



STAFF REPORT ACTION REQUIRED

2901 Bayview Avenue and 630 Sheppard Avenue East - Official Plan Amendment and Zoning Amendment Application - Preliminary Report

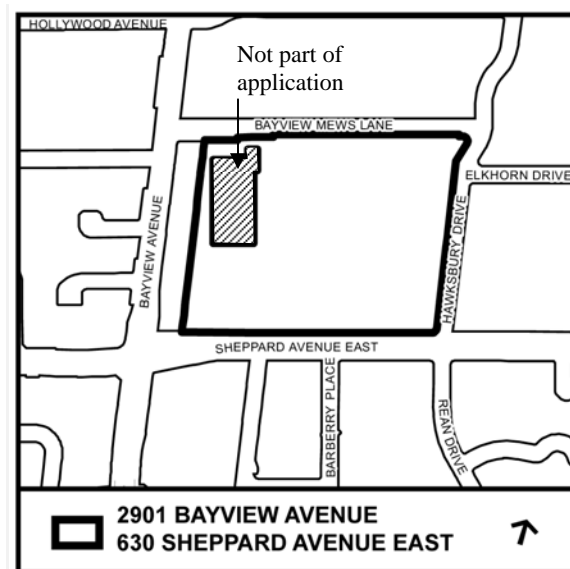
Date:	September 27, 2017
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 24 – Willowdale
Reference Number:	17 208789 NNY 24 OZ

SUMMARY

This application by QuadReal Properties Group proposes to amend the Official Plan, Sheppard East Subway Corridor Secondary Plan, and the Zoning By-law to increase the permitted height and density at 2901 Bayview Avenue and 630 Sheppard Avenue East. The proposed amendments would facilitate the development of three mixed-use buildings (6 – 19 storeys) and a retail expansion to the existing shopping centre in the north area of the site, two mixed-use buildings (28 and 33 storeys) connected by an eight storey podium in the south area of the site, and a five level parking garage internal to the site.

This report provides preliminary information on the above-noted application and seeks Community Council direction on further processing of the application and on the community consultation process.

A final report and public meeting under the *Planning Act* will be scheduled following community consultation and the resolution of outstanding issues, provided the applicant provides all required information in a timely manner.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 2901 Bayview Avenue and 630 Sheppard Avenue East together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In 1998, the owners of the Bayview Village Shopping Centre applied for an Official Plan Amendment and rezoning application to permit residential uses that would facilitate a 15-storey, 280 unit building at the southwest corner of the property (File No. 98 035527 NNY 24 OZ). The property immediately to the west of the shopping centre (2885 Bayview Avenue), also filed an application for a 15-storey, 280 unit project which would front Bayview Avenue (File No. 98 035504 NNY 24 OZ).

It was intended that the two development projects would be connected with each other and be integrated with the Bayview subway station. Both applications were appealed to the Ontario Municipal Board (OMB). In 2001, the OMB, through consideration of the owners' appeals to the Sheppard East Subway Corridor Secondary Plan (OPA 392), approved both developments. However, since the time of the OMB approval, only the adjacent property owner has implemented this approval with the completion of the 15-storey, 449 unit "Arc" building in 2009.

In 2012, site plan approval was issued for a two-storey, 1,998 square metre building which was constructed and currently exists halfway along the south side of the site fronting onto Sheppard Avenue East and is currently occupied by a restaurant.

Pre-Application Consultation

City staff held two pre-application consultation meetings with the applicant to discuss the planning policy framework that would apply to the proposal and the complete application submission requirements. City staff requested that the applicant bring forward a plan that addresses the long-term potential of the entire property including the southeast corner of the property. Staff also raised concerns about the proposed heights, compatibility and transition to the surrounding existing and planned context, proposed park location, public

roads and active transportation network, loading areas, improvements to the public realm and landscaping.

The proponents have also held a number of their own consultations with mall tenants, local residents, and visitors, prior to their formal submission to the City.

ISSUE BACKGROUND

Proposal

The applicant proposes two development zones (a North Zone and South Zone). The proposal includes a one-storey extension of the existing mall, two six-storey mixed-use buildings and a 19-storey residential tower in the North Zone and two towers (33 and 28 storeys) connected by an eight-storey podium, and a five-level commercial parking garage in the South Zone. The total number of proposed residential units is 1,132. The existing stand-alone two-storey building (Origin restaurant) would remain. The proposed total new gross floor area is 127,171 square metres (approximately 1.37 million square feet). The total gross floor area for the site (including the proposed development, shopping centre and structured parking areas) would be 167,316 square metres.

Loblaws owns approximately 0.65 hectares of property that is located at the western end of the mall and is landlocked by the lands subject to this application. Accordingly, the Loblaws grocery store and its associated underground parking, are not part of the application. The two levels of parking in the southeast area of the site is included in the application, for the purpose of calculating the total proposed density, but the applicant has not proposed any redevelopment of this area.

Three dedicated parks, totalling 3,039.64 m² and cash-in-lieu are proposed in order to satisfy the required parkland contribution. The proposed parks would be located on the north side of Sheppard Avenue East (between the proposed 28-storey building and the existing private driveway access to Sheppard Avenue East), between the shopping centre and the existing two-storey restaurant building, and in the northeast corner of the property. A Privately-Owned Publicly Accessible Space (POPS) is proposed between the entrance to the Bayview Subway Station and the proposed public park on the north side of Sheppard Avenue East. Minor landscaping improvements are shown for the west side of Hawksbury Drive.

As a result of the proposed development, loading facilities for the mall would be reconfigured. Loading is proposed to be provided on the south side of the shopping centre and within the proposed 19-storey building and accessed via Hawksbury Drive at the northeast corner of the property.

The proposed development would provide 1,087 vehicle parking spaces and 593 bicycle parking spaces in the south zone in both above and below ground facilities, 803 vehicle parking spaces and 317 bicycle parking spaces in underground facilities within the north zone and 229 spaces within the proposed five-level parking facility located between the

proposed 33 and 28-storey building and the existing Loblaws and shopping centre. The total parking on site, including the shopping centre would be 3,030 vehicle parking spaces and 1,068 bicycle parking spaces.

Access for the proposed development would be provided via existing curb cuts on Sheppard Avenue East and Hawksbury Drive, a new access from Hawksbury Drive and a new consolidated access from Bayview Mews. Site circulation would be provided via the existing network of private driveways on the site and a new pedestrian mews in the north zone. No new public streets are proposed. The proposed development would have a direct underground connection to TTC Line 4 – Bayview Subway Station and a covered walkway access to the shopping centre.

The table below provides some of the key statistics for the proposed development. The proposed site plan, renderings, massing models, elevations and additional project statistics can be found in Attachments 1, 2, 3, 4 and 9.

Key Project Statistics

Criteria	North Zone: Mixed-use Development	South Zone: Mixed Use Development	South Zone: Commercial Parking Garage	Total
Site Area	17,594 m ²	20,160 m ²		86,877 m ² *
New Residential GFA	29,897 m ²	72,434 m ²	-	102,331 m ²
Non-Residential GFA	8,796 m ²	4,881 m ²	11,163 m ²	24,840 m ²
Total New GFA	38,693 m ²	77,315 m ²	11,163 m ²	127,171 m ²
Total Existing GFA to be retained	-	-	-	35,807 m ²
Floor Space Index (FSI)	2.3	4.3		1.9
Number of storeys (metres)	6, 6, 19 (23.2, 23.2, 65.9)	33, 28 (116.7, 100.4)	5 (12.48)	-
Total Residential Units	372	760	-	1,132
Studio	12	-	-	12 (1.1%)
1 bedroom	181	380	-	561 (49.6%)
2 bedroom	169	342	-	511 (45.1%)
3 bedroom	10	38	-	48 (4.2%)

* includes south east parking lot and shopping centre lands

Site and Surrounding Area

The site is 8.69 hectares in size (excluding the Loblaws grocery store which is 0.65 hectares in size) and is located on the north side of Sheppard Avenue East, east of Bayview Avenue. The site is bounded by Bayview Mews to the north, Sheppard Avenue to the south, Hawksbury Drive to the east and the 15-storey "Arc" condominium building at 2885 Bayview Avenue to the west. As previously noted, the application does not

include 0.65 hectares of land owned by Loblaws and municipally known as 2877 Bayview Avenue. Loblaws currently holds a number of easements over the subject lands that provide pedestrian, vehicular and loading access to the Loblaws site from the two existing curb cuts on Bayview Mews. The site is generally rectangular in shape and has a frontage of approximately 347 metres along Sheppard Avenue East and is approximately 270 metres deep from Sheppard Avenue East to Bayview Mews.

The site is accessed via a signalized intersection at Sheppard Avenue East (opposite Barberry Place), Hawksbury Drive and Bayview Mews. The site generally slopes downward from west (intersection of Bayview Avenue and Sheppard Avenue East) to east across the site.

The Bayview Village Shopping Centre and a stand-alone restaurant building currently occupy the subject site. The shopping centre has a gross floor area of 35,800 square metres.

The surrounding uses are as follows:

- North: The Bayview Mews rental apartment neighbourhood is located immediately north of the subject lands. This neighbourhood consists of three-storey apartment buildings. Further north there are single detached residential dwellings and Bayview Village Park.
- South: A gas station, the Toronto Sheppard Avenue YMCA centre, single detached homes, and medium and high density residential apartments (ranging in height from 7 to 28 storeys) are located south of the subject lands, between Sheppard Avenue East and Highway 401.
- East: Three 19-storey apartment buildings (Bayview Village Place) are located immediately east of the site. Hawksbury Park (1.2 hectares) is located north east of the site. Further east are mixed-use buildings and townhouses along Sheppard Avenue East.
- West: A 15-storey residential condominium building ("Arc") and the Bayview subway station entrance are located immediately west of the subject lands. On the west side of Bayview Avenue are a commercial office building, three-storey townhouses, single detached dwellings, an eight-storey apartment building and St. Gabriel Catholic School. A 25-storey apartment building was recently approved in a settlement at the OMB which would replace the existing commercial office building at the north west corner of Bayview Avenue and Sheppard Avenue East. There is also a proposed 11-storey building at the northwest corner of Teagarden Court and Bayview Avenue.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a

clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- protection of the natural and built environment;
- building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- residential development promoting a mix of housing types and affordable housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe (GGH) region including:

- setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014)

and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by City Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Official Plan provides an overarching strategy and policies for managing future growth within the City. The Official Plan directs growth towards the *Downtown, Centres, Avenues* and *Employment Areas*. The subject site is located on Sheppard Avenue East, an identified *Avenue* as shown on Map 2 – Urban Structure in the Official Plan. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities that are oriented around planned or existing transit service while improving the pedestrian environment, the look of the street, and shopping opportunities.

The Official Plan designates the subject site as *Mixed Use Areas* on Map 16 - Land Use Plan (see Attachment 5). *Mixed Use Areas* anticipate a broad array of residential uses, offices, retail services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Consistent with Policy 4.5.2 of the Official Plan, new development in mixed use areas will:

- create a balance of uses that reduce automobile dependency and meet the needs of the local community;
- be massed in a way that provides a transition between areas of different development intensity and scale;
- be located in a manner that frames the edges of streets and parks;
- provide an attractive, comfortable and safe pedestrian environment; and
- take advantage of nearby transit services.

Healthy Neighbourhoods

The Healthy Neighbourhoods policies of the Official Plan (Section 2.3.1) require new development within *Mixed Use Areas* to provide a gradual transition of scale and density. This may be achieved through maintaining adequate light and privacy and the stepping down of buildings towards stable areas of the city including the neighbourhoods located to the northwest and parks located to the northeast.

Official Plan Amendment 320

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhoods, Neighbourhoods and Apartment Neighbourhoods

policies to support Council's goals to protect and enhance existing neighbourhoods and to allow limited infill on underutilized apartment sites in Apartment Neighbourhoods. The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016.

The Ministry received 57 appeals to OPA 320 and it has been appealed in its entirety. As a result, OPA 320 as approved and modified by the Minister is relevant but not determinative in terms of the Official Plan policy framework. More information regarding OPA 320 can be found here:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=c860abe3a6589410VgnVCM10000071d60f89RCRD>

Public Realm

The public realm policies in section 3.1.1 of the Official Plan place emphasis on the importance of good design in creating a great city. The Official Plan promotes new development that enhances the quality of the public realm including, streets, sidewalks, parks, public spaces and the buildings that frame and define these spaces.

Built Form

Section 3.1.2 of the Official Plan, built form policies, ensures that new development is located and organized to fit within the existing and/or planned context of the neighbourhood. New development is to be massed and designed to fit harmoniously into its existing and planned context, including framing adjacent streets and creating appropriate transitions in height and scale.

The Official Plan also provides specific direction on the built form of tall buildings. Policy 3.1.3.2 provides that tall buildings will address key urban design considerations, including: meeting the general built form principles of the Official Plan; reinforcing the overall City structure; addressing the relationship to the existing and planned context; addressing the relationship to topography and other tall buildings; the provision of quality, comfortable and usable publicly accessible open space areas; and meeting other goals and objectives of the Official Plan.

Housing

Policy 3.2.1.9 of the Official Plan requires that the development of large sites (sites greater than 5 hectares) where an increase in height and/or density is sought, in accordance with Policy 5.1.1 of the Official Plan, that “the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing”.

Community Services and Facilities

The Official Plan requires the effective and co-ordinated planning, the involvement of all human services sectors, and investment in a comprehensive social infrastructure. Policy 3.2.6. requires community services strategies and implementation mechanisms for all new neighbourhoods and mixed use sites generally larger than 5 hectares in order to inform the range of facilities needed to support development.

Transportation

Policies 2.4.3 and 2.4.4 of the Official Plan states that planning for new development will be undertaken in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development. The Official Plan also requires subway stations and underground light rail transit stations to be integrated into new multi-storey developments where feasible.

Parks and Open Spaces

The City's parks, open spaces and natural areas are an integral part of our quality of life and social well-being. For sites greater than five hectares in size, Policy 3.2.3.5 requires the dedication of land for parks up to 20 per cent of the development site (as determined based on local parkland needs and based on the alternative Parkland Dedication By-law No. 1020-2010). In addition, for sites greater than one hectare, dedication of land for parks purposes is preferred to a dedication of cash-in-lieu.

New Neighbourhoods

The Official Plan requires a comprehensive planning framework for areas to be developed as a new neighbourhood. New neighbourhoods will be carefully integrated into the surrounding fabric of the city. Policy 3.3.1. identifies the elements that should be considered when developing a comprehensive planning framework and includes identifying the pattern of streets, development blocks, open spaces, the mix and location of land uses, a strategy to provide community services, and a strategy for the provision of affordable housing.

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 proposal meets the Official Plan's threshold for Section 37 considerations, as it has a gross floor area in excess of 10,000 square metres. Accordingly, this development proposal would be subject to the Section 37 policies of the Official Plan should City Council approve the application.

All other relevant Official Plan policies will be considered in the evaluation of this development proposal. The Toronto Official Plan can be found here:

http://www.toronto.ca/planning/official_plan/introduction.htm

Sheppard East Subway Corridor Secondary Plan

The Sheppard East Subway Corridor Secondary Plan (OPA 392) was approved by City Council on December 11, 1996, and was appealed and approved in part by the OMB on May 6, 1999. Secondary Plans establish local development policies to guide growth and change in a defined area of the City. The site is located within the Bayview Development Node in the Secondary Plan, which is envisioned as a residential development node providing opportunities for new residential uses with a range and mix of housing types that will enhance the destination shopping and employment. The secondary plan identifies maximum permitted densities that would support subway facilities. The maximum floor space index (FSI) for the subject lands is 1.5 times the area of the lot.

Section 4.2.1 of the Plan provides specific policy direction for the Bayview Village Shopping Centre block which corresponds to the lands subject to this application, save and except for lands owned by Loblaws. Policy 4.2.1. states that:

“Efforts should be made to relate any new development to the Bayview/Sheppard intersection, and to integrate it with the Bayview subway station through attention to building orientation, scale, height and setbacks. Continuous and ideally weather protected pedestrian connections should be provided between the subway station and new development.

Design solutions which protect for coordinated vehicular access for development of the lands abutting Bayview Avenue and the shopping centre lands are encouraged.

Proposed expansions of the existing shopping centre are to be massed primarily to the south of the existing commercial buildings. Expansions to the north of the existing commercial buildings are generally to be low rise additions approximately two to three storeys in height.”

Policy 4.3.1 of the Secondary Plan provides direction on development densities and states that:

"The densities assigned to the Mixed Use Areas, Neighbourhoods and Apartment Neighbourhoods on Map 9-2 are intended to be in support of the subway facility. Maximum densities are defined by built form, urban design objectives, community resources, infrastructure capacity and the need to address potential impacts on stable land uses and areas within and beyond the boundaries of the Sheppard East Subway Corridor.

And with respect to additional density, the Plan notes:

Where a comprehensive development proposal involves lands of sufficient size, it is recognized that a maximum density greater than that indicated on Map 9-2 may result on individual parcels comprising the development site provided that the maximum density assigned to the development as a whole does not exceed that established by this Secondary Plan."

The urban design principles of Section 4.4 supports the provision of a network of public streets that integrate with their communities and respect the character of existing communities. Further, the greatest densities and building heights should be promoted closest to the subway stations. Particular attention will be given to the height relationship between new buildings within *Mixed Use Areas* and existing buildings on properties designated *Neighbourhoods* outside of the development nodes. Policy 4.4.5 states that public art is encouraged in the design of transit buildings and public facilities particularly in prominent locations.

All other relevant Secondary Plan policies will be considered in the evaluation of this development proposal. The Sheppard East Subway Corridor Secondary Plan can be found here: <https://www1.toronto.ca/planning/9-sheppard-subway-east-corridor.pdf>

Zoning

The site is subject to the former City of North York Zoning By-law 7625 and is zoned "Local Shopping Centre Zone" C2(10) (see Attachment 6). The C2 zone allows for a range of commercial and retail uses and a shopping centre. As noted previously, the site was subject to a zoning by-law amendment, which was approved in 2001 by the OMB (By-law No. 610-2001OMB). The site specific provisions that apply to the site permit a 15-storey, 280 unit apartment building specifically located in the southwest corner of the site.

The site is not subject to the City-wide Zoning By-law 569-2013 (see Attachment 8). However it is anticipated that any potential zoning amendments based on this application would be incorporated into By-law 569-2013.

Site Plan Control

The proposed development is subject to Site Plan Approval. An application for site plan control has not been submitted, but would be required prior to any construction being initiated.

Mid-Rise Building Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of the Avenues and Mid-Rise Buildings Study is to encourage future intensification along Toronto's Avenues that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. Mid-Rise Building Guidelines identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

Mid-Rise Building Performance Standards Addendum

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines, which is targeted for the fourth quarter of 2017. Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

Mid-Rise Building Performance Standards Addendum may be found here:
<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within the existing or planned context and minimize their local impacts.

The guidelines require that development of larger sites be coordinated through a Master Plan. The Master Plan should include, amongst other considerations, the general layout and dimensions of new streets, blocks, parks and public or private open space and the general location of base buildings and tower footprints. Tall buildings shall also ensure that they fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open spaces. The guidelines also limit the tower floor plate for tall buildings to 750 square metres or less per floor.

The city-wide Tall Buildings Design Guidelines are available at
<http://www.toronto.ca/planning/tallbuildingdesign.htm>

Tree Preservation

An Arborist Report was submitted with the application and has been circulated to Urban Forestry staff for review. A total of 12 privately-owned trees and 62 City-owned trees are proposed to be removed and replaced. The 12 privately-owned trees proposed for removal would be replaced by 36 new trees.

Reasons for the Applications

An amendment to the Official Plan is required to amend the Sheppard East Subway Corridor Secondary Plan to permit the proposed tall building height along the north portion of the site and the proposed density across the whole of the subject lands. An amendment to the former City of North York Zoning By-law No. 7625 and the City-Wide Zoning By-law No. 569-2013 is required to permit the proposed location and amount of residential apartment units, height and density on the lands, and to create appropriate standards to facilitate the proposed development.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning Rationale;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendments;

- Tree Preservation Plan;
- Community Services and Facilities Study;
- Public Consultation Plan;
- Energy Strategy Report;
- Toronto Green Standard templates and checklist;
- Pedestrian Level Wind Study;
- Sun/Shadow Study;
- Urban Transportation Considerations Report;
- Geotechnical Investigation Report;
- Hydrogeological Site Assessment;
- Servicing and Stormwater Management Report;
- Arborist Report;
- Noise Impact Study; and
- Accessibility Design Standards Checklist.

As part of the applicant's Public Consultation Plan, QuadReal has established a website where the public will be able to receive up to date information on a website. The applicant's website can be found here: <https://www.futureofbvshops.com/>

A Notification of Complete Application was issued on July 31, 2017.

Issues to be Resolved

The proposed development needs to be considered in the context of a comprehensive plan for the entirety of the block, including the Loblaws property. A master plan must be created for the entire site that phases new development and examines the potential redevelopment of the existing shopping centre over time to address the long-term build out of the entire site. A master plan should identify a public road and block plan, the location and proposed land use mix, sustainability features, an active transportation network that integrates with the Bayview Subway Station and the provision of community facilities, affordable housing, parks and open spaces.

The following issues, amongst others, are to be considered through the review of this application:

- conformity with all Official Plan policies and development criteria;
- conformity with the Sheppard East Subway Corridor Secondary Plan;
- compliance with the City-Wide Mid-Rise and Tall Buildings Design Guidelines;
- suitability of the proposed uses and the possibility of additional non-residential uses at a subway node;
- appropriateness of the proposal's height, density, scale, built form and massing;
- fit and transition within the existing and planned context, including shadowing impacts on surrounding residential areas and parks;
- provision of affordable housing in accordance with Policy 3.2.1.9 in the Official Plan;
- size, location, and configuration of proposed parks and open spaces;
- creation of a master plan that addresses the whole of the subject lands;
- future public road/street network and block plan;

- relationship of the proposed development and existing shopping centre to the public streetscape, including the orientation of retail uses along Bayview Mews;
- adequacy of the adjacent transportation network to support the proposed level of development;
- appropriateness of the proposed vehicle parking supply, given the proximity of the Bayview Subway Station;
- appropriate location and configuration of vehicular access and loading spaces;
- creation of an active transportation network (walking/cycling) within and surrounding the site;
- adequacy of proposed bicycle parking;
- appropriate integration of the proposed development into the Bayview Subway Station;
- adequacy of proposed public realm and landscaping;
- adequacy of proposed indoor and outdoor amenity space;
- adequacy of proposed sustainability measures;
- provision of required community services and facilities;
- availability of water, sanitary and stormwater capacity to service the proposed development;
- identification and securing of public benefits pursuant to Section 37 of the Planning Act, should the proposal in some form, be approved; and
- possibility of participation in the City's Percent for Public Art Program.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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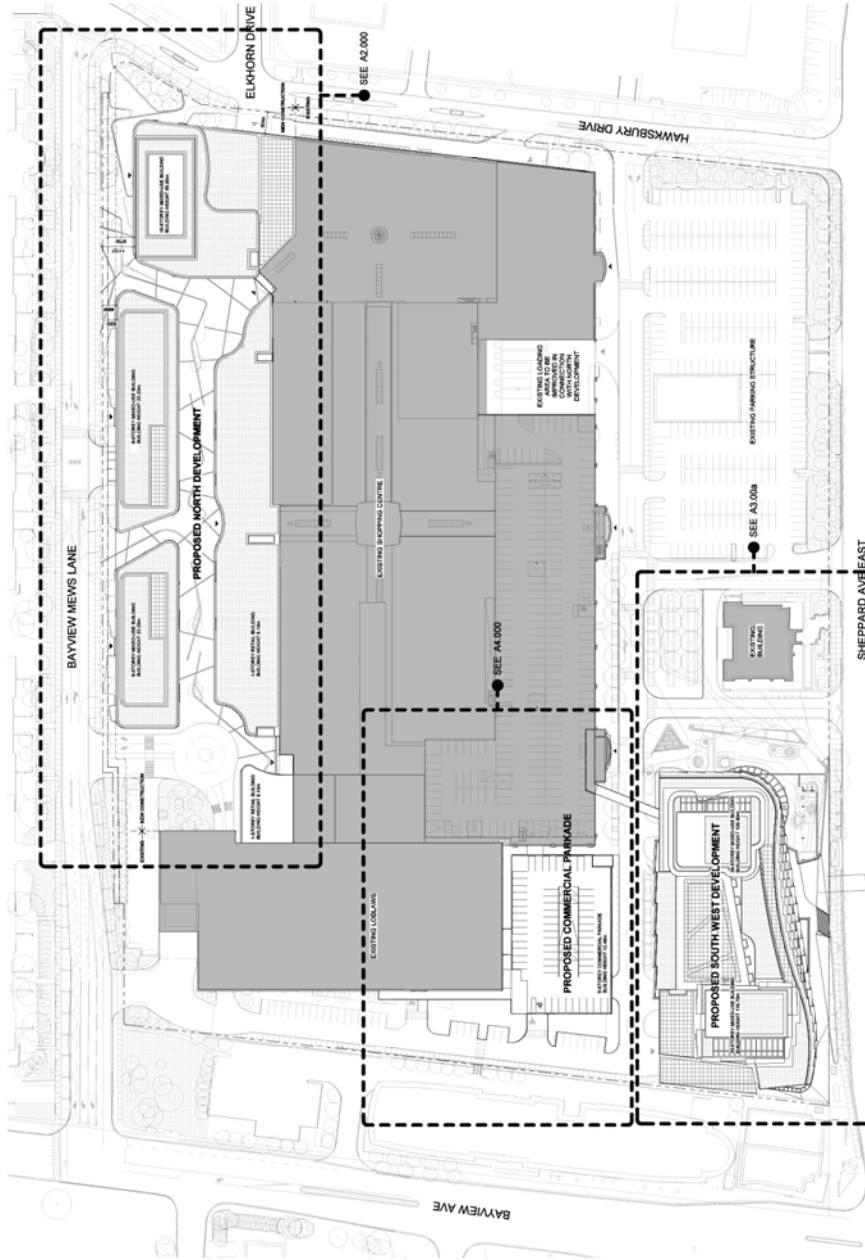
SIGNATURE

Joe Nanos, Director
 Community Planning, North York District

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2: Applicant's Proposed Renderings
- Attachment 3a: Massing Model (South Zone)
- Attachment 3b: Massing Model (North Zone) from South West
- Attachment 3c: Massing Model (North Zone) from North West
- Attachment 4a: North Elevation (South Zone)
- Attachment 4b: South Elevation (South Zone)
- Attachment 4c: East Elevation (South Zone)
- Attachment 4d: West Elevation (South Zone)
- Attachment 4e: North Elevation (North Zone)
- Attachment 4f: North Elevation (North Zone) from Promenade
- Attachment 4g: South Elevation (North Zone) from Promenade
- Attachment 4h: East Elevation (North Zone)
- Attachment 4i: West Elevation (North Zone)
- Attachment 5: Official Plan
- Attachment 6: Sheppard East Subway Corridor Secondary Plan
- Attachment 7: Zoning By-law No. 7625
- Attachment 8: Zoning By-law No. 569-2013
- Attachment 9: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 02

Attachment 2: Applicant's Proposed Renderings

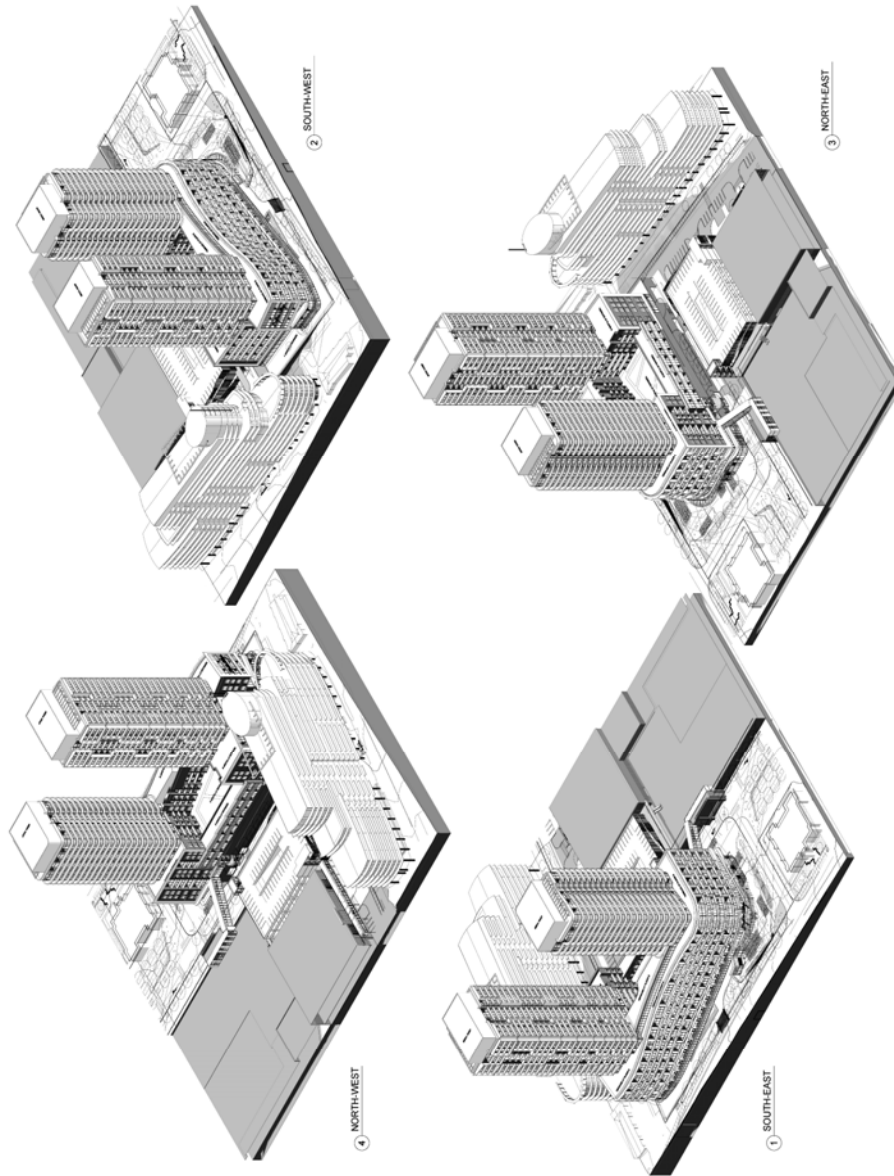


Applicant's Submitted Drawing - South Zone



Applicant's Submitted Drawing - North Zone

Attachment 3a: Massing Model (South Zone)



Massing (South Zone)

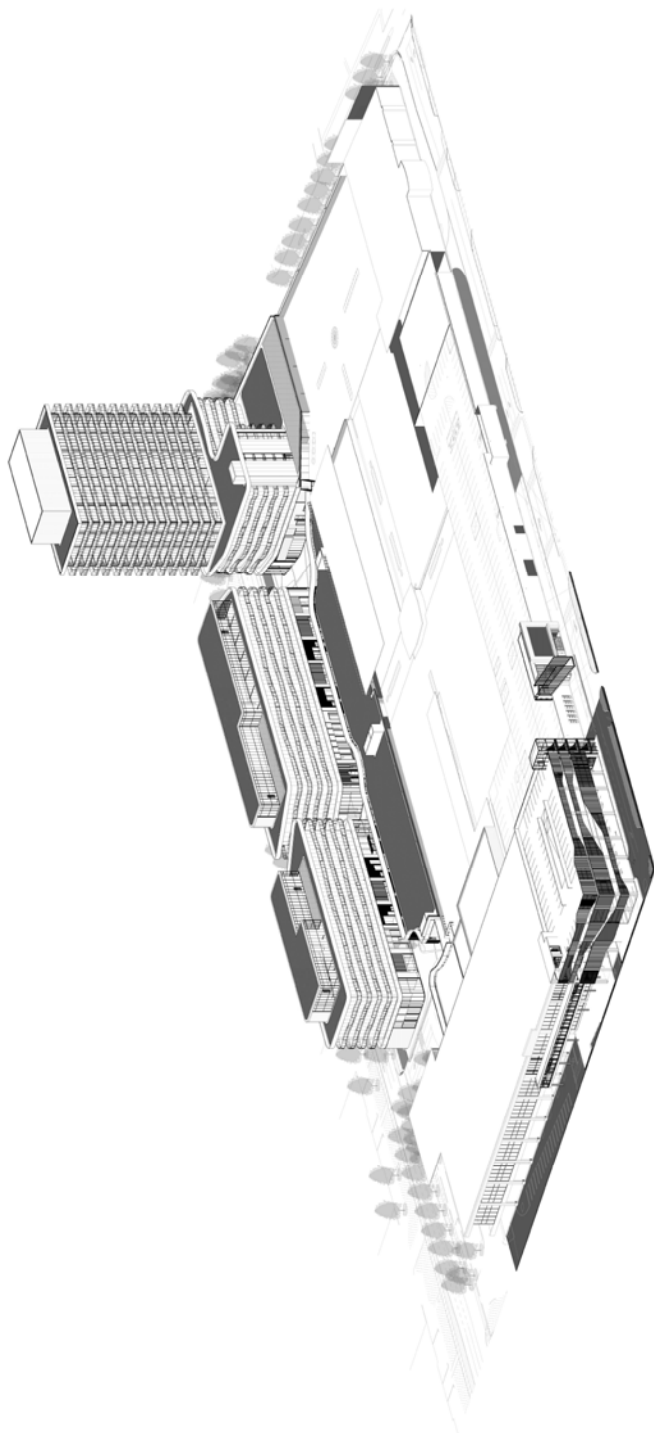
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 02

Attachment 3b: Massing Model (North Zone) from South West



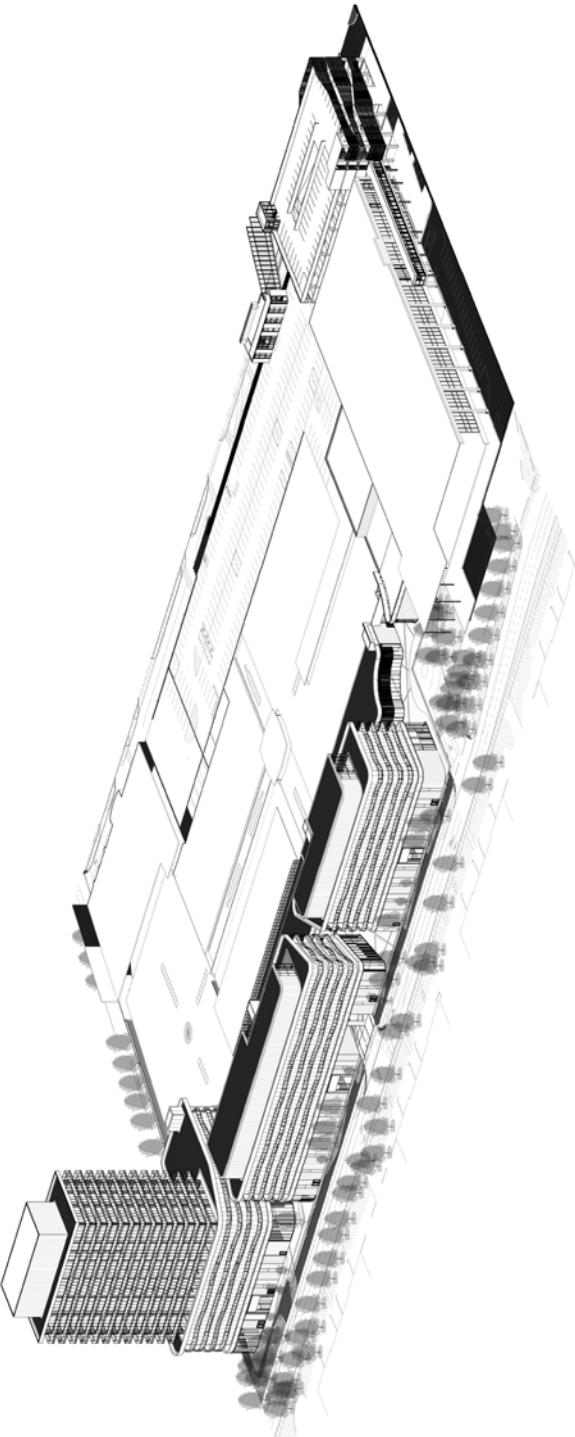
Massing from South West - (North Zone)
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 02

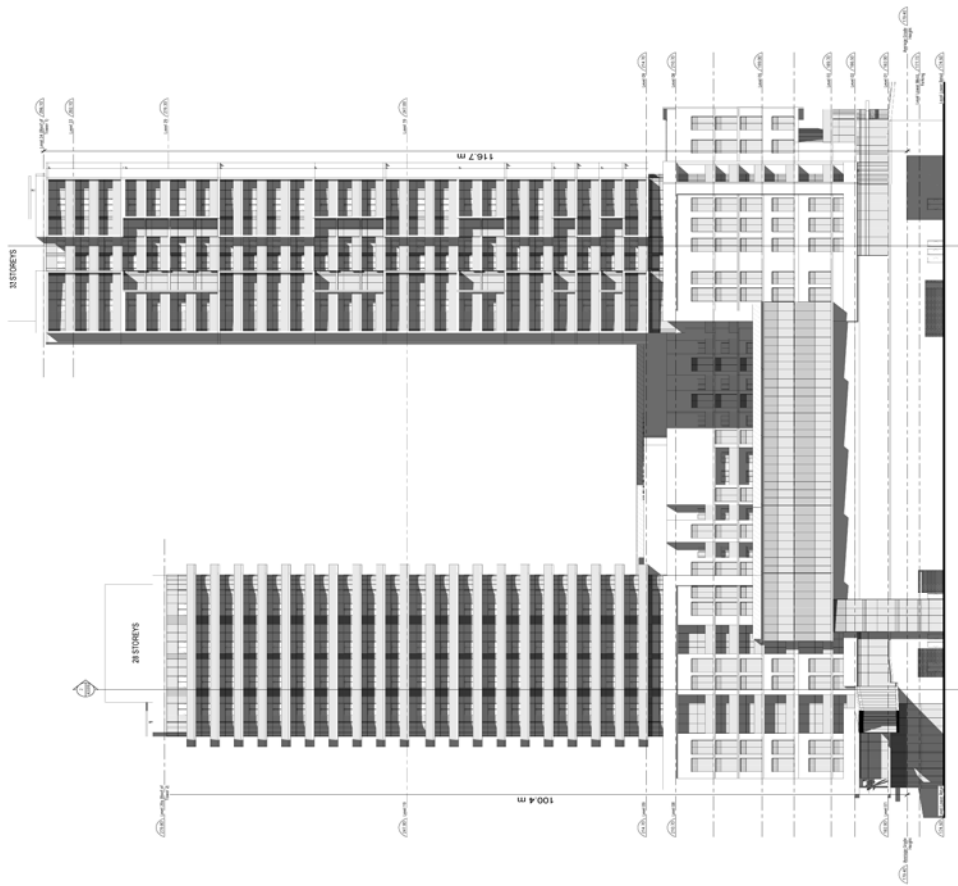
Attachment 3c: Massing Model (North Zone) from North West



Massing from North West - (North Zone)
Applicant's Submitted Drawing
Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.
File # 17 208789 NNY 24 0Z

Attachment 4a: North Elevation (South Zone)



North Elevation (South Zone)

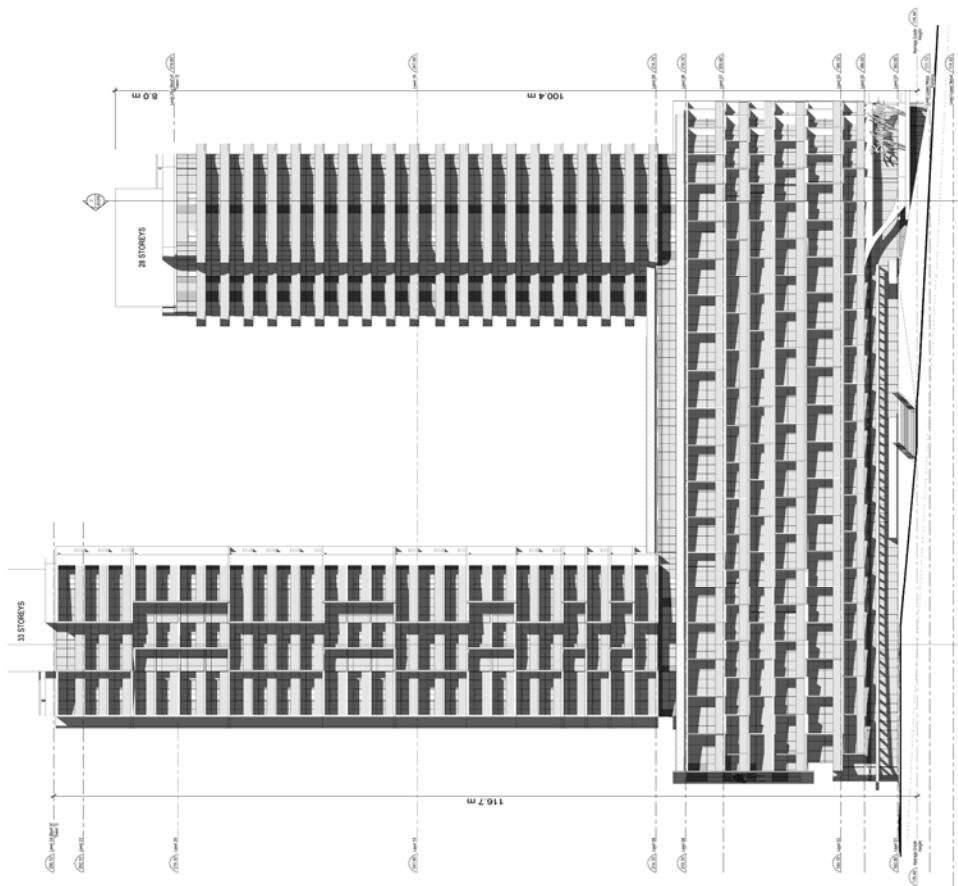
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 0Z

Attachment 4b: South Elevation (South Zone)



South Elevation - (South Zone)

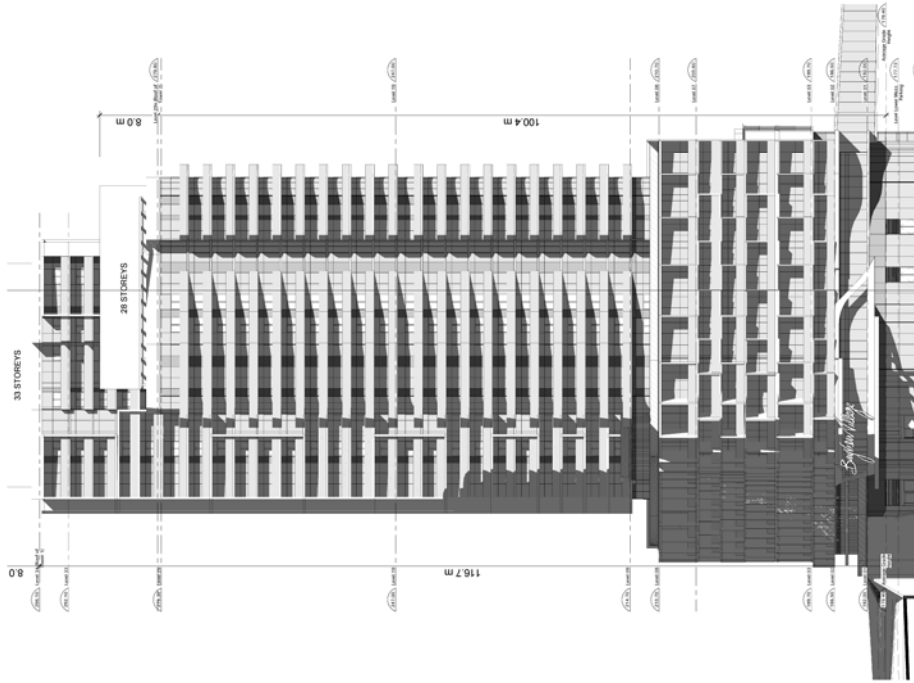
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 02

Attachment 4c: East Elevation (South Zone)



East Elevation - (South Zone)

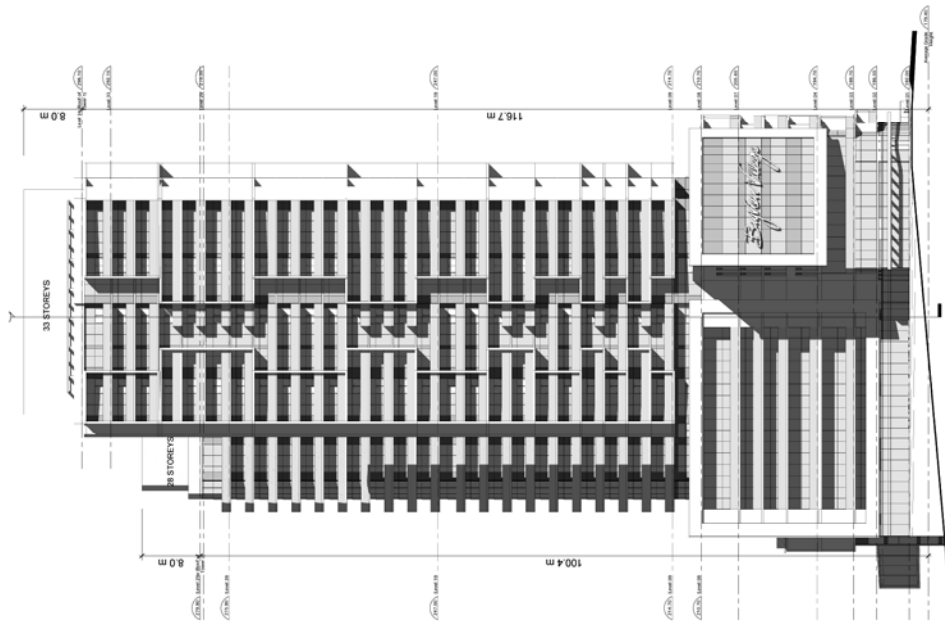
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 02

Attachment 4d: West Elevation (South Zone)



West Elevation - (South Zone)

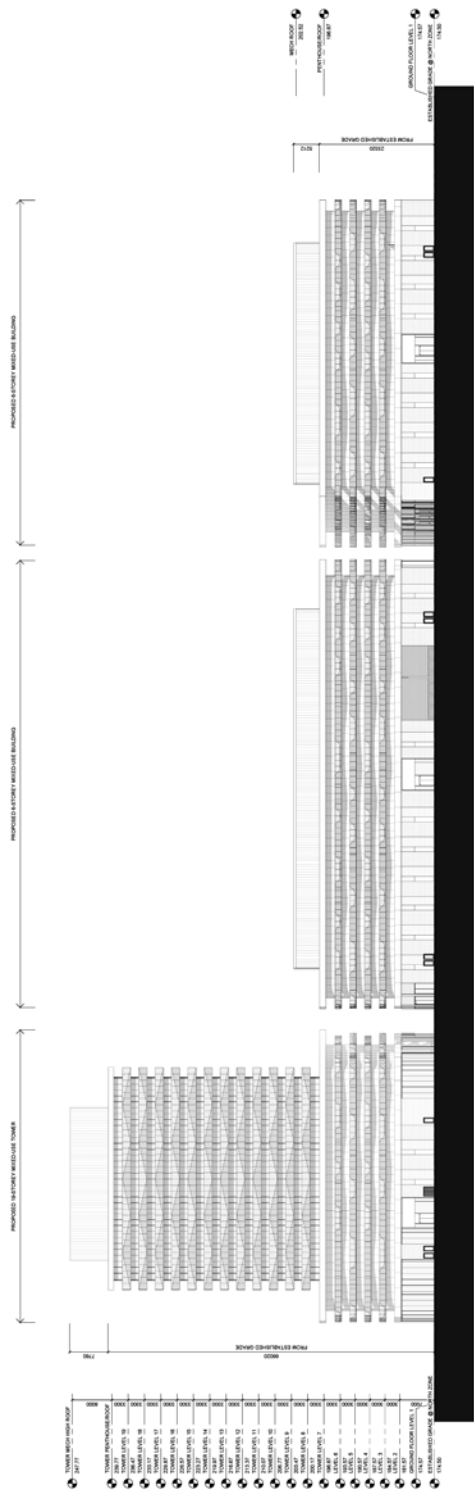
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 02

Attachment 4e: North Elevation (North Zone)



North Elevation - (North Zone)

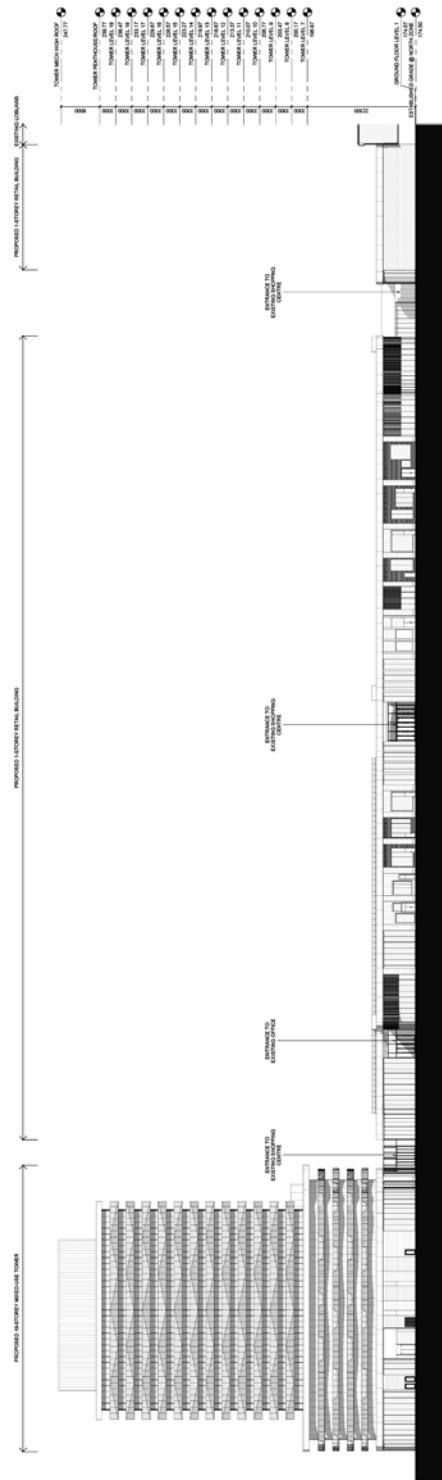
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 02

Attachment 4f: North Elevation (North Zone) from Promenade



North Elevation - (North Zone) from Promenade

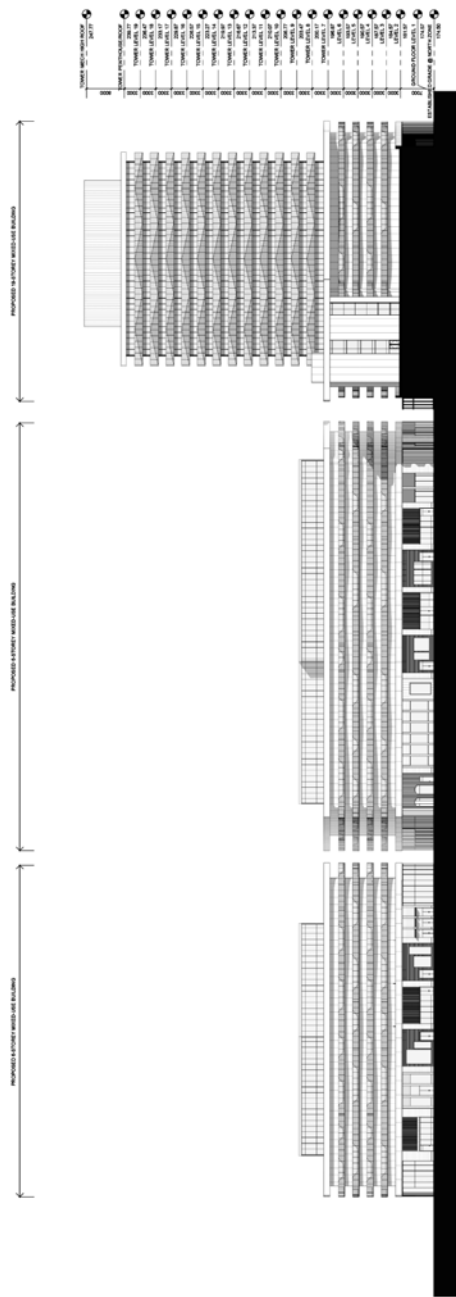
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 0Z

Attachment 4g: South Elevation (North Zone) from Promenade



South Elevation - (North Zone) from Promenade
Applicant's Submitted Drawing

Not to Scale
08/23/2017

2901 Bayview Ave. & 630 Sheppard Ave. E.

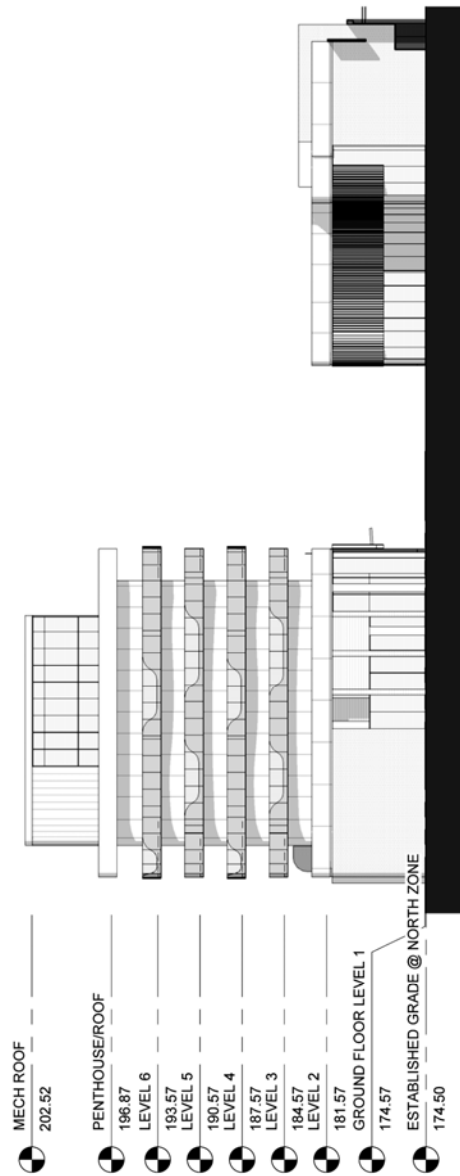
File # 17 208789 NNY 24 0Z

2901 Bayview Ave. & 630 Sheppard Ave. E.

Not to Scale
08/23/2017

Staff report for action – Preliminary Report - 2901 Bayview Ave. and 630 Sheppard Ave. E. 28

Attachment 4i: West Elevation (North Zone)



West Elevation - (North Zone)

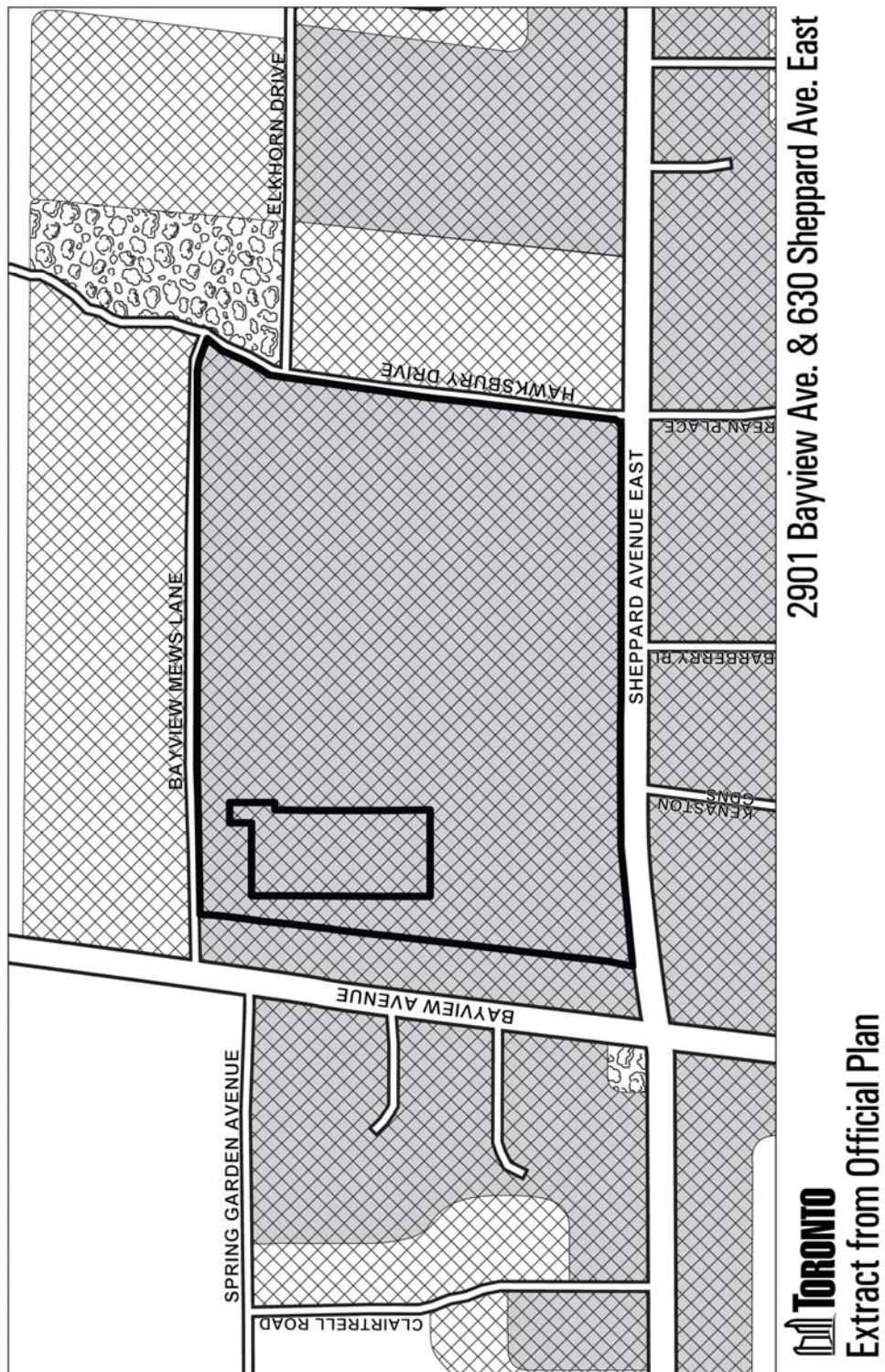
Applicant's Submitted Drawing

Not to Scale
08/23/2017

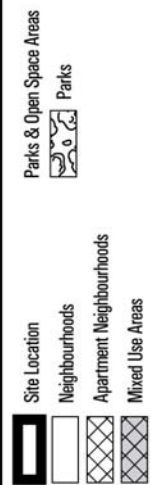
2901 Bayview Ave. & 630 Sheppard Ave. E.

File # 17 208789 NNY 24 02

Attachment 5: Official Plan

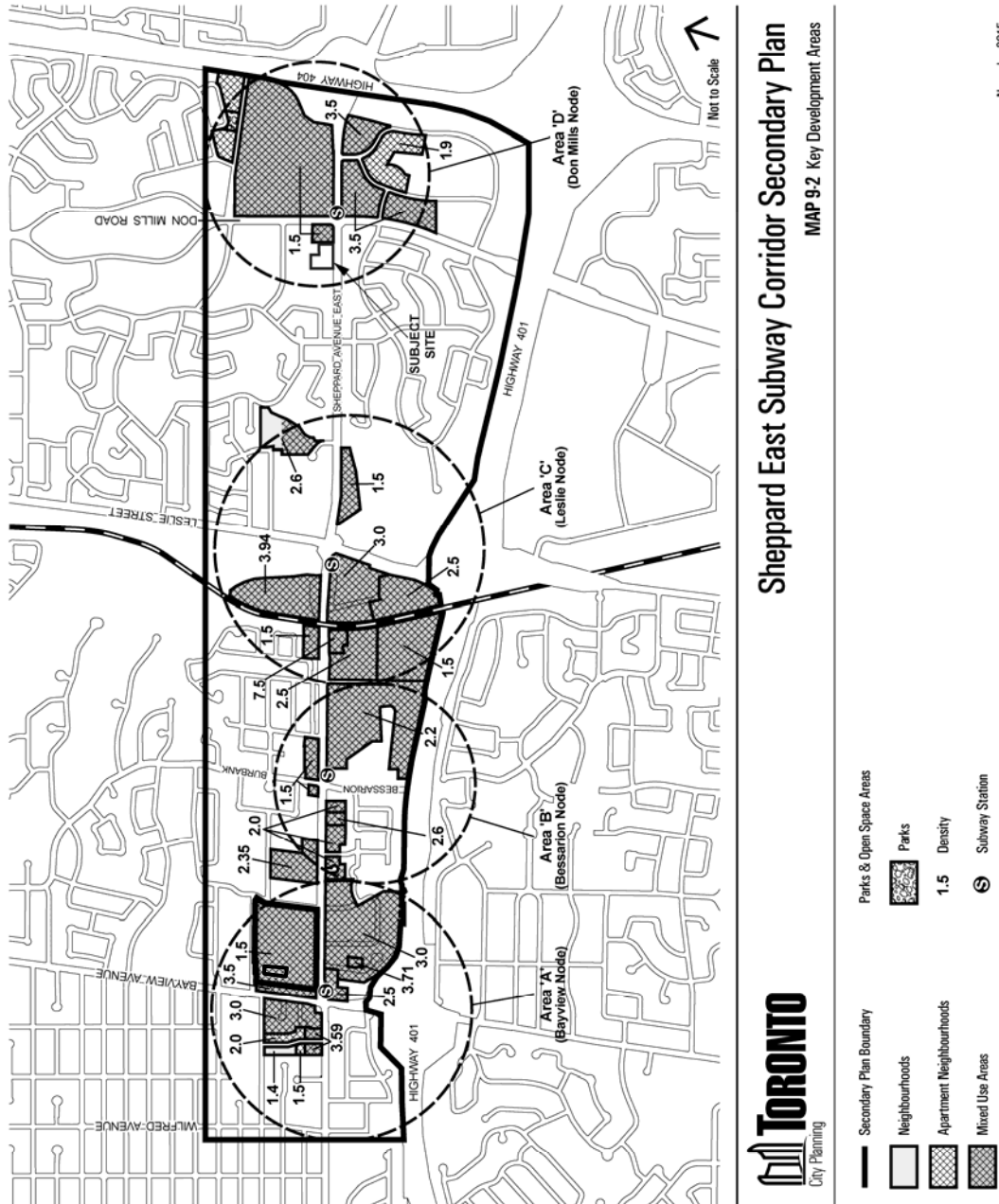


File # 17 208789 NNY 24 0Z



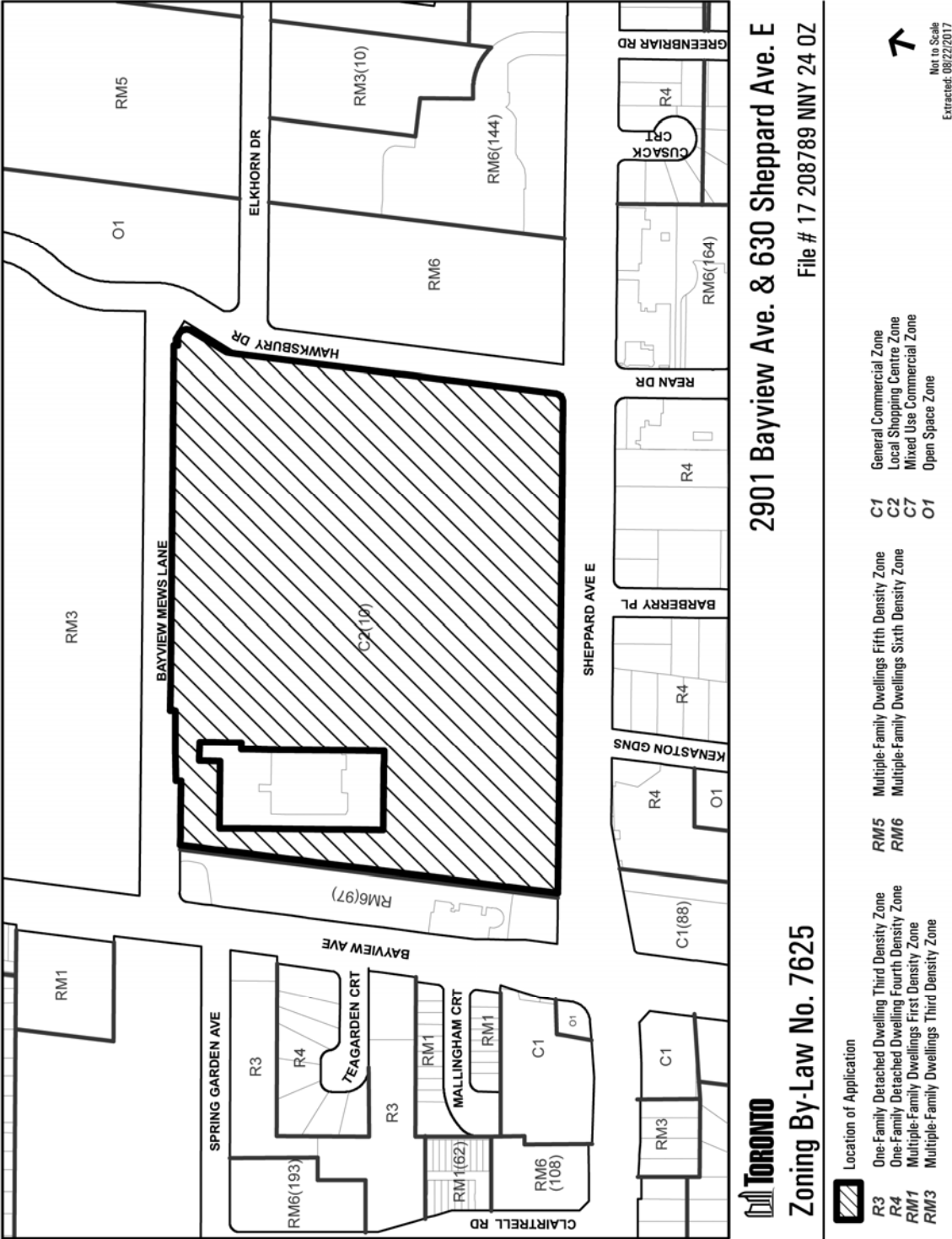
Not to Scale
08/22/2017

Attachment 6: Sheppard East Subway Corridor Secondary Plan

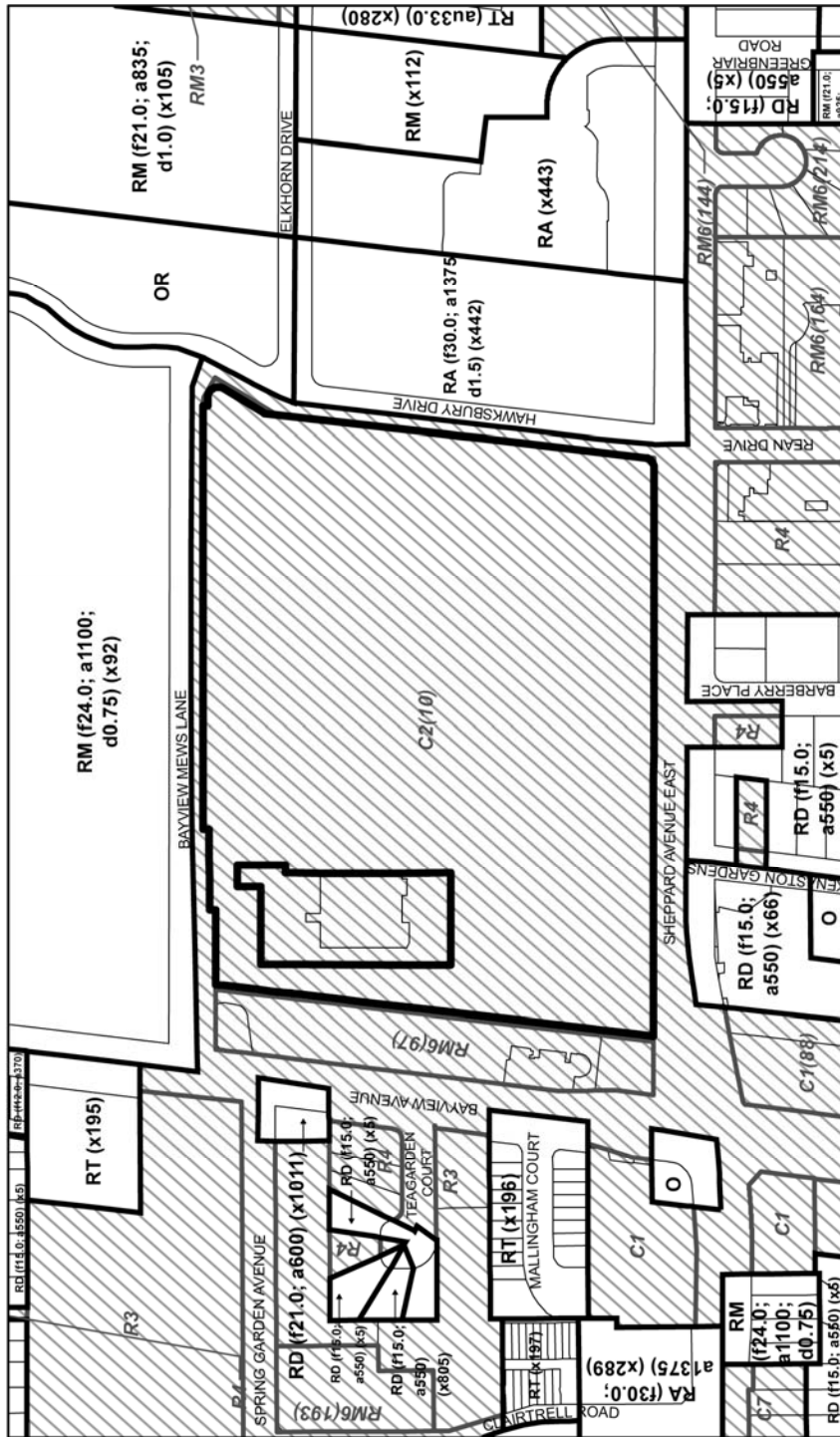


November 2015

Attachment 7: Zoning By-law No. 7625



Attachment 8: Zoning By-law No. 569-2013



Zoning By-Law No. 569-2013

2901 Bayview Ave. & 630 Sheppard Ave. E

File # 17 208789 NNY 24 0Z

Location of Application

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple

See Former City of North York By-Law No. 7625
R3 One-Family Detached Dwelling Third Density Zone
R4 One-Family Detached Dwelling Fourth Density Zone
RM3 Multiple-Family Dwellings Third Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone

C1 General Commercial Zone
C2 Local Shopping Centre Zone
C7 Mixed Use Commercial Zone



Not to Scale
Extracted: 08/22/2017

Attachment 9: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 208789 NNY 24 OZ
Details	OPA & Rezoning, Standard	Application Date:	July 31, 2017
Municipal Address:	2901 BAYVIEW AVE. and 630 SHEPPARD AVE. E.		
Location Description:	CON 2 EY PT LOT 16 **GRID N2405		
Project Description:	Bayview Village Shopping Centre development. Proposes two principal development zones (North and South). The North site to include one 19-storey mixed use building; two 6-storey mixed use buildings; and a retail addition to the existing Bayview Village Shopping Centre (372 dwelling units, 8,796.0 square metres of commercial space. The south site includes a mixed use building with two towers (33 and 28 storeys); and a five storey parking structure (760 dwelling units and 4,881 square metres of commercial space).		

Applicant:	Agent:	Architect:	Owner:
QUADREAL PROPERTY GROUP 199 BAY STREET, SUITE 2100 TORONTO, ON M5L 1G2	LINDSAY DALE-HARRIS BOUSFIELDS INC. 3 CHURCH ST., SUITE 200 TORONTO, ON M5E 1M2	DIALOG and HARIRI PONTARINI ARCHITECTS	bcIMC REALTY CORPORATION 199 BAY STREET, SUITE 2100 TORONTO, ON M5L 1G2

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Yes
Zoning:	C2(10)	Historical Status:	No
Height Limit (m):	11 m, 49.4 m	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	86,877	Height:	Storeys:	33
Frontage (m):	400		Metres:	122.1
Depth (m):	275			
Total Ground Floor Area (sq. m):	44,161			Total
Total Residential GFA (sq. m):	100,067		Parking Spaces:	3,030
Total Non-Residential GFA (sq. m):	62,203		Loading Docks	11
Total GFA (sq. m):	162,270			
Lot Coverage Ratio (%):	50.8			
Floor Space Index:	1.9			

DWELLING UNITS

Tenure Type:	Condo	FLOOR AREA BREAKDOWN (upon project completion)		
			Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	100,067	0
Bachelor:	12 (1.1%)	Retail GFA (sq. m):	61,153	0
1 Bedroom:	561 (49.6%)	Office GFA (sq. m):	0	0
2 Bedroom:	511 (45.1%)	Industrial GFA (sq. m):	0	0
3 + Bedroom:	48 (4.2%)	Other GFA (sq. m):	1,050	0
Total Units:	1,132			

CONTACT:	PLANNER NAME:	Josh Reis, Senior Planner
	TELEPHONE/EMAIL:	416-395-7059 Josh.Reis@toronto.ca