Secondary Plan. At the fourth floor, there is a step-back along the front and sides of the building. The upper portion of the building takes on a curved form to address the corner of Sheppard Avenue West and Dufferin Street. On the sides of the building, the building step-back is 5.5 metres, which is consistent with the side set-backs required in the Avenues and Mid-Rise Buildings Study. The step-back varies in depth along the front of the building due to the curvature of upper portion of the building.

Another building step-back is provided above the 9th storey at the north and east side of the building, to provide a relationship to recently approved mid-rise buildings on Sheppard Avenue West, which are 9-storeys in height. This 2.5 metre step-back varies in depth due to the curvature of the building. Also proposed, is a step-back along the curved façade of the building, above the 13th floor, which has regard for the 13-storey height permitted within the Allen-Sheppard Urban Design Guidelines. The articulation on the front of the building provides visual interest along Sheppard Avenue West and Dufferin Street as encouraged by the built form policies of the Official Plan.

In terms of the upper portion of the building, the applicability of a 45 degree angular plane is atypical in this case, compared to other lots within the Sheppard West/Dublin Secondary Plan. Unlike most lots within the Secondary Plan, this lot does not immediately abut a *Neighbourhoods* designation, but it is in close proximity to one. The southwest corner of the school yard of William Lyon McKenzie Collegiate Institute is within a *Neighbourhoods* designation and a 45 degree angular plane has been drawn from the southwest corner of the school yard, in a conical fashion, across the subject lands. There are no residential dwellings within a *Neighbourhoods* designation in close proximity to the site. While the angular plane penetrates the building, approximately at the 10th floor, the Allen-Sheppard Urban Design Guidelines provide for additional height at this location (11 – 13 storeys, 40 metres). Planning staff are supportive of the proposed 14-storey (48.25-metre) height and density only at this unique location because of the policies within the Allen-Sheppard Urban Design Guidelines, the location of the building on a prominent corner and its proximity to an entrance to Downsview subway station. The existing planning policy framework would not facilitate this level of height or density on adjacent properties. The proposed height of the building will also have minimal impact on the nearby school yard as demonstrated by the applicant's shadow studies.

Sun/Shadow Studies

The applicant's architect conducted a shadow analysis of the proposal. There is some impact on adjacent properties to the north and east. However, these properties are also designated *Mixed Use Areas "A"* by the Sheppard West/Dublin Secondary Plan. They

are not within a *Neighbourhoods* designation. A small portion of the southwest corner of the adjacent school yard, which is within a *Neighbourhoods* designation, will experience minimal shadowing in the late afternoon.

The proposed building height, density, set-backs and other performance standards will be secured in the proposed amendments to the Official Plan and Zoning By-law.

Downsview Airport and Bombardier Inc.

The applicant originally proposed a building with a height of 15 storeys (245.95 Above Mean Sea Level or 50.2 metres, to the top of the parapet of the mechanical penthouse) and a density of 7.12 times the area of the lot. Mechanical penthouses are usually excluded from height calculations, but due to the proximity of Downsview Airport, the absolute height of the building was considered. If the mechanical penthouse was excluded from the calculation, the height of the building would have been 242.44 AMSL or 46.69 metres. Bombardier Inc. objected to the proposed height, citing concerns with airport operations and a conflict with Schedule "D" to By-law 7625, Airport Hazard Map. Under Schedule "D", the maximum height is 238.8 AMSL. The applicant had proposed a height of 245.95 AMSL (to the top of the parapet of the mechanical penthouse), a difference of 7.15 metres.

The Downsview Airport is a certified airport that must comply with the Canadian Aviation Regulations (CARs). The CARs include a requirement for the airport to comply with the standards set out in TP 312, Aerodrome Standards and Recommended Practices, which include height limitations in flight paths. In a letter dated November 26, 2013, Transport Canada, which is responsible for developing regulations, policies and services of transportation in Canada, recommended that the proposed building be in compliance with the height limit standards in TP 312 in support of the airport's certification and in the interest of aviation safety. Transport Canada also advised that a request for an exemption to this height limit would have to be requested and agreed to by Downsview Airport as they have the onus of compliance with the height restriction requirements.

Bombardier Inc., the owner of Downsview Airport was opposed to the 15-storey building height due to the penetration of the outer surface limits. Bombardier Inc. acknowledged there are existing penetrations, but they are older and pre-date Bombardier Inc.'s purchase of Downsview Airport (previously a military airport) and may also pre-date the founding of Nav Canada in 1996, which owns and operates Canada's civil air navigation system.

Transport Canada has indicated that they are currently reviewing their airport regulations. However, the impact of whether or not this review would permit additional height, remains unknown at this time. Downsview Airport only has one operational runway and Bombardier Inc. is concerned that their operation will be negatively impacted by this proposal.

In response to concerns from Bombardier Inc., the applicant has revised the proposal, eliminating the 15th floor while maintaining an appropriate built form (building step-

backs). The result is a 14-storey building with a total height of 48.25 metres or 244.0 AMSL. Bombardier Inc. has concurred with this height as an absolute maximum.

Traffic Impact, Access and Parking

In order to assess the traffic impacts of this proposal, the applicant's transportation consultant prepared an Urban Transportation Considerations Report for the original 15-storey proposal. The consultant estimated that the proposed development would generate approximately 50 and 55 two-way trips during the a.m. and p.m. peak hours, respectively. Given these estimated trips, the consultant concludes that changes in traffic volumes on Sheppard Avenue West and Dufferin Street are not expected to be measureable in comparison to normal daily variations. Transportation Services staff accept the conclusions of the revised study.

A total of 172 parking spaces (145 for residents, 19 for visitors and 8 for commercial) are proposed to be provided in a four level underground parking garage. An additional 2 'short-term' parking spaces are to be provided on the surface in lieu of a pick-up / drop-off area and do not count toward the by-law requirement. The parking rates, vehicular access from Dufferin Street and the loading space are acceptable to Transportation Services staff. A total of 153 bicycle parking spaces are proposed, including 16 short-term spaces at grade.

Servicing

Pursuant to the most recent comments from Engineering and Construction Services staff dated December 22, 2014, there are outstanding issues including, but not limited to:

- Revisions to the Functional Servicing Report, required for rezoning;
- Revisions to the Stormwater Mangement Report, required for rezoning;
- The use of foundation drains; and
- Inconsistencies in the size of sanitary and storm tanks.

The applicant has proposed a sanitary storage tank to be provided to protect the proposed development due to surcharging during a wet weather flow scenario. Due to the size of the proposed tank, an application may be required to obtain Environmental Compliance Approval from the Ministry of Environment and Climate Change (MOECC).

Due to the outstanding servicing issues, planning staff are recommending the subject lands be zoned with a holding provision ("H") until such time as an acceptable sanitary system solution is deemed acceptable by the Director, Engineering and Construction Services. This may include the applicant obtaining Ministry of Environment Environmental Compliance Approval for a sanitary storage tank on site or upgrading the existing municipal infrastructure off site. The amendment to the Zoning By-law will require the use of an 'H' (holding provision) that may be lifted once the servicing issues are resolved.

This report recommends that the City Solicitor request the Ontario Municipal Board to withhold its Order approving the Official Plan and Zoning By-law amendments until the

outstanding information has been provided to the satisfaction of the Executive Director, Engineering and Construction Services.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows the local parkland provisions across the City. The lands which are subject to this application are in an area with 0.80 to 1.56 hectares of local parkland per 1,000 people. The site is in the middle quintile of local parkland provision and is in a parkland priority area, as per the Harmonized Parkland Dedication By-law 1020-2010. The subject site is also designated as *Mixed Use Area 'B'* within the Sheppard West/Dublin Secondary Plan

The applicant has submitted an application to construct a 14-storey building with 199 dwelling units within a site area of 0.1963ha (1,963m²). At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the required parkland dedication is 0.2733ha (2,733 m²) or 148% of the lot area. However, there is a cap of 10% which is applied for sites that are less than 1 hectare in size. The parkland dedication for the residential component would therefore be 187m².

The applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu payment. The parkland dedication for the subject site is too small to be functional and would be encumbered by underground parking. The actual amount of cash-in-lieu to be paid will be determined at issuance of the building permit. This parkland payment is required under Section 42 of the *Planning Act*, and is required as a condition of the building permit application process.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS.

Section 37

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with Section 37 of the Planning Act. The total proposed gross floor area for the site is 14,174m², which results in a density of 6.8 times the area of the site.

In accordance with the Council Approved protocol for negotiating Section 37 community benefits, City Planning staff consulted with the Ward Councillor and contacted Real Estate staff regarding the estimated value of density increase proposed by this application. This report recommends that, if the proposed development is approved by the OMB, \$337,500 should be provided under Section 37 of the Planning Act for community

benefits in accordance with Policy 5.1.1 of the Official Plan and included in the Zoning By-law Amendment.

It has been determined in consultation with the Ward Councillor, that these funds be allocated towards a high line park and/or trail on the berm on the east side of Allen Road between Kennard Avenue and Sheppard Avenue and/or local parks in the area, at the discretion of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor.

Conclusion

The applications to amend to amend the Official Plan, City of Toronto Zoning By-law No. 569-2013 and former City of North York By-law 7625 to permit a 14-storey (48.25 metres), 199-unit, mixed-use building at 1050 Sheppard Avenue West have been appealed to the Ontario Municipal Board. A City Council decision on the applications is needed to provide the City Solicitor, Chief Planner and other City staff as necessary with direction for the upcoming pre-hearing scheduled for June 23, 2015.

The proposed development meets the objectives of the Official Plan to encourage a mix of transit-supportive land uses. The proposed built form and building height are appropriate and are in keeping with the height limits set out in the Airport Hazard Map (By-Law 7625, Schedule D) for the safe operation of the Downsview Airport.

This report recommends City Council authorize the City Solicitor and other appropriate staff to attend the Ontario Municipal Board in support of the proposed Official Plan Amendment and the Zoning By-law Amendment as a settlement of the appeals, and request the OMB to withhold its final order until the issues identified in this report have been addressed.

CONTACT

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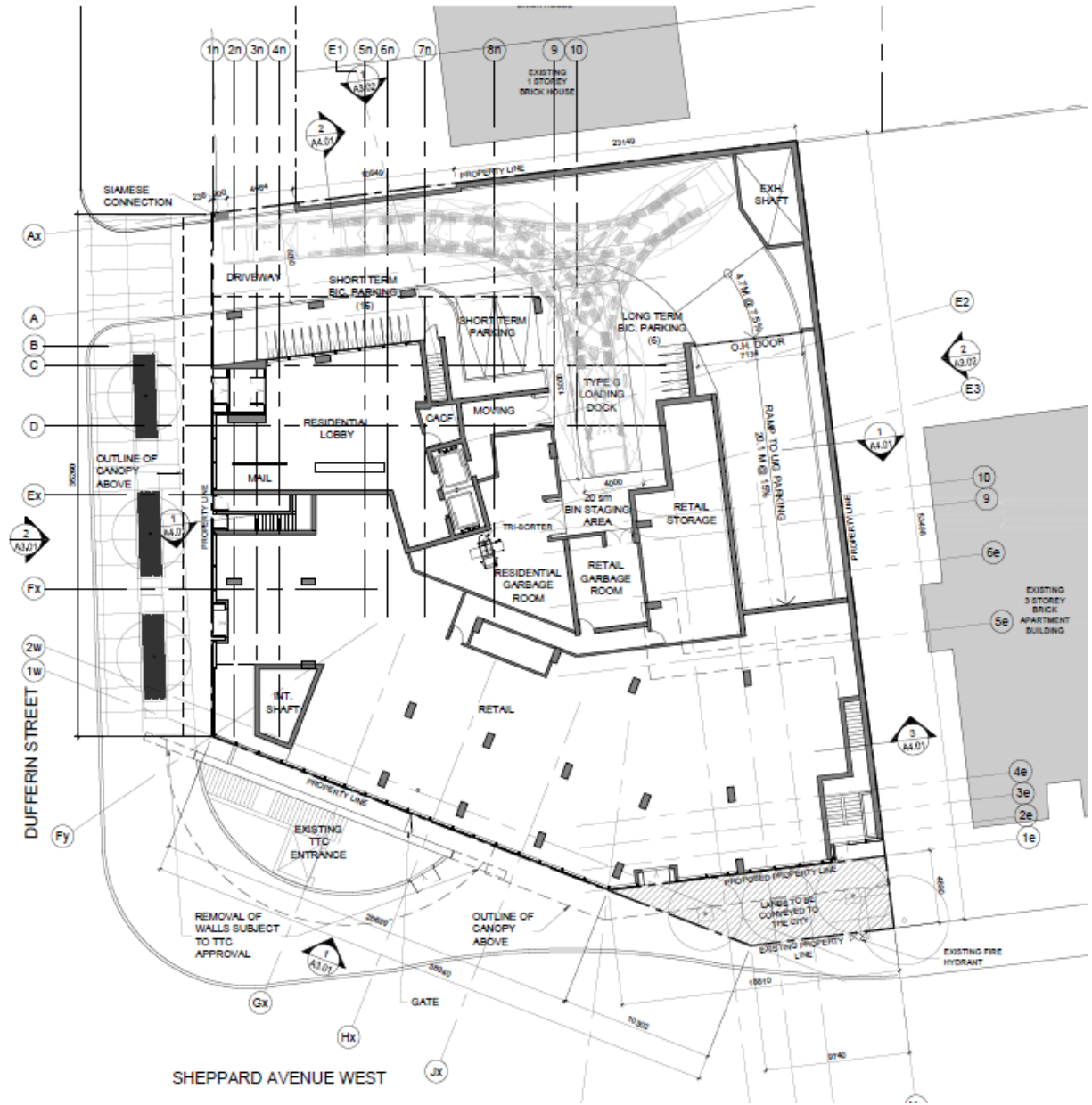
SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2a: Southwest (Sheppard Avenue West) Elevation
Attachment 2b: West (Dufferin Street) Elevation
Attachment 3: Zoning By-law 569-2013
Attachment 4: Official Plan
Attachment 5: Application Data Sheet

Attachment 1: Site Plan



Site Plan

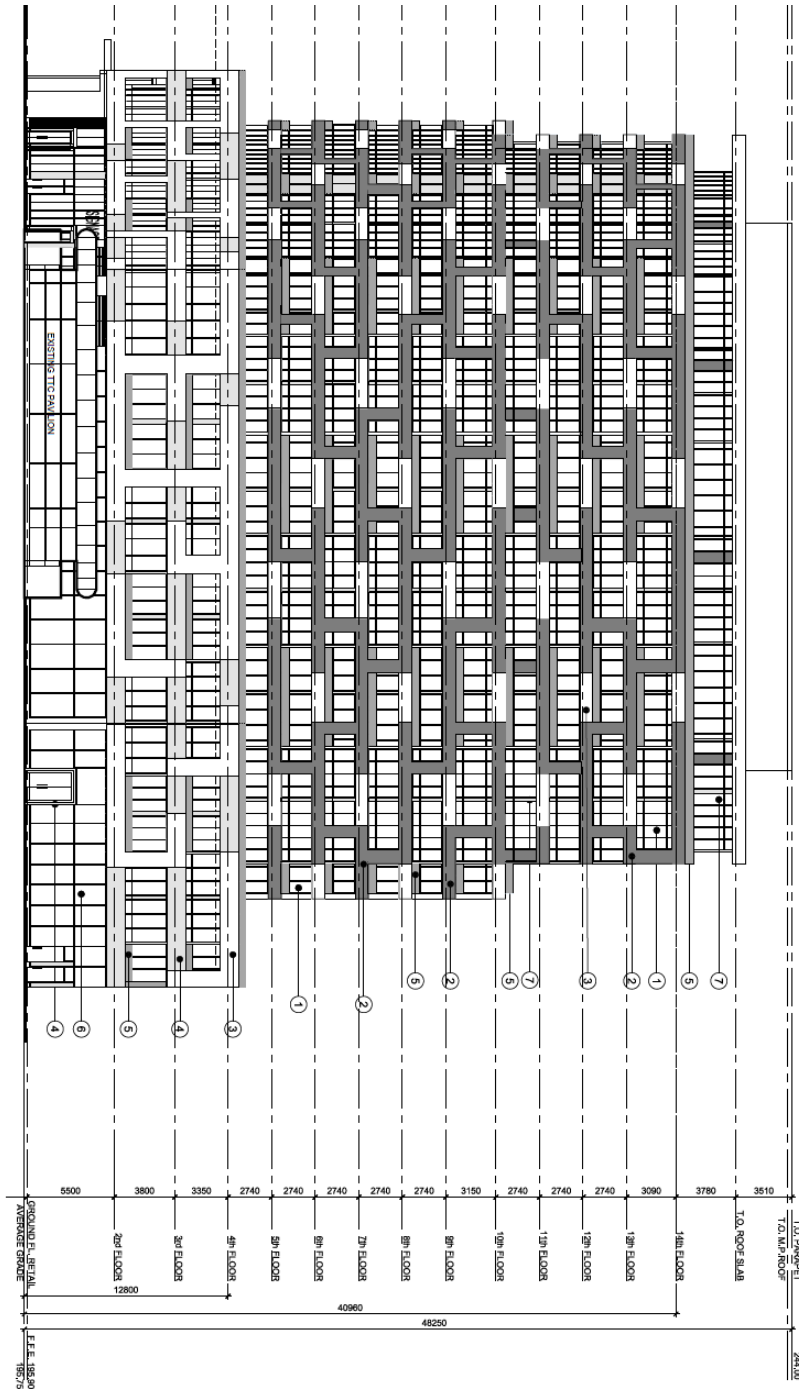
Applicant's Submitted Drawing

Not to Scale ↑

1050 Sheppard Ave. West

File # 13 225608 NNY 10 0Z

Attachment 2a: Southwest (Sheppard Avenue West) Elevation



Elevations

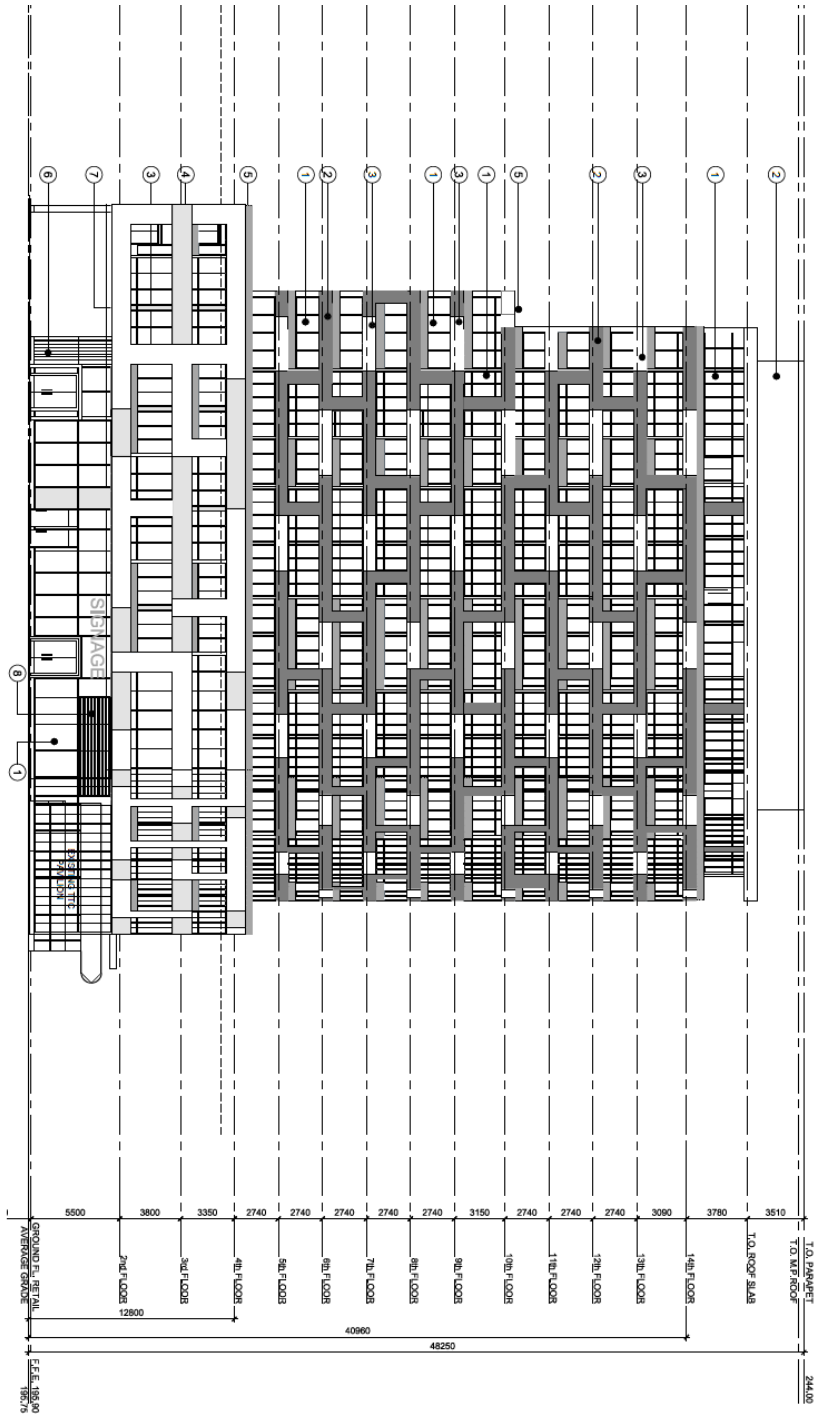
Applicant's Submitted Drawing

Not to Scale

1050 Sheppard Ave. West

File # 13 225608 NNY 10 0Z

Attachment 2b: West (Dufferin Street) Elevation



Elevations

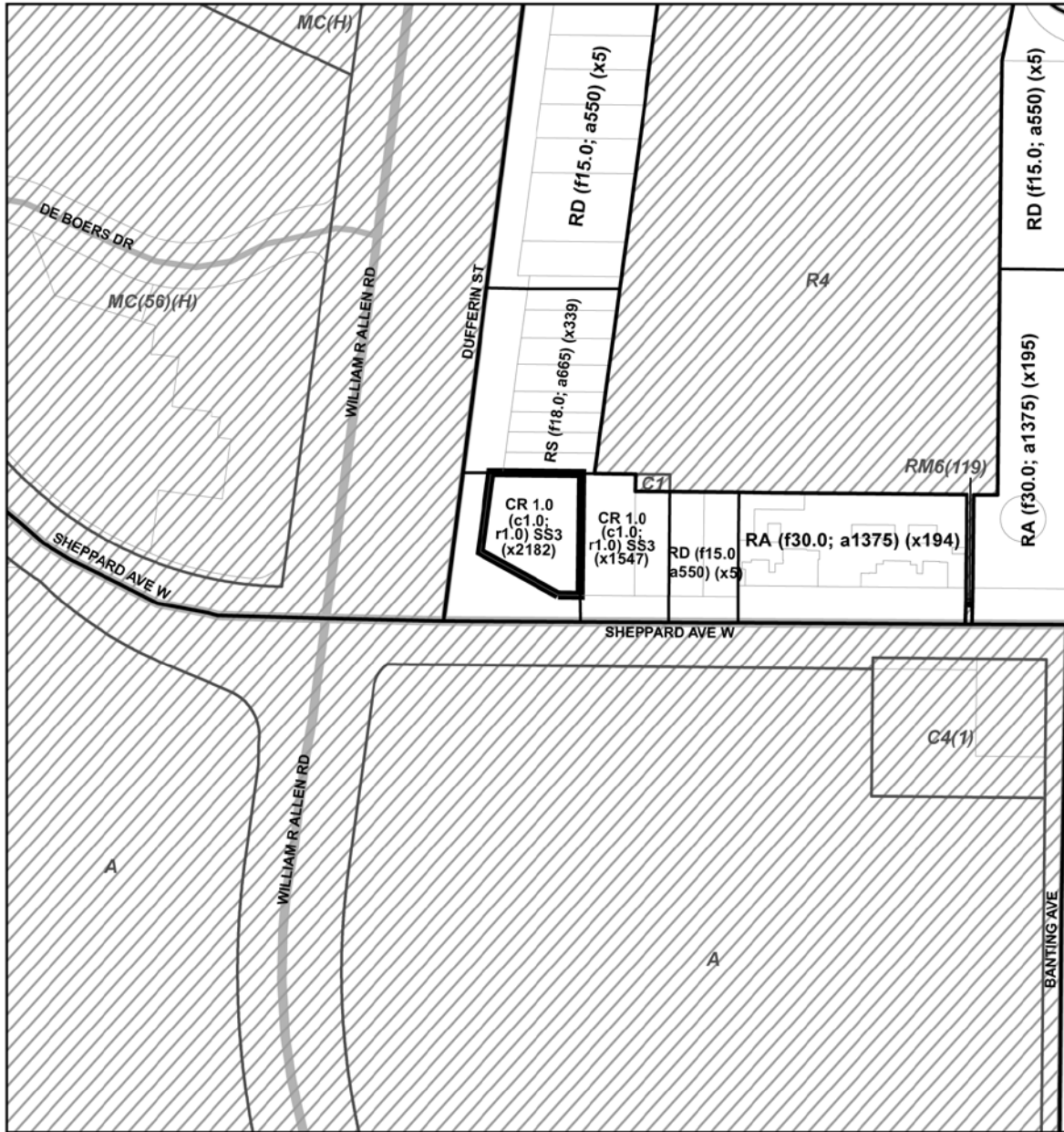
Applicant's Submitted Drawing

Not to Scale

1050 Sheppard Ave. West




File # 13 225608 NNY 10 0Z

Attachment 3: Zoning By-law 569-2013

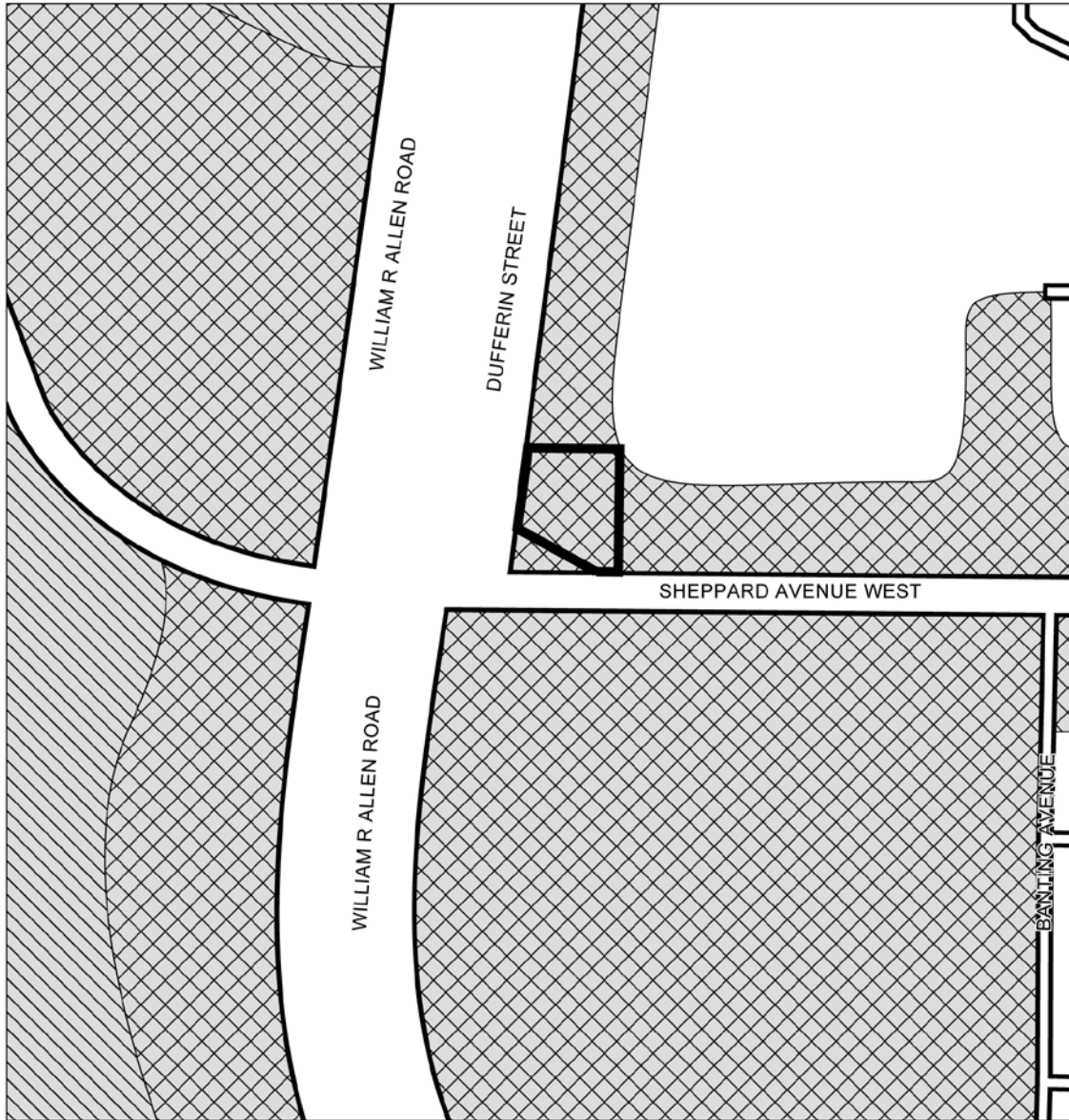


TORONTO City Planning
Zoning By-law 569-2013

1050 Sheppard Ave. West
File # 13 225608 NNY 10 02

 Location of Application	 See Former City of North York Bylaw No. 7625	
RD Residential Detached	R4 One-Family Detached Dwelling Fourth Density Zone	A Airport Hazard Area Zone
RS Residential Semi-Detached	RM6 Multiple-Family Dwellings Sixth Density Zone	
RA Residential Apartment	C1 General Commercial Zone	Not to Scale
CR Commercial Residential	C4 Mixed Use Commercial Zone	Extracted 09/09/2013
	MC Industrial-Commercial Zone	

Attachment 4: Official Plan



 **TORONTO** City Planning
Official Plan

1050 Sheppard Ave. West

File # 13 225608 NNY 10 02

-  Site Location
-  Neighbourhoods
-  Mixed Use Areas
-  Employment Areas


Not to Scale
09/09/2013

Attachment 5: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	13 225608 NNY 10 OZ
Details	OPA & Rezoning, Standard	Application Date:	August 23, 2013

Municipal Address: 1050 SHEPPARD AVENUE WEST
 Location Description: PLAN 3103 W PT LOT 1
 Project Description: A proposed 14-storey (48.25m) apartment building with 199 units, 843 square metres of retail at grade and 172 parking spaces.

Applicant:	Agent:	Architect:	Owner:
BOUSFIELDS INC.	PETER SMITH	WALLMAN ARCHITECTS	1050 SHEPPARD AVENUE WEST INC.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR 1.0 (c1.0;r1.0) SS3 (x2182)-(569-2013)	Historical Status:
Height Limit (m):		Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq. m):	1963	Height:	Storeys:	14
Frontage (m):	9.76		Metres:	48.25
Depth (m):	53.5			
Total Ground Floor Area (sq. m):	1108			Total
Total Residential GFA (sq. m):	12520		Parking Spaces:	172
Total Non-Residential GFA (sq. m):	843		Loading Docks	1
Total GFA (sq. m):	13363			
Lot Coverage Ratio (%):	56.44			
Floor Space Index:	6.8			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	24
1 Bedroom:	127
2 Bedroom:	48
3 + Bedroom:	0
Total Units:	199

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	12520	12520	0
Retail GFA (sq. m):	843	843	0
Office GFA (sq. m):	0	0	0
Industrial GFA (sq. m):	0	0	0
Institutional/Other GFA (sq. m):	0	0	0

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