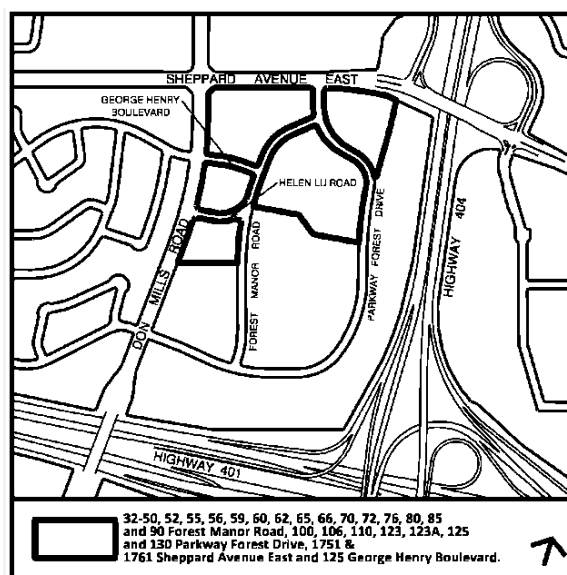


**32-50, 52, 55, 56, 59, 60, 62, 65, 66, 70, 72, 76, 80, 85 and 90 Forest Manor Road, 100, 106, 110, 123, 123A, 125 and 130 Parkway Forest Drive, 1751 and 1761 Sheppard Avenue East and 125 George Henry Boulevard -Official Plan Amendment and Zoning Amendment Application – Final Report**

<b>Date:</b>	September 28, 2017
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 33 – Don Valley East
<b>Reference Number:</b>	16 245505 NNY 33 OZ

## SUMMARY

This application proposes to amend the Official Plan and Sheppard East Subway Corridor Secondary Plan to permit an increase in density on the *Mixed Use Areas* lands (Blocks A, B, C and D within the Parkway Forest development) from 3.5 times the lot area to 3.99 times the lot area, an increase in residential gross floor area from 377,431m<sup>2</sup> to 412,157m<sup>2</sup>. The application also proposes an increase in the number of dwelling units from 4,344 to 4,734 units and an increase in non-residential gross floor area from 4,000m<sup>2</sup> to 5,470m<sup>2</sup>. The additional gross floor area and units are proposed to be accommodated on Block C (32-50 Forest Manor Road) only. Nine affordable ownership units are proposed to be provided as part of the Section 37 contribution and would be located on Block C. The proposed gross floor area and dwelling units would be located on the Block C lands fronting Don Mills Road, Helen Lu Road and Forest Manor Road. No changes are proposed to the approved massing and built



form for the project.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council amend the Official Plan, for the lands at 32-50, 52, 55, 56, 59, 60, 62, 65, 66, 70, 72, 76, 80, 85 and 90 Forest Manor Road, 100, 106, 110, 123, 123A, 125 and 130 Parkway Forest Drive, 1751 and 1761 Sheppard Avenue East and 125 George Henry Boulevard, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 12 to report dated September 28, 2017.
2. City Council amend former North York Zoning By-law 7625, for the lands at 32-50, 52, 55, 56, 59, 60, 62, 65, 66, 70, 72, 76, 80, 85 and 90 Forest Manor Road, 100, 106, 110, 123, 123A, 125 and 130 Parkway Forest Drive, 1751 and 1761 Sheppard Avenue East and 125 George Henry Boulevard, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 13 to report dated September 28, 2017.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, the Owner shall:
  - (a) make satisfactory arrangements with Toronto Water (Environmental Monitoring & Protection) for any permanent and short-term dewatering system that is required to support the development, to the satisfaction of the General Manager, Toronto Water.
  - (b) submit a revised Functional Servicing Report, including a Hydrogeological Report, to the satisfaction of the Executive Director, Engineering and Construction Services and the General Manager, Toronto Water; and
  - (c) make arrangements to the satisfaction of the Executive Director, Engineering and Construction Services, for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to support the development, based on the reports accepted by the Executive Director, Engineering and Construction Services.
5. Before introducing the necessary Bills to City Council for enactment, require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act, to be registered on title, to the satisfaction of the City Solicitor, to secure the following matters:

The community benefits recommended to be secured in the Section 37 Agreement include:

- (a) prior to issuance of an above-grade building permit, the Owner shall make a financial contribution to the City in the amount of \$400,000 to be allocated to the construction and implementation of an off-leash dog park at Havenbrook Park, in consultation with the Ward Councillor;
- (b) In the event the cash contribution referred to in (a) above has not been used for the intended purpose within three (3) years of the By-law coming into full force and effect, the cash contributions may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in Consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands;
- (c) The above noted cash contribution is to be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto, calculated from the date of execution of the Section 37 Agreement to the date the payment is made.
- (d) The provision and conveyance at nominal charge of at least nine residential dwelling units with an approximate total net floor area of 750 m<sup>2</sup> to Habitat for Humanity or a similar non-profit housing provider for affordable ownership housing on the following terms:
  - at least eight of the Affordable Ownership Housing Units will have three bedrooms and be, on average, 82 m<sup>2</sup> per unit in size;
  - no more than one of the Affordable Ownership Housing Units will have two bedrooms and be at least 70 m<sup>2</sup> in size;
  - all of the Affordable Ownership Housing Units will be constructed to a fully-finished condition, to a similar standard as the units in the remainder of the Development;
  - each unit will be provided with at least one vehicle parking space and locker;
  - the units will be generally dispersed throughout the building or buildings within which they are to be provided, and unit occupants will have access to all building facilities and amenities on the same terms and conditions as the all other residents;
  - the Owner shall submit, in consultation with the Provider, the proposed layouts and locations of the units as part of the application for Site Plan approval, and the final design and location of the units shall be to the satisfaction of the Chief Planner and Executive Director, prior to Site Plan approval;
- (e) The Owner shall enter into Agreements of Purchase and Sale ("the APS") for the Affordable Ownership Housing Units with the Provider and/or the City prior to the issuance of the first building permit for the development phase within which

the units are to be provided pursuant to Recommendations 5(d), and the APS will be assignable at no additional cost.

- (f) The Owner shall enter into and register a Section 118 restriction under the *Land Titles Act* prior to first above-grade building permit for the final phase of the development to enable the implementation of the affordable housing provisions of the Section 37 agreement to the satisfaction of the City Solicitor in consultation with Chief Planner and Executive Director, City Planning.
6. The following matters are also recommended to be secured in the Section 37 Agreement as legal convenience to support the development:
  - (a) The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Management Committee.
  - (b) The Owner shall provide the following Transportation Demand Management measures, to the satisfaction of the Director of Community Planning, North District:
    - the provision of four car-share spaces that are publicly accessible;
    - provision of secure, weather protected resident and visitor bike parking and bike repair stations in a publicly accessible location;
    - provision of at least one electric vehicle charging station within the publicly accessible parking area in Block C; and
    - six digital display facilities in a publicly accessible or visible location within the six condominiums on Blocks B and C, to provide real-time area transit and transportation service, status, alert, location, distance and access information shown in the display.
7. City Council authorize the appropriate City Officials to take the necessary action to implement the foregoing, including execution of the contemplated agreements.

### **Financial Impact**

The recommendations in the report have no financial impact.

### **DECISION HISTORY**

On September 15, 2008, Official Plan Amendment No. 579 to the former City of North York Official Plan and Zoning By-law No. 865-2008(OMB) were approved by the Ontario Municipal Board (OMB). The planning instruments implemented City Council's settlement on the revitalization of lands in the Parkway Forest community located in the area southeast of Sheppard Avenue East and Don Mills Road.

The amendments permitted a mixed-use residential/commercial development consisting of nineteen buildings and a total of 3,753 dwelling units. The approved units comprised 332 rental replacement units maintaining 1,221 rental apartment units as they existed and the construction of 2,200 new condominium units in a series of buildings ranging from 7 to 36 storeys in height.

The development has been proceeding in phases over the last seven years (Attachment 2: Parkway Forest Phasing Plan).

The zoning by-law appended five holding symbols ("H") to the lands that set out conditions to be met prior to the removal of a specific holding provision. The conditions dealt with matters pertaining to transportation, traffic management and the construction of the new community centre/child care facility. All holding symbols ("H-1", "H-2", "H-3", "H-4" and "H-5") have been lifted from the implementing zoning by-law.

On October 2, 2014, the OMB approved a zoning by-law amendment to permit an increase in the number of dwelling units from 3,753 to 4,344 units (an increase of 591 new condominium units) over the five development blocks. Zoning By-law No. 342-2015(OMB) replaced Zoning By-law No. 865-2008(OMB) and set out performance standards to accommodate the 591 additional condominium units with amended building heights and with built forms that more appropriately reflected the City's Tall Building Design Guidelines. There were no amendments to the zoning by-law with respect to maximum gross floor area and density. The request for directions report can be found at the following link:

<http://www.toronto.ca/legdocs/mmis/2014/ny/bgrd/backgroundfile-72634.pdf>

At City Council on January 31, 2017 the two remaining holding symbols ("H-4" and "H-5") from the site specific Zoning By-law No. 342-2015(OMB) were removed, following the submission of a Traffic Impact Study, to the satisfaction of Transportation Services. The final report can be found at the following link:

<http://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-99383.pdf>

With respect to the current application, at its meeting of January 17, 2017, North York Community Council adopted the recommendations contained in the preliminary report from the Director of Community Planning, North York District, dated December 15, 2016, directing staff to hold a community consultation meeting with the Ward Councillor, and that notice for a public meeting be given, in accordance with the *Planning Act*. A copy of the preliminary report can be viewed at the following link: <http://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-99367.pdf>.

## **ISSUE BACKGROUND**

### **Proposal**

This application was originally submitted in November 2016. Following the community consultation and discussions with City staff, the proposal was amended and revised plans were submitted in June 2017 to incorporate the following changes:

- Reduction in the number of proposed units on Block C to 390 units;
- Reduction in the additional residential gross floor area by 1,459 square metres, to 34,726 square metres;
- Provision of nine affordable ownership units on Block C.

This application proposes an increase in the overall residential gross floor area from 377,431m<sup>2</sup> to 412,157m<sup>2</sup> and an increase in the overall number of dwelling units from 4,344 to 4,734 units. An increase in non-residential (retail) gross floor area on Blocks B and C is also proposed from 4,000 to 5,470m<sup>2</sup> to accommodate a grocery store. The proposed additional gross floor area results in a density increase from 3.5 times the lot area to 3.99 times the lot area. The application proposes to increase the residential and non-residential gross floor area and number of dwelling units for Block C only. No revisions are proposed to the approved building heights and built form within the entire Parkway Forest development.

The proposal would result in a total of 905 units (an increase of 390 units), a total residential gross floor area of 70,141 square metres (an increase of 34,726 square metres) and a total non-residential (retail) gross floor area of 5,470 square metres (an increase of 1,470 square metres) on Block C. This application stems from a provision in the original site-specific zoning by-law intended to provide flexibility for the multi-phase development. The by-law allows an increase (or redeployment) in the number of dwelling units and/or gross floor area from one development Block to another provided the overall number of dwelling units and gross floor area on all of the *Mixed Use Areas* Blocks (A through D) do not exceed a maximum of 4,344 units and 377,431 square metres respectively. Although the proposed increase in gross floor area and residential units would be accommodated within the approved built forms, the increases exceed the maximum overall by-law permissions.

The proposed unit breakdown is as follows:

- Building C1 (approved building height up to 13 storeys) would contain a total of 254 units;
- Building C2 (approved building height up to 24 storeys) would contain a total of 279 units; and
- Building C3 (approved building height up to 33 storeys) would contain a total of 372 units.

Building C1 is proposed to contain a large format retail space that is intended to be a grocery store. Additional retail space would be provided in Building C2 that fronts onto Helen Lu Road.

The following is a breakdown of the proposed unit types on Block C:

	1 Bed 1 Bed + Den	2 Bed 2 Bed + Den	3 Bed	Total
No. of units	570 (63%)	301 (33.3%)	34 (3.7%)	905
Average Unit Size	53 m <sup>2</sup>	72 m <sup>2</sup>	89 m <sup>2</sup>	-
Range	44 m <sup>2</sup> -63m <sup>2</sup>	57 m <sup>2</sup> -86 m <sup>2</sup>	79 m <sup>2</sup> - 149 m <sup>2</sup>	-

A statistical summary of the proposal can be found in Attachment 15: Application Data Sheet.

## Site and Surrounding Area

The Elad developments are located on five separate development Blocks (A, B, C, D and E) in the Parkway Forest neighborhood (refer to Attachment 1 – Context Plan).

Blocks A, D and E maintain five existing 17-storey rental apartment buildings (65 & 80 Forest Manor Road and 100, 110 & 125 Parkway Forest Drive) and incorporate a series of recently constructed infill rental replacement buildings and/or condominium apartment buildings. The redevelopment of Blocks A and E is complete. Construction is currently underway on Blocks B and D. Block C is currently vacant. Block C was originally developed with rental townhouses (32-50 Forest Manor Road). The units were demolished in 2013 and replaced with new rental replacement units on Block E.

At the centre of the Parkway Forest community is a large public park, elementary school (Forest Manor Public School) and new Community Centre. The community centre has a gross floor area of approximately 4,928m<sup>2</sup> (53,044 ft<sup>2</sup>) comprising 4,082m<sup>2</sup> (43,938 square feet) of space dedicated for community recreation space and 846m<sup>2</sup> (9,106 square feet) dedicated for childcare space. The recreation component includes multi-purpose rooms and meeting rooms, a gymnasium, walking track, fitness centre, office space, change rooms and kitchen. The community centre complex also includes an outdoor swimming pool and accessory building. The community centre, outdoor pool and accessory building and surface parking were designed and constructed at no ‘capital cost’ to the City and funded through Section 37 benefits.

The revitalization of the Parkway Forest community also included a new public road (Helen Lu Road) that was completed in 2014. The new road (connects Forest Manor Road to a new signalized intersection at Don Mills Road and is located between Blocks B and C. The development also features a series of colourful public art installations located throughout the community that were designed by Canadian artist Douglas Copeland.

The following is a summary of the context in the immediate vicinity of Block C:

- North: Helen Lu Road, then Block B currently being redeveloped by Elad Canada Inc. with 841 dwelling units in three residential apartment buildings with heights from 7-13 storeys along Don Mills Road, 5-24 storeys along Helen Lu Road and 4-33 storeys along Forest Manor Road/George Henry Boulevard;
- South: a 10-storey, 128-unit rental apartment building municipally known as 24 Forest Manor Road and a tennis court associated with the apartment building at 10 Parkway Forest Drive, adjacent to Don Mills Road. The building at 24 Forest Manor Road is currently subject to a rezoning application to convert six vacant residential units into retail space (File no. 16 225452 NNY 33 OZ).
- East: Forest Manor Road, then Parkway Forest Community Centre and Forest Manor Public School; and
- West: Don Mills Road, then the rear yards of single family dwellings fronting onto Skyview Crescent and Farmview Crescent, part of the area known as the Henry Farm community.

## Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 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; 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 PPS.

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

- Setting minimum density targets within settlement areas and related policies direction 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 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.



## Official Plan

The lands are designated *Mixed Use Areas* on Land Use Map 19 of the Toronto Official Plan (see Attachment 9- Official Plan). This designation provides for a broad range of commercial, residential and institutional uses in single-use or mixed-use buildings as well as parks and open spaces.

The Official Plan contains policies that provide direction and criteria on site design matters pertaining to the location and organization of buildings, vehicle parking, access locations and service areas. The Official Plan's built form policies indicate that new development should be designed to fit with its existing and/or planned context; frame and support adjacent streets, parks and open spaces; and limit its impacts on neighbouring streets, parks and properties. Policies relevant to this application include Policies 3.1.1 (Public Realm), 3.2.1 (Built Form), and 4.5(2) (Development Criteria in *Mixed Use Areas*).

The Official Plan's Housing policies in Section 3.2.1 encourage a full range of housing opportunities to meet the current and future needs of residents which includes affordable ownership housing and, affordable and mid-range rental housing. As discussed further in the report, the applicant is proposing to provide a portion of the new housing units as *affordable ownership housing*.

Section 5.1.1 policies respecting Height and/or Density Incentives under Section 37 of the *Planning Act* permit the enactment of zoning by-laws that would allow additional height and/or density for a use that is otherwise permitted in return for the provision of community benefits. Section 37 benefits may be sought where this additional height and density is deemed to be good planning, consistent with the objectives of the Official Plan, and compliant with built form and neighbourhood protection policies.

The Toronto Official Plan is available on the City's website at:

[http://www.toronto.ca/planning/official\\_plan/pdf\\_chapter1-5/chapters1\\_5\\_aug2007.pdf](http://www.toronto.ca/planning/official_plan/pdf_chapter1-5/chapters1_5_aug2007.pdf)

## Sheppard East Subway Corridor Secondary Plan

The site is subject to the Sheppard East Subway Corridor Secondary Plan. The Secondary Plan contains policies that are area-specific and at a greater level of detail than those in the Official Plan. The site is part of a Key Development Area in the Don Mills Node of the Secondary Plan. The Plan assigns a maximum density of 3.5 FSI on the *Mixed Use Areas* lands along Don Mills Road and Sheppard Avenue East (Blocks A, B, C and D) and 1.9 FSI on the central lands designated *Apartment Neighbourhoods* (Block E) bounded by Parkway Forest Park, Parkway Forest Drive and Forest Manor Road, as indicated on Map 9-2 of the Plan (See Attachment 10).

In addition to the general policies of the Secondary Plan, the site is subject to the area specific development policies of *Section 4.2.8 – Parkway Forest Community*. Within this specific policy area, the highest building heights and densities are to be located in close proximity to the Don Mills Subway Station and to a lesser extent along the Don Mills Road and Sheppard Avenue East frontages. Lower densities are to be located towards the interior of the community around the public park. As noted previously, while no changes are proposed to the approved building heights and built form, the application proposes an increase in gross floor area which results in an increase in density from 3.5 times the lot area to 3.99 times the lot area (over Blocks A to D).

The Sheppard East Subway Corridor Secondary Plan is available on the City's website at:  
[http://www.toronto.ca/planning/official\\_plan/pdf\\_secondary/9\\_sheppard\\_subway\\_aug2007.pdf](http://www.toronto.ca/planning/official_plan/pdf_secondary/9_sheppard_subway_aug2007.pdf)

## **Zoning**

The lands are currently zoned RM6(232) by site specific Zoning By-law No. 342-2015(OMB). The zoning establishes performance standards for residential development on five development blocks (A, B, C, D and E) in the Parkway Forest neighbourhood. Permitted uses include apartment house dwellings, community agency space, townhouses, commercial uses and community agency space along Sheppard Avenue East, and a public community centre/day care facility.

The zoning by-law permits a maximum gross floor area of 377,431m<sup>2</sup> and 4,344 dwelling units on the five development blocks. The dwelling units comprise 2,791 new condominium units, 1,221 existing rental apartment units in 17-storey apartment buildings and 332 rental replacement units in mid-rise apartment buildings and townhouses. The by-law sets out a maximum number of dwelling units and gross floor area per block and allows increases of up to 10% in the number of dwelling units and gross floor area per building provided the total number of dwelling units and gross floor area on all of the Blocks combined does not exceed the overall maximum permissions.

The implementing zoning by-law appends five holding symbols ("H") to the lands that set out conditions to be met prior to the removal of a specific holding provision. The conditions deal with matters pertaining to transportation, traffic management and the construction of the (now completed) community centre/child care facility.

On August 23, 2016, Elad Canada submitted a zoning by-law amendment application to remove the last two holding symbols ("H-4" and "H-5") from the site specific zoning by-law. The holding symbols were removed at City Council on January 31, 2017 (see Attachments 8 and 9).

## **Site Plan Control**

On November 27, 2016, Elad filed a Site Plan Control application for the first phase of development on Block C (Phase 5B - Building C3). The application is currently under review. Site Plan Control applications for Buildings B2, B3 and C3 on Blocks B and C are under review.

## **Reasons for Application**

The proposal requires an amendment to the Official Plan through amendments to Site and Area Specific Policy 4.2.8 - Parkway Forest Community and Map 9-2 of the Sheppard East Subway Corridor Secondary Plan to increase the density on the *Mixed Use Areas* lands (Blocks A, B, C and D) from 3.5 times the area of the blocks to 3.99 times the area of the blocks.

Amendments to Zoning By-law No. 342-2015(OMB) are required to:

- increase the overall number of combined dwelling units on the *Mixed Use Areas* lands from 4,344 (comprising 332 rental replacement + 1221 existing rental apartment units + 2,791 condominium units) to 4,734 combined dwelling units;

- increase the overall residential gross floor on the *Mixed Use Areas* lands from 377,431 square metres to 412,157 square metres; and
- increase the non-residential (retail) gross floor area permitted on Blocks B and C from 4,000 square metres to 5,470 square metres.

The additional 390 condominium units, 34,726 square metres of residential gross floor area and 1,470 square metres of non-residential (retail) gross floor area are proposed to be accommodated on Block C.

## **Community Consultation**

On March 23, 2017, Planning staff held a Community Consultation Meeting (CCM) together with the Ward Councillor. Approximately 25 members of the public attended the meeting. Issues raised included:

- additional units would result in overdevelopment of the lands;
- increased population but not enough infrastructure and facilities to support the growth;
- impact on local traffic and potential for increased number of accidents;
- too much traffic and speeding within the neighbourhood;
- shortage of parking at the community centre;
- insufficient parking for the proposed grocery store; and
- existing community centre is already oversubscribed- need for more community facilities.

## **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

## **COMMENTS**

### **Provincial Plans**

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe (2017). The proposal will increase the number and range of residential units within the Parkway Forest neighbourhood. A range of one-bedroom, two-bedroom and three-bedroom units will be provided, with nine units classified as "affordable ownership housing" under the Official Plan's definition. In addition, through its development, Parkway Forest can be considered a complete community due to the provision of community facilities, retail and community agency space, residential units and a park.

Staff are of the opinion that the proposed development application is consistent with the Provincial Policy Statement (2014) and conforms (and does not conflict) with the Growth Plan for the Greater Golden Horseshoe (2017).

## **Land Use, Density& Built Form**

The subject lands are designated *Mixed Use Areas* on Land Use Map 19 of the Official Plan. The *Mixed Use Areas* designation is one of the City's growth designations where increased jobs and population are to be accommodated. This designation allows for a broad range of commercial, residential, and institutional uses, in single use or mixed use buildings. This application proposes to increase the number of residential units by 390 units to a total of 905 units on Block C and the *Mixed Use Areas* designation would not be amended. These units would be accommodated within Building C3 of the development, and there are no built form changes proposed. From a land use perspective, the proposal conforms to the Official Plan and Sheppard East Subway Corridor Secondary Plan.

The original proposal has been reduced from a density of 4.01 times the lot area to 3.99 times the lot area on Blocks A to D, as a result of a reduction in units from 405 to 390 additional units. Despite the additional units, no changes to the building envelopes are proposed as the additional gross floor area can be accommodated within the previously approved built form.

In addition, the proposed density of 3.99 times the lot area is consistent with other approvals within the Sheppard East Subway Corridor Secondary Plan area, specifically along Sheppard Avenue East in close proximity to the higher order transit nodes including the subway.

Staff are therefore of the opinion that the proposed use and density are appropriate for the development.

## **Access, Parking, Traffic**

Site-specific By-law 342-2015(OMB) includes a clause permitting a 10% sharing provision of the units on the *Mixed Use Areas* lands which include Blocks A, B, C and D. Block C is the last block to be developed and the additional units are being sought on this block. The additional units were included on Blocks A, B and D as they have been developed in advance of Block C.

A Traffic Impact Study (TIS) dated October 2016, prepared by MMM Group and a Transportation Supplementary letter, dated March 2017, were submitted in support of the application. The report indicated that the amount of vehicular traffic generated by the additional units can be accommodated on the surrounding road network without any negative level-of-service or operational impacts. The report estimates that the proposed development would generate approximately 198 and 194 additional two-way trips during the morning and afternoon peak hours respectively, compared to the previous as-of-right development. With regard to the proposed grocery store, due to the proximity to residential units and the subway, it is estimated that 12% of trips will be made by pedestrians or transit users. The TIS concluded that the projected traffic volumes associated with the proposal are expected to be accommodated at the boundary road intersections, however some critical movements at the boundary roadway intersections are expected to operate over capacity.

As part of the Transportation Supplementary Letter, the applicant proposed several Transportation Demand Management (TDM) measures to address the capacity constraints in the area. The measures include:

- the provision of four car-share spaces that are publicly accessible;
- provision of secure, weather protected resident and visitor bike parking and bike repair stations in a publicly accessible location;

- provision of at least one electric vehicle charging station within the publicly accessible parking area in Block C; and
- six digital display facilities in a publicly accessible or visible location within the six condominiums on Blocks B and C, to provide real-time area transit and transportation service, status, alert, location, distance and access information shown in the display.

Transportation Services staff have reviewed the report and supplementary letter and concur with the conclusions contained in the report and the additional TDM measures. These measures will be secured as a matter of legal convenience in the Section 37 Agreement and in the zoning by-law. Furthermore, Transportation Services staff are also reviewing further alternatives and measures to improve the pedestrian realm in the Parkway Forest community.

In addition, the acceptance of car-share parking spaces as a means to reduce the resident parking space requirements of the project will be subject to the submission of acceptable documentation detailing whether a car-share provider has been secured for the proposed car-share parking spaces, and what arrangements, if any, have been made. The applicant will be required to satisfy the above noted issue through the site plan application approval process. If the applicant cannot secure a car share organization, additional parking will need to be proposed on the Site Plan Control application drawings.

The loading requirements for the development are also outlined in Site Specific By-law 342-2015(OMB). When this by-law was developed, a large format retail store (grocery store) was not envisioned for this site. As such, the loading provisions for Block C must be amended to capture the proposed grocery store.

Vehicular and pedestrian access to the development is proposed off Don Mills Road, Forest Manor Road and Helen Lu Road. The Don Mills Road driveway access will only provide access to the loading operations for the retail facility in Building C1. The Helen Lu Road driveway access will provide direct access to P3 of the underground parking garage. The Forest Manor Road driveway access will provide access to the pick-up and drop-off area for Block C and also access to the underground parking garage. Although access on major arterials is typically not permitted where alternative access can be provided, the proposed driveway on Don Mills Road is acceptable in this case due to site constraints and minimal traffic activities projected for this access. Further details pertaining to access, location and layout of the proposed parking facilities, loading and site circulation will be provided during the site plan control process.

The parking requirements for the proposal are governed by the provisions contained in the site-specific By-law No.342-2015(OMB). The proposal includes a reduction for car-share parking spaces and provides a total of 935 parking spaces. The proposed resident parking is to be provided within three levels of underground parking. The proposed grocery store parking is to be accessed via Don Mills Road with 77 parking spaces provided for the retail visitors, with 50% of these shared with the required visitor parking spaces for the residential units. Transportation Services staff have confirmed that there is a sufficient provision of parking spaces proposed.

A concern was raised at the community consultation meeting with regard to a need for a double-left turning lane on Sheppard Avenue East to Don Mills Road. Transportation Services staff have confirmed that the proposed development would not generate the need for a double turning lane

and it is therefore not required in this location. Alternative methods of mitigating the traffic impacts include the TDM measures; the proximity to the subway; and a mix of uses within the development to reduce vehicle trips.

## **Servicing**

A Functional Servicing Report and Stormwater Management Report were submitted in support of the application. Engineering and Construction Services staff have reviewed the reports and require revisions to the Stormwater Management Report to address targets for water balance, water quality and water quantity. Revisions are required to confirm whether or not groundwater will need to be pumped as part of the design of the proposed building. A Hydrogeological report is also required as part of the revisions. This report recommends that the Official Plan and Zoning By-law amendments not be enacted until the required revisions and reports have been submitted and addressed 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 local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.79 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

On-site parkland dedication was secured under the previous zoning approval. The application proposes an additional 390 residential units to be accommodated on Block C. The applicant is required to satisfy the parkland dedication requirement for the additional units by cash-in-lieu of parkland. The residential component of this proposal is subject to a 15% parkland dedication and the non-residential component is subject to a 2% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services and is required to be paid prior to the issuance of the first building permit.

## **Schools**

The Toronto District School Board (TDSB) has advised that the capacities of the local middle and secondary schools are insufficient to accommodate the students anticipated from this development. Students would be accommodated at TDSB schools outside of the area, to which busing may be provided. These schools have not yet been identified. If approved, this revised development would not displace existing students at local schools. As a condition of the future site plan approval, the TDSB requires that signage be erected at all entrances to the site, and wording be included in all agreements of purchase and sale, noting the accommodation issues.

## **Toronto Green Standard**

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. 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. Other TGS performance measures including the use of high-albedo materials, water efficient plant material and green roofs at the podium level, will be secured through Site Plan Control.

### **Affordable Housing**

The applicant has agreed to provide nine affordable ownership housing units as part of the Section 37 community contribution for the proposed development, conforming to the objectives the Official Plan and the Sheppard East Subway Corridor Secondary Plan which supports a mix of housing tenures. At least eight of the units will have three bedrooms and an average size of 82m<sup>2</sup>. No more than one unit may be provided with two bedrooms, and should have a minimum of at least 70m<sup>2</sup>. The total net floor area provided as affordable ownership housing must be at least 750m<sup>2</sup>.

Each unit will be provided with a parking space and locker at no additional cost and be finished to a similar standard as the other units throughout the development. The affordable units must be dispersed throughout the development and/or building within which they are provided and should not generally be distinguishable from the other units within the development. The owner has agreed to provide the units in either the first or second phase of the development or a combination of both. The occupants of affordable units should have the same access to facilities and amenities, on the same terms and conditions, as all other residents in the development.

The units will be provided by the developer by entering into Agreements of Purchase and Sale to sell each of the affordable units at a nominal cost to a registered non-profit housing provider approved by the Chief Planner. The developer is currently proposing to work with Habitat for Humanity GTA as the non-profit provider to receive and operate the units. Habitat would sell the units to eligible households at prices that meet the Official Plan affordable ownership housing definition.

In the event that Habitat for Humanity GTA is unable to satisfy the provisions of the Agreements of Purchase and Sale and find eligible purchasers, the Agreements of Purchase and Sale may contain provisions to allow the City to assign the affordable units to another non-profit provider. If another provider cannot be found, the City may sell the units at fair market value with the proceeds going to the City's Capital Revolving Fund for Affordable Housing with the funds to be spent in Ward 33.

The above grade building permits should not be issued for the final phase of the development unless Agreements of Purchase and Sale have been entered into based generally on the terms and conditions set out in this report.

The Agreements of Purchase and Sale for the affordable ownership housing units must be entered into in either the first (C2) or second (C1) phase of the development or a combination of both. The above grade building permits will not be issued for the final phase unless Agreements of Purchase and Sale have been entered into based generally on the terms and conditions set out in this report, or unless all of the required units have been provided in previous phases of the development.

Affordable ownership housing is defined in the Official Plan as:

"Housing which is priced at or below an amount where the total monthly shelter cost (mortgage principal and interest- based on a 25-year amortization, 10 per cent down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application- plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit"

The City will secure provisions in the Section 37 agreement that the affordable ownership homes are sold at a cost based on the Official Plan affordable ownership definition for a period of twenty years. During the affordability period, the units may only be sold to eligible households with monthly income no more than four times the monthly shelter cost for the affordable unit based on the Official Plan affordable ownership housing definition.

No other mandatory costs to the purchaser that would increase the price beyond the Official Plan prices are permitted, with the exception of the purchaser's own legal and other closing costs.

The units will provide affordably priced housing for families, including single parents and larger households. The Section 37 agreement and Agreements of Purchase and Sale will also secure minimum occupancy standards to help ensure that larger households occupy the units during the affordability period.

After the 20 year affordability period, the Section 37 requirements would not impose any resale restrictions, however the City and Provider would attempt to secure ongoing affordability of the units beyond this affordability period.

Staff from City Planning and the Affordable Housing Office will work with the applicant to enter into an agreement to formalise these arrangements.

## **Section 37**

Community benefits are typically secured through the application of Section 37 policies which have been incorporated into the Official Plan. The city's opportunity to utilize Section 37 is through an implementing zoning by-law permitting height and/or density increase for a specific development. This application meets the minimum threshold of 10,000 square metres as noted in the Official Plan for consideration of a community benefit contribution under Section 37 of the *Planning Act*.

It is staff's opinion that the proposed development constitutes good planning. It is consistent with the objectives and policies of the Official Plan and addresses the built form policies of the Plan.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

Prior to issuance of an above-grade building permit, the Owner shall make a financial contribution to the City in the amount of \$400,000 to be allocated to the construction and



implementation of an off-leash dog park at Havenbrook Park, in consultation with the Ward Councillor.

The provision and conveyance at nominal charge of at least nine residential dwelling units with an approximate total net floor area of 750 m<sup>2</sup> to Habitat for Humanity or a similar non-profit housing provider for affordable ownership housing on the following terms:

- i. at least eight of the Affordable Ownership Housing Units will have three bedrooms and be, on average, 82 m<sup>2</sup> per unit in size;
- ii. no more than one of the Affordable Ownership Housing Units will have two bedrooms and be at least 70 m<sup>2</sup> in size;
- iii. all of the Affordable Ownership Housing Units will be constructed to a fully-finished condition, to a similar standard as the units in the remainder of the Development;
- iv. each unit will be provided with at least one vehicle parking space and locker;
- v. the units will be generally dispersed throughout the building or buildings within which they are to be provided, and unit occupants will have access to all building facilities and amenities on the same terms and conditions as the all other residents;
- vi. the Owner shall submit, in consultation with the Provider, the proposed layouts and locations of the units as part of the application for Site Plan approval, and the final design and location of the units shall be to the satisfaction of the Chief Planner and Executive Director, prior to Site Plan approval.

The Owner shall enter into Agreements of Purchase and Sale ("the APS") for the Affordable Ownership Housing Units with the Provider and/or the City prior to the issuance of the first building permit for the development phase within which the units are to be provided pursuant to Recommendations 5(d), and the APS will be assignable at no additional cost.

## **Conclusion**

City Planning recommends that City Council approve the Official Plan Amendment and the Zoning By-law Amendment application as described in this report. The revised application proposes to amend the Sheppard East Subway Corridor Secondary Plan to permit a density of 3.99 FSI on the *Mixed Use Areas* Blocks (A, B, C and D). The application also proposes to amend site-specific zoning by-law 342-2015(OMB) to increase the residential gross floor area to 412,157m<sup>2</sup> and the non-residential gross floor area to 5,470m<sup>2</sup>. The result will be the addition of 390 dwelling units on Block C within a previously approved building envelope. No increase in height and built form is proposed. Nine affordable ownership units will be provided at two and three-bedroom sizes on Block C, in support of the Sheppard East Subway Corridor Secondary Plan's policy regarding a mix of housing sizes and tenures. These units will be secured in the Section 37 Agreement. There are no changes to the built form for the larger development that was previously approved in 2008 and 2014. The proposal is consistent with the *Mixed Use Areas*

designation policies and would have a nominal impact on the surrounding road network. The revised plans are now acceptable, and approval by City Council is recommended.

## **CONTACT**

Kathryn Moore, Planner

Tel. No. 416-395-7176

Fax No. 416-395-7155

E-mail: [kathryn.moore@toronto.ca](mailto:kathryn.moore@toronto.ca)

## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Context Plan

Attachment 2: Parkway Forest Phasing Plan

Attachment 3: Site Plan Block C

Attachment 4: West (Don Mills Road) Elevations

Attachment 5: East (Forest Manor Road) Elevations

Attachment 6: South Elevation

Attachment 7: North Elevation

Attachment 8: Cross Section (East-West)

Attachment 9: Official Plan

Attachment 10: Sheppard East Subway Corridor Secondary Plan

Attachment 11: Zoning By-law 569-2013

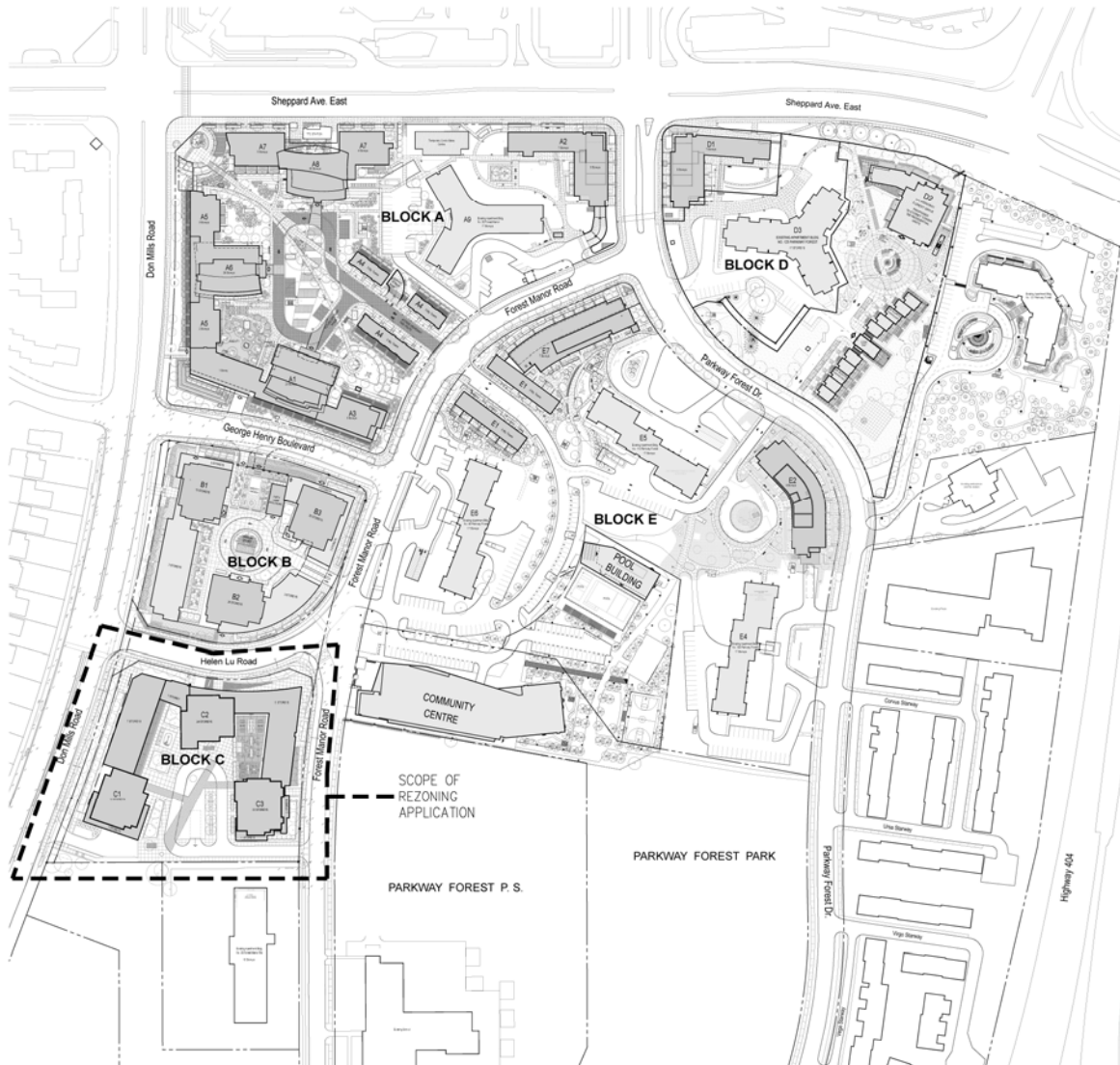
Attachment 12: Zoning By-law 7625

Attachment 13: Draft Official Plan Amendment

Attachment 14: Draft Zoning By-law Amendment

Attachment 15: Application Data Sheet

## Attachment 1: Context Plan



### Context Plan

Applicant's Submitted Drawing

Not to Scale  
12/05/2016



32-50 Forest Manor Road

File # 16 245505 NNY 33 02

## Phasing Plan

### Applicant's Submitted Drawing

Not to Scale  
12/09/2016



### Attachment 3: Site Plan Block C



## Site Plan

Applicant's Submitted Drawing

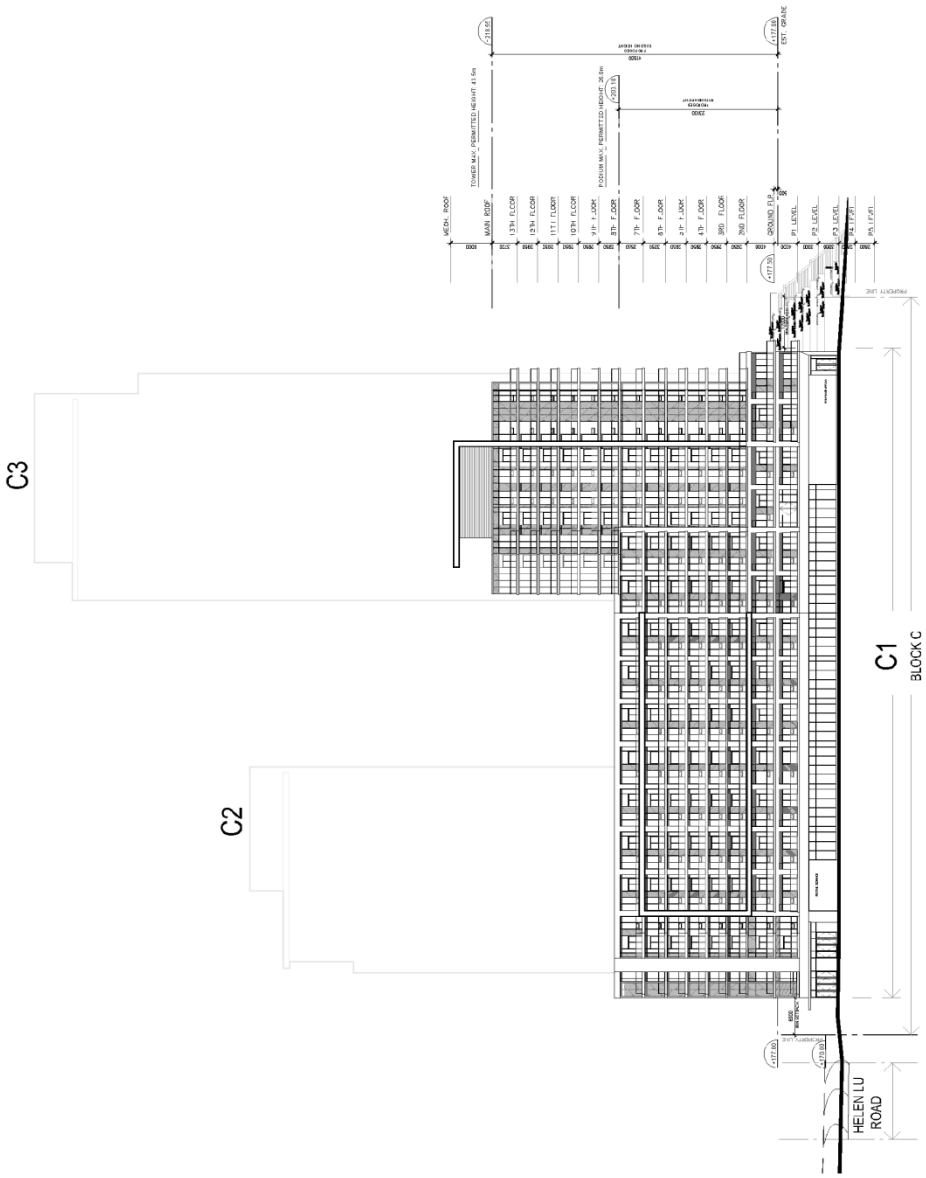
Not to Scale  
12/05/2016



32-50 Forest Manor Road

File # 16 245505 NNY 33 02

Attachment 4: West (Don Mills Road) Elevations

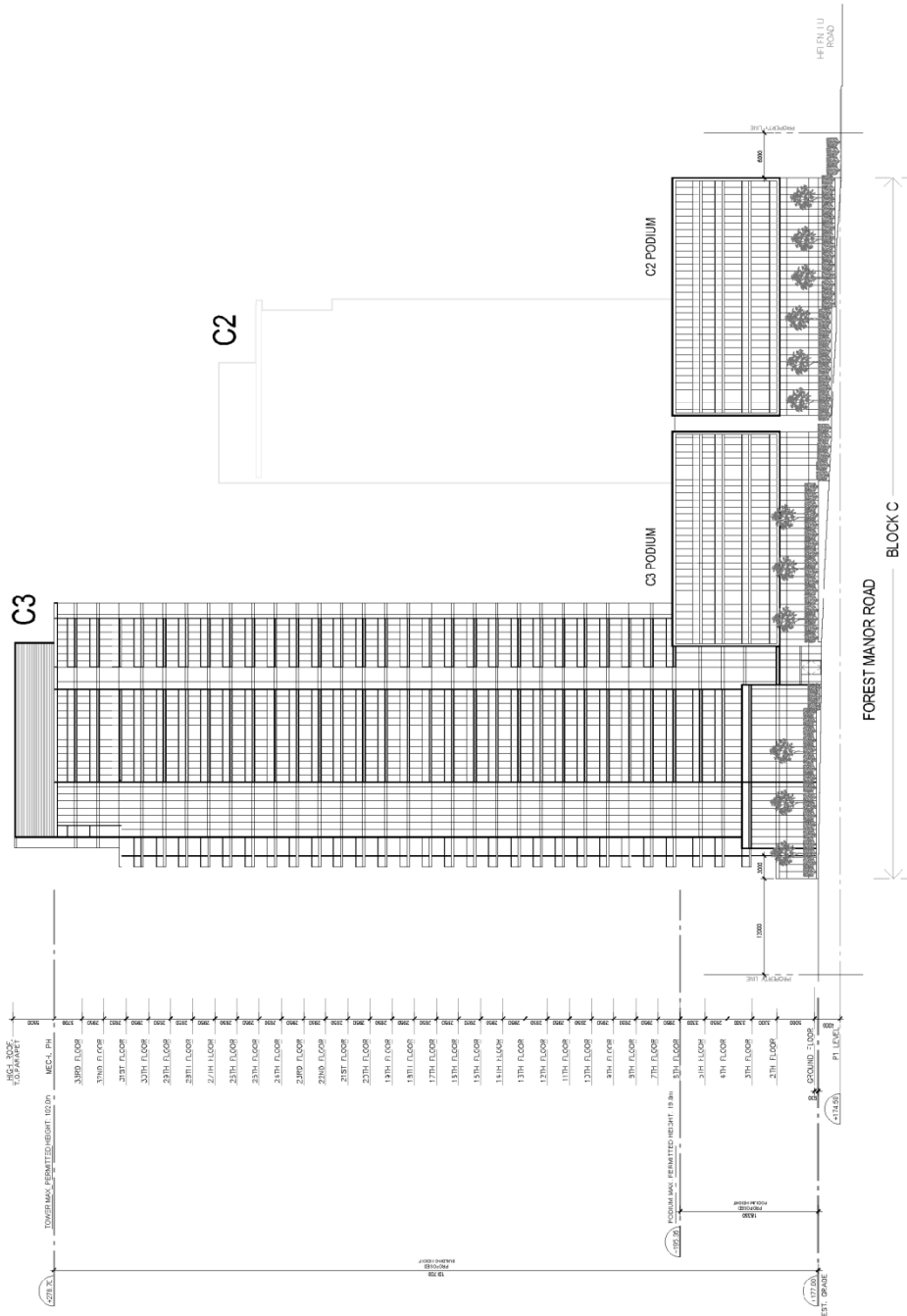


**West Elevation**  
Applicant's Submitted Drawing  
Not to Scale  
12/09/2016

**32-50 Forest Manor Road**

File # 16 245505 NNY 33 0Z

## Attachment 5: East (Forest Manor Road) Elevations



32-50 Forest Manor Road

East Elevation  
Applicant's Submitted Drawing  
Not to Scale  
12/09/2016

File # 16 245505 NNY 33 0Z

Architectural drawing of Block C, showing three building volumes (C1, C2, C3) and a podium. The drawing includes floor levels, setbacks, and landscaping.

**Volume C1:** 10-story building with a podium. Floor levels: 10TH FLOOR, 9TH FLOOR, 8TH FLOOR, 7TH FLOOR, 6TH FLOOR, 5TH FLOOR, 4TH FLOOR, 3RD FLOOR, 2ND FLOOR, 1ST FLOOR, GROUND FLOOR. Setbacks: 211.0' (1ST FLOOR), 211.0' (GROUND FLOOR).

**Volume C2:** Large, empty rectangular area.

**Volume C3:** 10-story building with a podium. Floor levels: 10TH FLOOR, 9TH FLOOR, 8TH FLOOR, 7TH FLOOR, 6TH FLOOR, 5TH FLOOR, 4TH FLOOR, 3RD FLOOR, 2ND FLOOR, 1ST FLOOR, GROUND FLOOR. Setbacks: 211.0' (1ST FLOOR), 211.0' (GROUND FLOOR).

**Podium:** 10-story building with a podium. Floor levels: 10TH FLOOR, 9TH FLOOR, 8TH FLOOR, 7TH FLOOR, 6TH FLOOR, 5TH FLOOR, 4TH FLOOR, 3RD FLOOR, 2ND FLOOR, 1ST FLOOR, GROUND FLOOR. Setbacks: 211.0' (1ST FLOOR), 211.0' (GROUND FLOOR).

**Landscaping:** Trees and shrubs are shown along the perimeter of the building volumes.

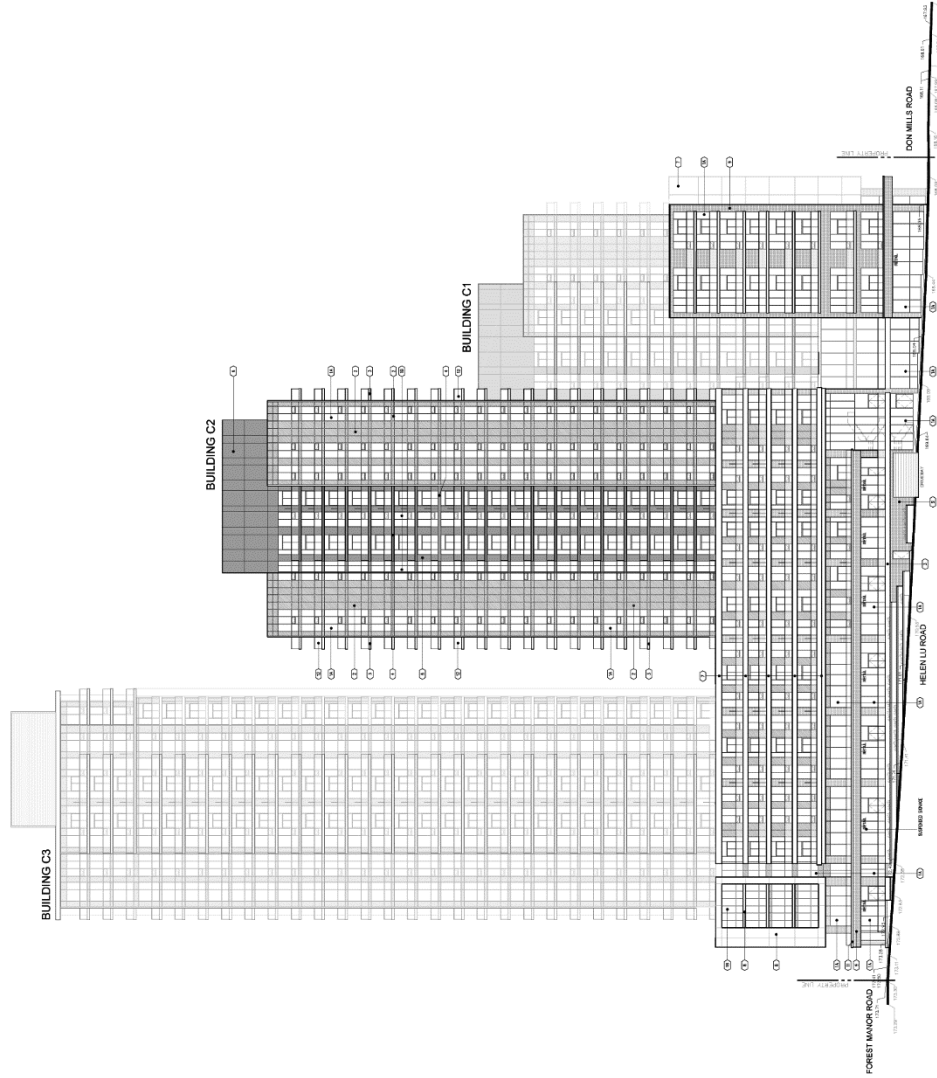
## South Elevation

Not to Scale  
12/09/2016

24



## Attachment 7: North Elevation



### North Elevation

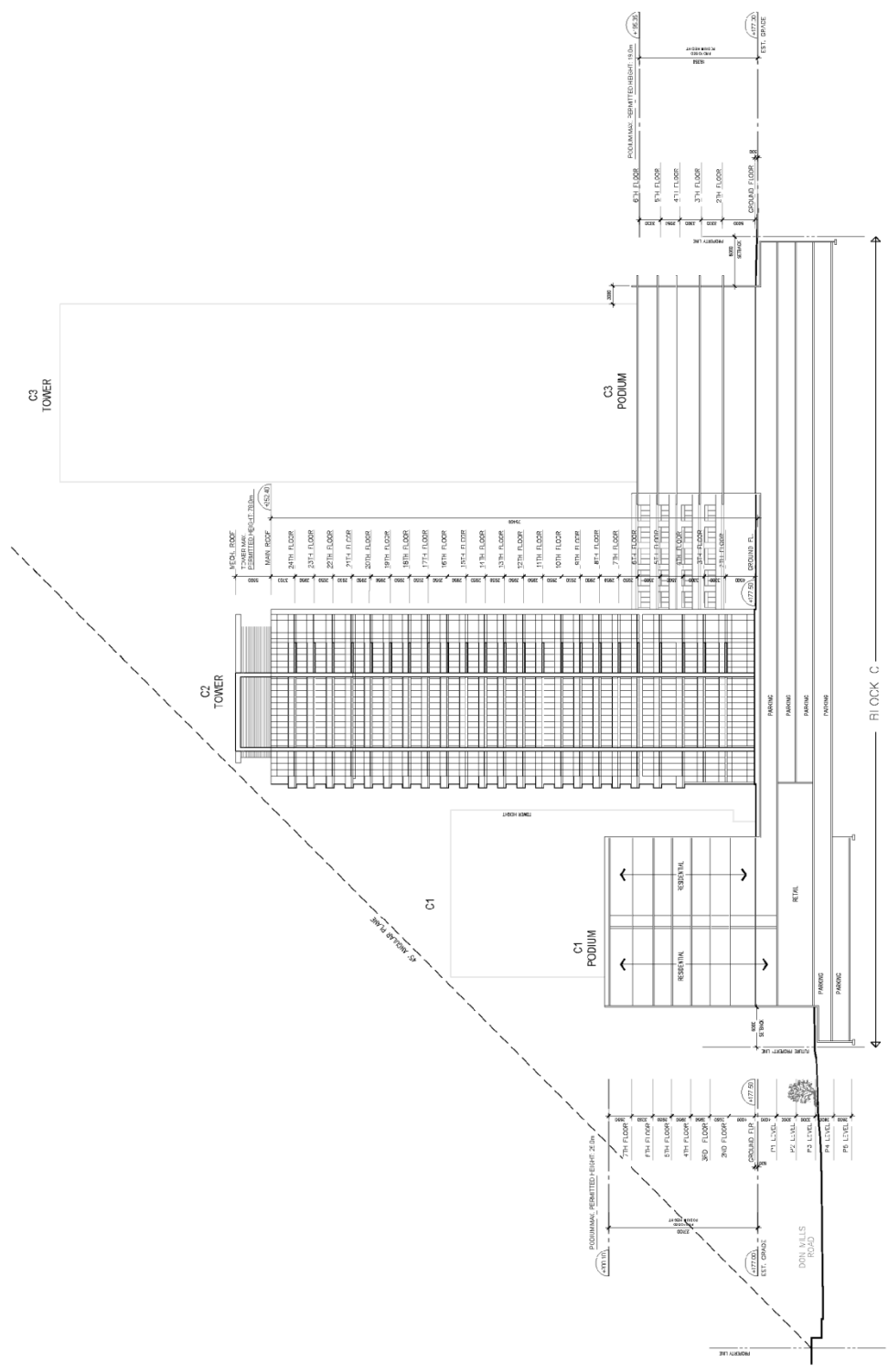
32-50 Forest Manor Road

Applicant's Submitted Drawing

Not to Scale  
12/09/2016

File # 16 245505 NNY 33 0Z

Attachment 8: Cross-Section (East- West)

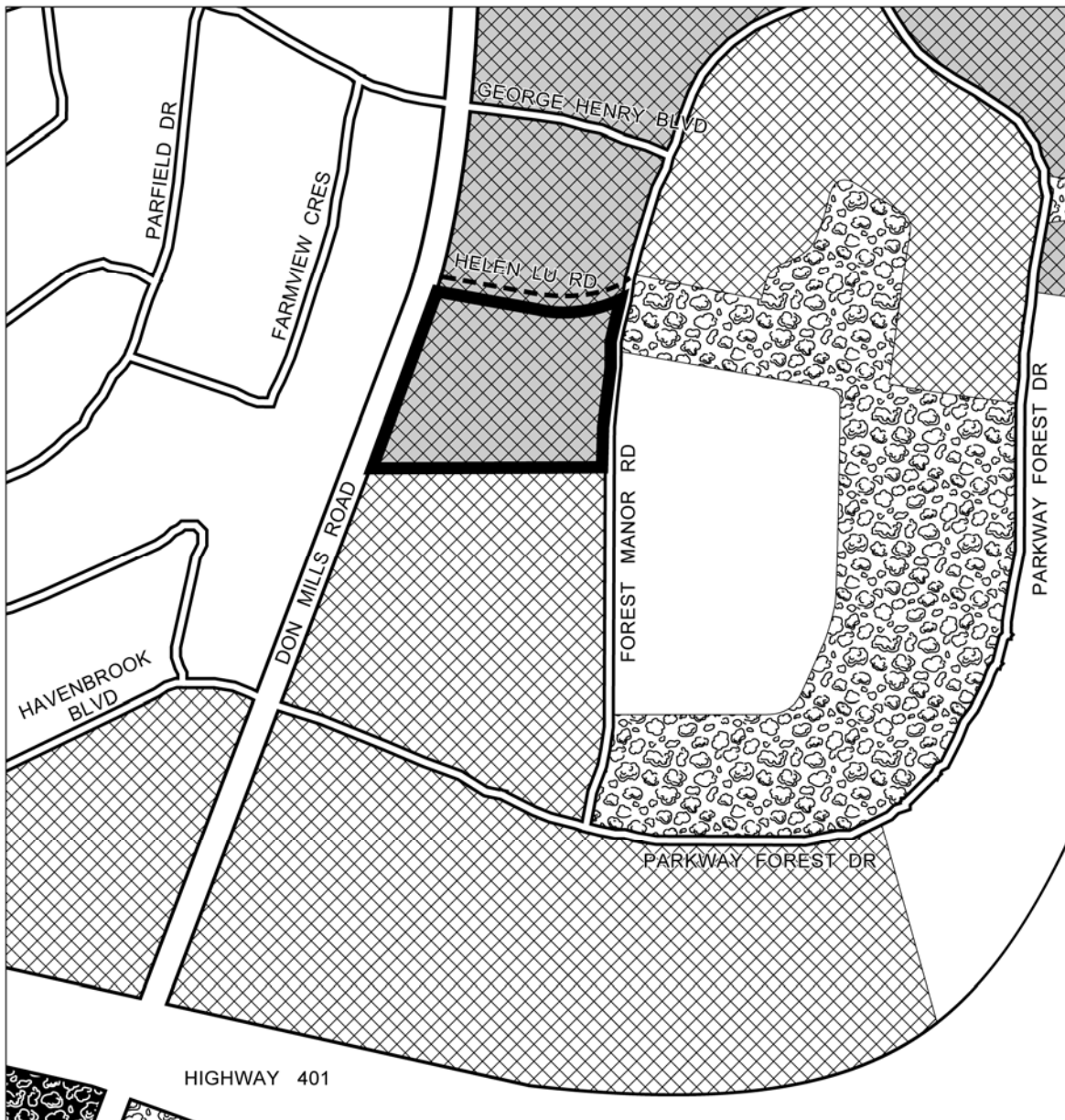


Cross-section  
Applicant's Submitted Drawing  
Not to Scale  
12/09/2016

32-50 Forest Manor Road

File # 16 245505 NNY 33 0Z








## Attachment 9: Official Plan



Extract from Official Plan

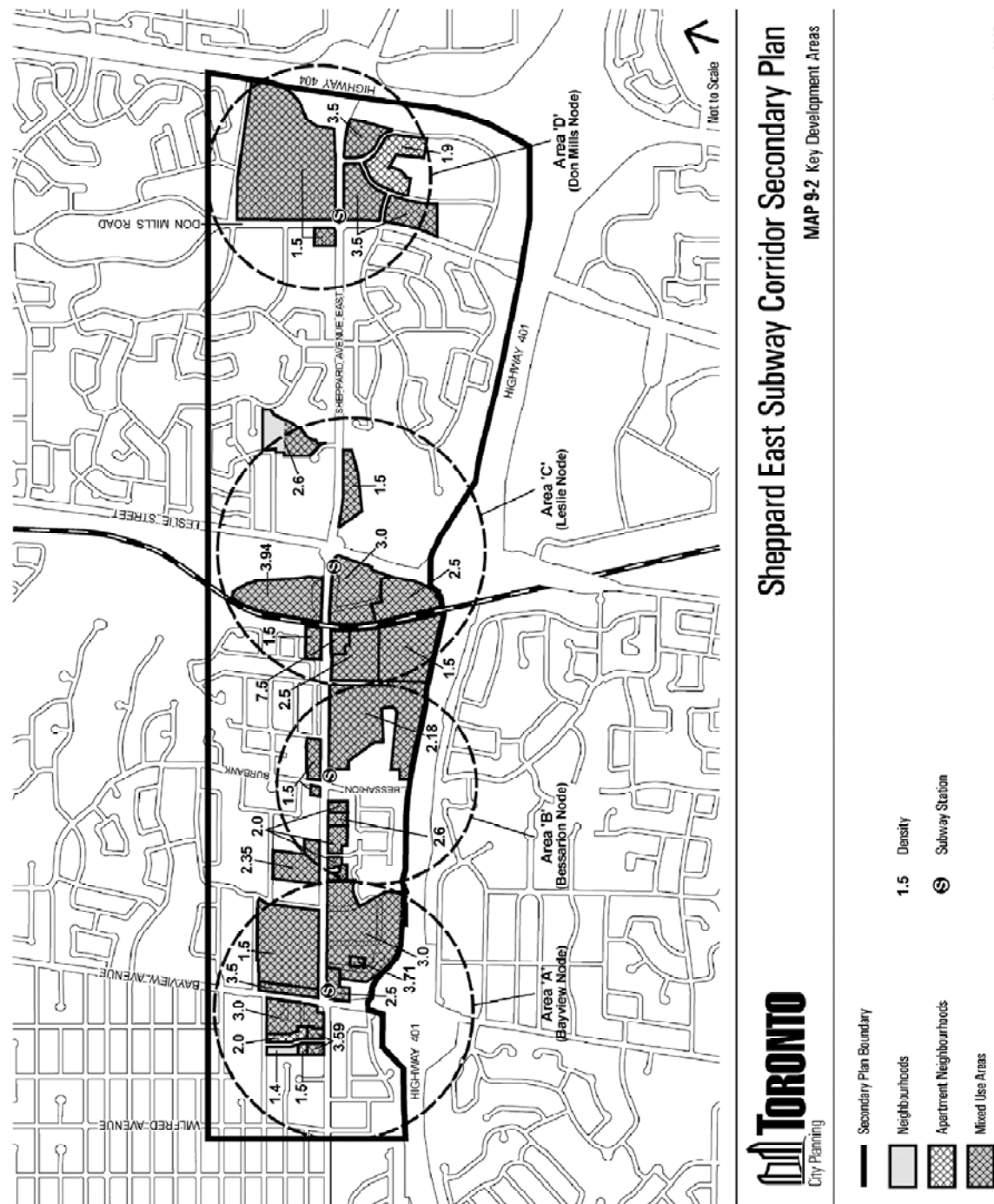
32-50 Forest Manor Road

File # 16 245505 NNY 33 02

	Site Location		Parks & Open Space Areas
	Neighbourhoods		Natural Areas
	Apartment Neighbourhoods		Parks
	Mixed Use Areas		

↑  
Not to Scale  
12/05/2016

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



## Attachment 11: Zoning By-law 569-2013



**Zoning By-Law No. 569-2013**

**32-50 Forest Manor Road**

**File # 16 245505 NNY 33 02**



Location of Application

**RD** Residential Detached

**RT** Residential Townhouse  
**RA** Residential Apartment



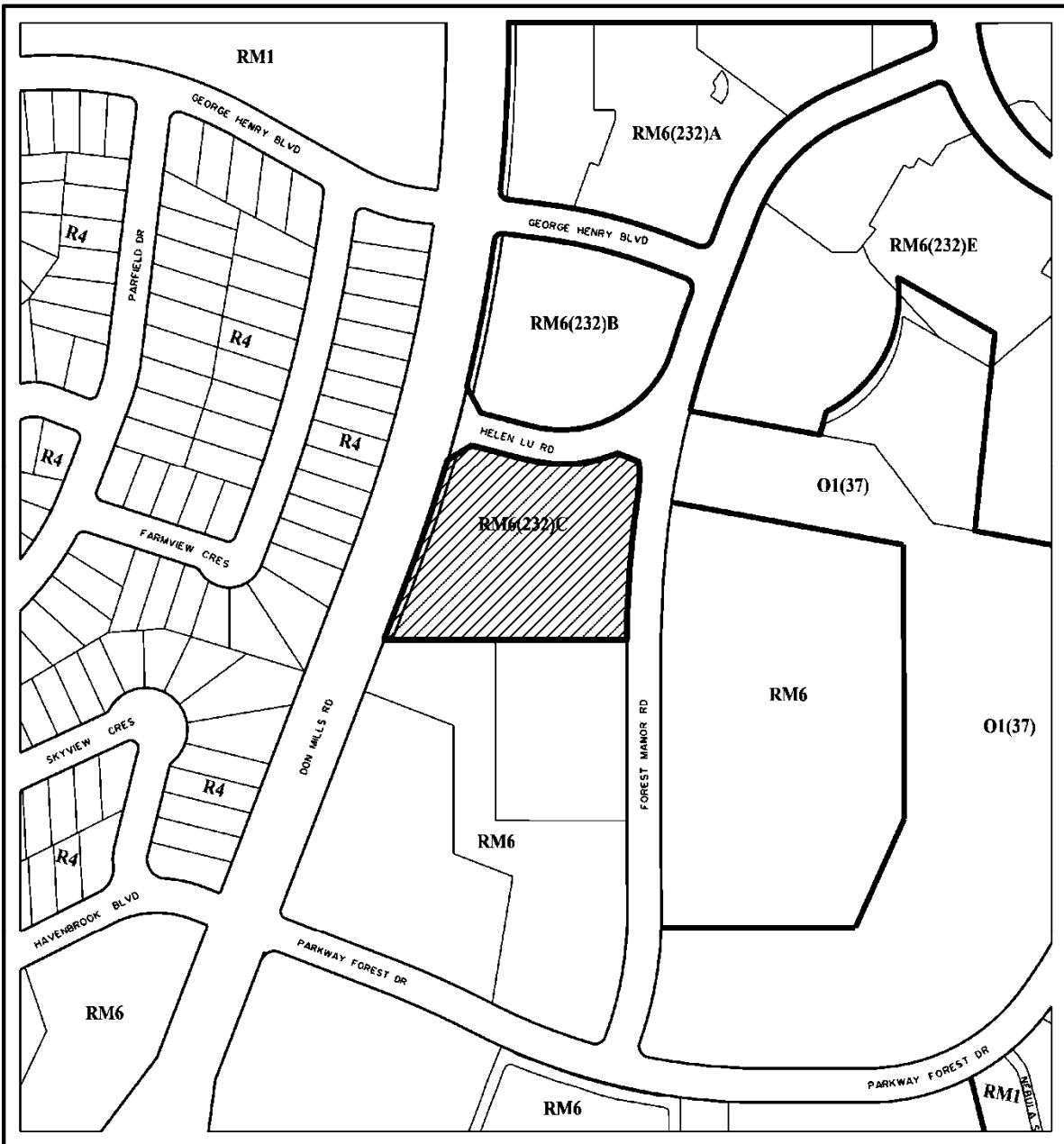
See Former City of North York By-Law No. 7625

**RM6** Multiple-Family Dwellings Sixth Density Zone  
**O1** Open Space Zone



Not to Scale  
Extracted: 12/12/2016

## Attachment 12: Zoning By-law No.7625



### Zoning By-Law No. 7625

32-50 Forest Manor Road

File # 16 245505 NNY 33 02



Location of Application

O1 Open Space Zone

R4 One-Family Detached Dwelling Fourth Density Zone

RM1 Multiple-Family Dwellings First Density Zone

RM6 Multiple-Family Dwellings Sixth Density Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale  
Extracted 12/05/2016

### **Attachment 13: Draft Official Plan Amendment**

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on  
~, 20~

Enacted by Council: ~, 20~

#### **CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-2017**

**To adopt Amendment No. 99 to the Official Plan for the City of Toronto respecting the lands known municipally as 32-50, 52, 55, 56, 59, 60, 62, 65, 66, 70, 72, 76, 80, 85 and 90 Forest Manor Road, 100, 106, 110, 123, 123A, 125 and 130 Parkway Forest Drive, 1751 and 1761 Sheppard Avenue East and 125 George Henry Boulevard.**

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

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment 99 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

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**AMENDMENT NO. 99 TO THE OFFICIAL PLAN**  
**LANDS MUNICIPALLY KNOWN AS 125 GEORGE HENRY BOULEVARD, 32-50, 60,**  
**62, 65, 66, 70, 72, 76 AND 80 FOREST MANOR ROAD, 85, 95, 100, 106, 110, 123, 123A,**  
**125 AND 130 PARKWAY FOREST DRIVE, AND 1751 AND 1761 SHEPPARD AVENUE**  
**EAST**

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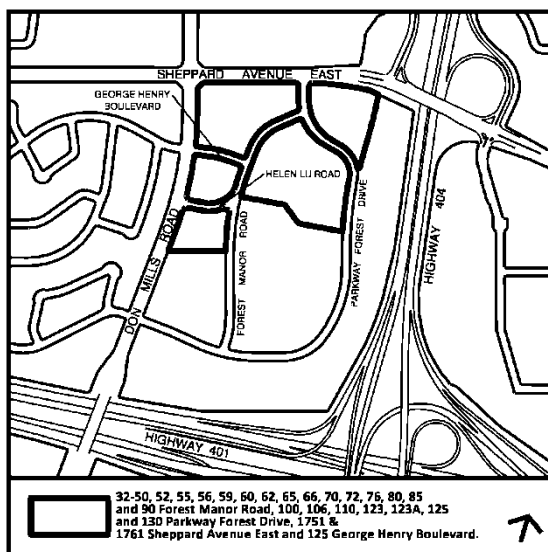
The Official Plan of the City of Toronto is amended as follows:

1. Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended to allow a density of 3.99 times the lot area for the Blocks A, B, C and D, the lands municipally known as 125 George Henry Boulevard, 32-50, 60, 62, 65, 66, 70, 72, 76 and 80 Forest Manor Road, 85, 95, 100, 106, 110, 123, 123a, 125 and 130 Parkway Forest Drive, and 1751 and 1761 Sheppard Avenue East.

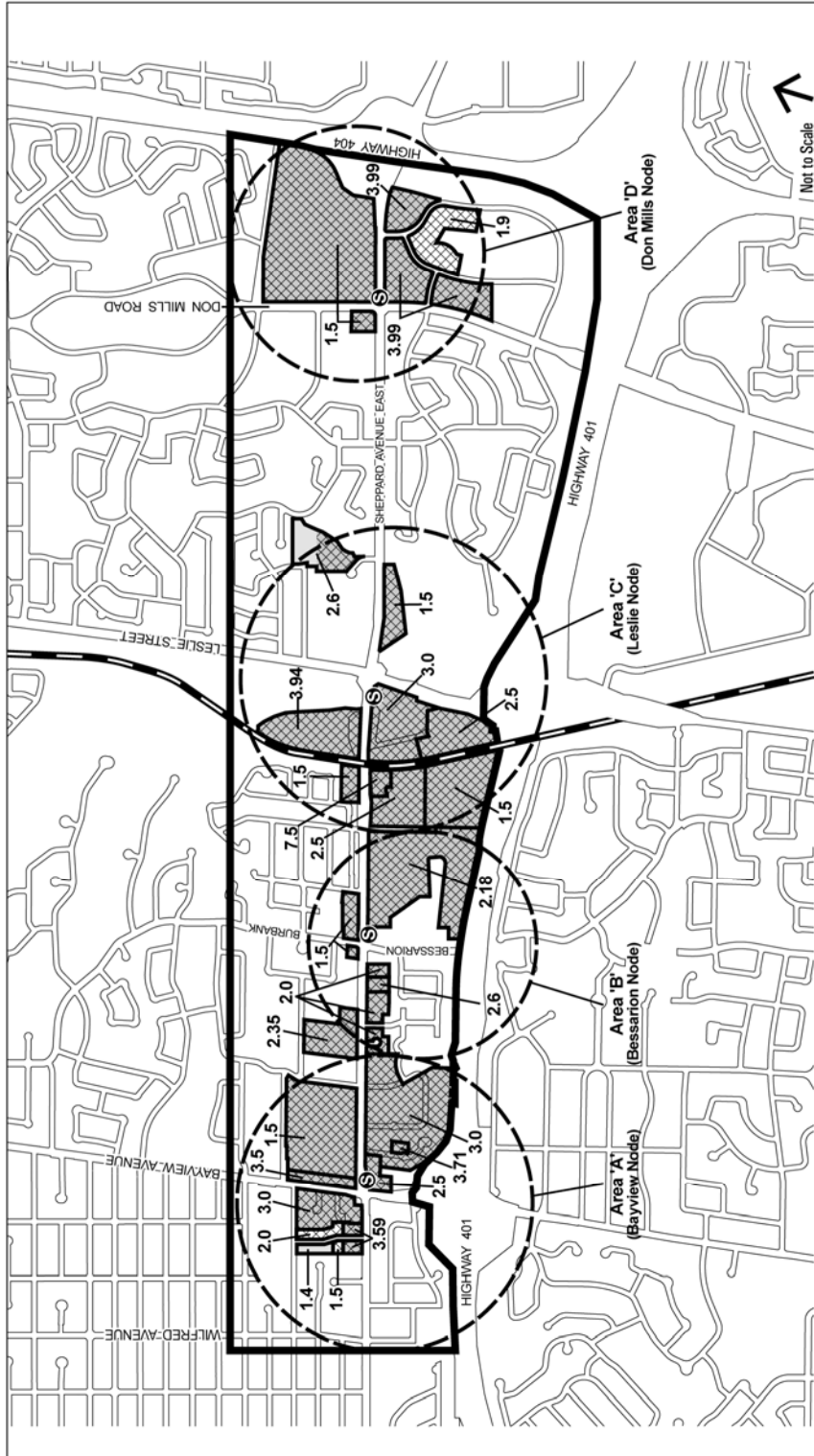
2. Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended by deleting the first paragraph of Section 4.2.8 and replacing it with the following:

“Certain lands in the area east of Don Mills Road and south of Sheppard Avenue East are approximately 8.03 hectares in extent and designated *Mixed Use Areas*. Development of these lands is intended predominantly for multiple family residential development in townhouse and apartment building forms with grade-related retail/commercial uses, grade-related non-profit community space along the Sheppard Avenue frontage, and recreational uses up to a maximum density of 3.99 times the lot area.”

3. Map 9-2, Key Development Areas of Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended to permit a density of 3.99 times the lot area for Blocks A, B, C and D, as shown on Schedule A.







## **Attachment 14: Draft Zoning By-law Amendment**

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on  
~, 20~  
Enacted by Council: ~, 20~

### **CITY OF TORONTO**

**Bill No. ~**

### **BY-LAW No. XXX-2017**

**To amend former City of Toronto Zoning By-law No. 7625, as amended by By-law No. 342-2015(OMB), as amended, with respect to lands known municipally as 32-50, 52, 55, 56, 59, 60, 62, 65, 66, 70, 72, 76, 80, 85 and 90 Forest Manor Road, 100, 106, 110, 123, 123A, 125 and 130 Parkway Forest Drive, 1751 and 1761 Sheppard Avenue East and 125 George Henry Boulevard.**

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

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development;

Whereas the Ontario Municipal Board, by its Decision issued October 31, 2014 and by its Order issued January 21, 2015, adopted By-law No. 342-2015(OMB) being a By-law "To amend former City of North York By-law No. 7625 with respect to lands municipally known as known as 125 George Henry Boulevard, 32-50, 60, 62, 65, 66, 70, 72, 76 and 80 Forest Manor Road, 85, 95, 100, 106, 110, 123, 123A, 125 and 130 Parkway Forest Drive, and 1751 and 1761 Sheppard Avenue East " (the "Lands");

Whereas the City of Toronto adopted By-law No. 1645-2012 removing the “H-1” Holding Symbol;

Whereas the City of Toronto adopted By-law No. 268-2014 removing the “H-2” Holding Symbol;

Whereas the City of Toronto adopted By-law No. 1352-2015 removing the “H-3” Holding Symbol;

Whereas the City of Toronto adopted By-law No. 247-2017 removing the “H-4” and “H-5 Holding Symbols; and

Whereas the owner of the Lands, municipally known in 2017 as 32-50, 52, 55, 56, 59, 60, 62, 65, 66, 70, 72, 76, 80, 85 and 90 Forest Manor Road, 100, 106, 110, 123, 123A, 125 and 130 Parkway Forest Drive, 1751 and 1761 Sheppard Avenue East and 125 George Henry Boulevard

has applied amongst other matters to amend the site-specific by-law provisions respecting the Lands;

The Council of the City of Toronto enacts:

1. Section 2(s) is deleted and replaced with the following:

(s) The maximum number of dwelling units and the maximum residential gross floor area for each of Blocks A, B, C, D and E, shall be as set out in the following table:

Block	Maximum No. of Dwelling Units Permitted	Maximum Gross Floor Area (square metres) Permitted
A	1,570	137,701
B	852	60,518
C	905	70,141
D	559	55,375
E	848	88,422
Total	4,734	412,157

2. Section 2(t) is deleted and replaced with the following:

(t) The maximum permitted commercial gross floor area of Block A shall be 2,143 square metres and the maximum permitted aggregated commercial floor area on Blocks B and C shall be 5,470 square metres;

3. Section 2(v) is deleted and replaced with the following:

(v) A minimum of 34 three-bedroom units shall be provided on Block C;

4. Section 2(w) is deleted and replaced with the following:

(w) Notwithstanding section (s) above:

- (i) increases up to 10% of the maximum number of dwelling units, as permitted within each block by the table in section (s), are allowed provided the total number of dwelling units on all of Blocks A, B, C, D, and E combined does not exceed 4,734 dwelling units;
- (ii) increases up to 10% of the maximum gross floor area, as permitted within each block by the table in section (s), are allowed provided the total gross floor area on all of Blocks A, B, C, D and E combined does not exceed 412,157 square metres of gross floor area;

## Definitions

5. For the purposes of this By-law, the following terms shall have the following meaning:

- a) "Car-share" means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometers driven, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable;
- b) "Car-share parking space" means a parking space that is exclusively reserved and actively used for car-sharing;
- c) "Type A Loading Space" means a loading space that is a minimum of 3.5 metres wide, 17.0 metres long and has a minimum vertical clearance of 4.4 metres;
- d) "Type B Loading Space" means a loading space that is a minimum of 3.5 metres wide, 11.0 metres long and has a minimum vertical clearance of 4.0 metres;
- e) "Type C Loading Space" means a loading space that is a minimum of 3.5 metres wide, 6.0 metres long and has a minimum vertical clearance of 3.0 metres; and
- f) "Type G Loading Space" means a loading space that is a minimum of 4.0 metres wide, 13.0 metres long and has a minimum vertical clearance of 6.1 metres.

### **Section 37 Provisions**

6. Pursuant to Section 37 of the Planning Act, and subject to compliance with this By-law, the increase in height and density of the development is permitted beyond that otherwise permitted on the lands shown on Schedule 1 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Appendix "1" hereof and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor.

Where Appendix "1" of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.

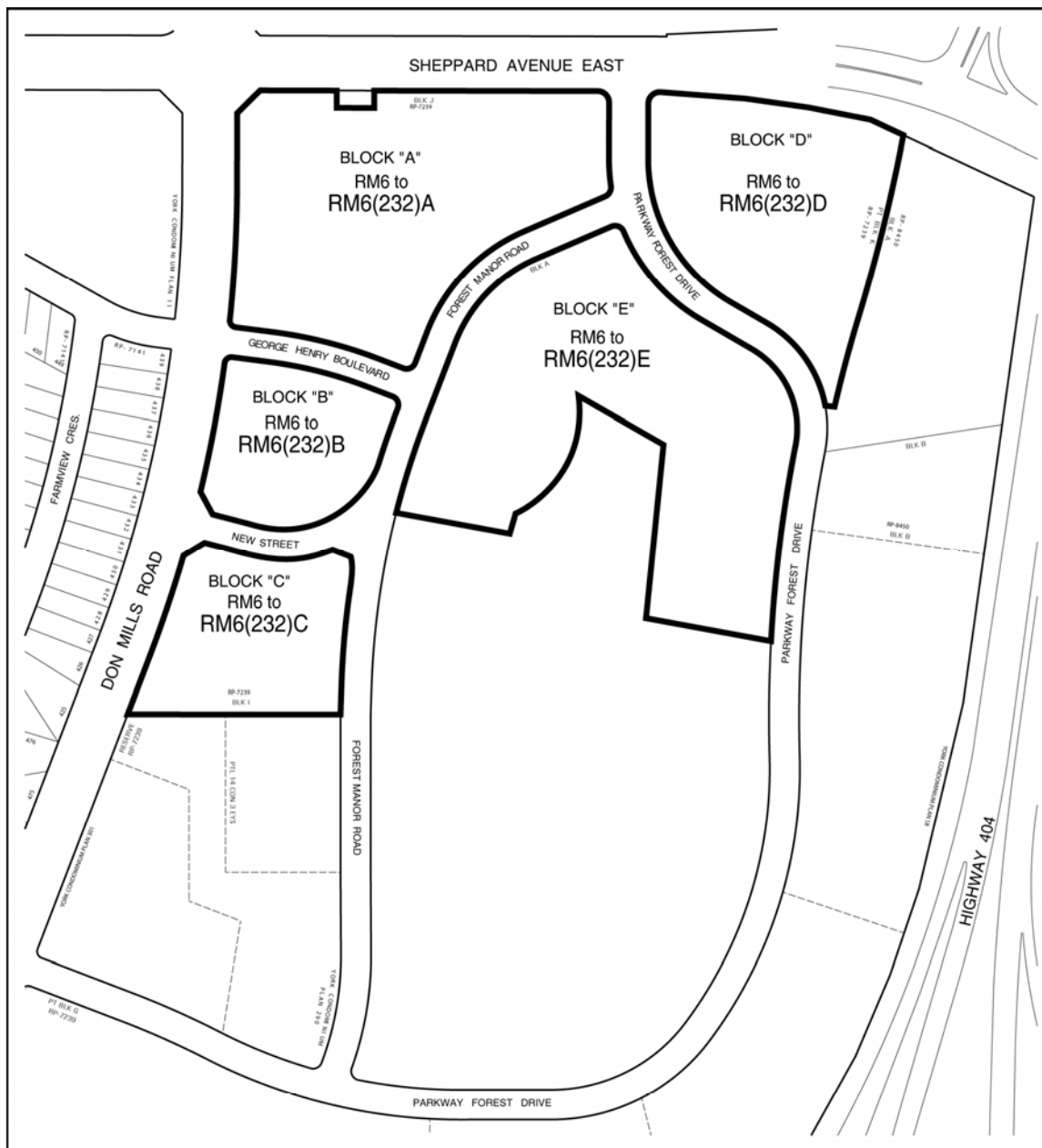
The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Appendix "1" are satisfied.

ENACTED AND PASSED this \_\_\_\_ day of \_\_\_\_\_, 2017.

FRANCIS NUNZIATA,  
Speaker

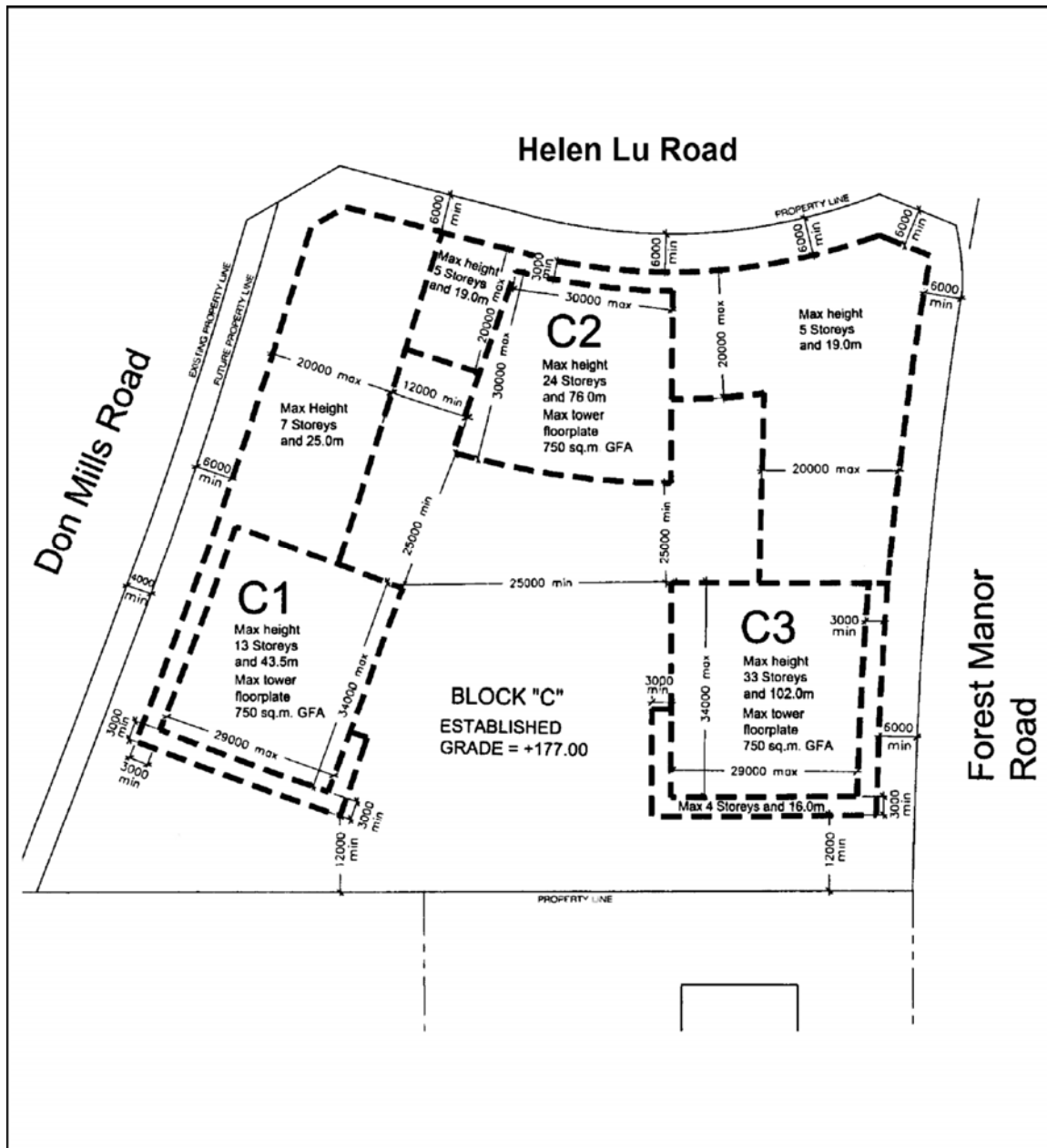
ULLI S. WATKISS  
City Clerk

(Seal of the City)

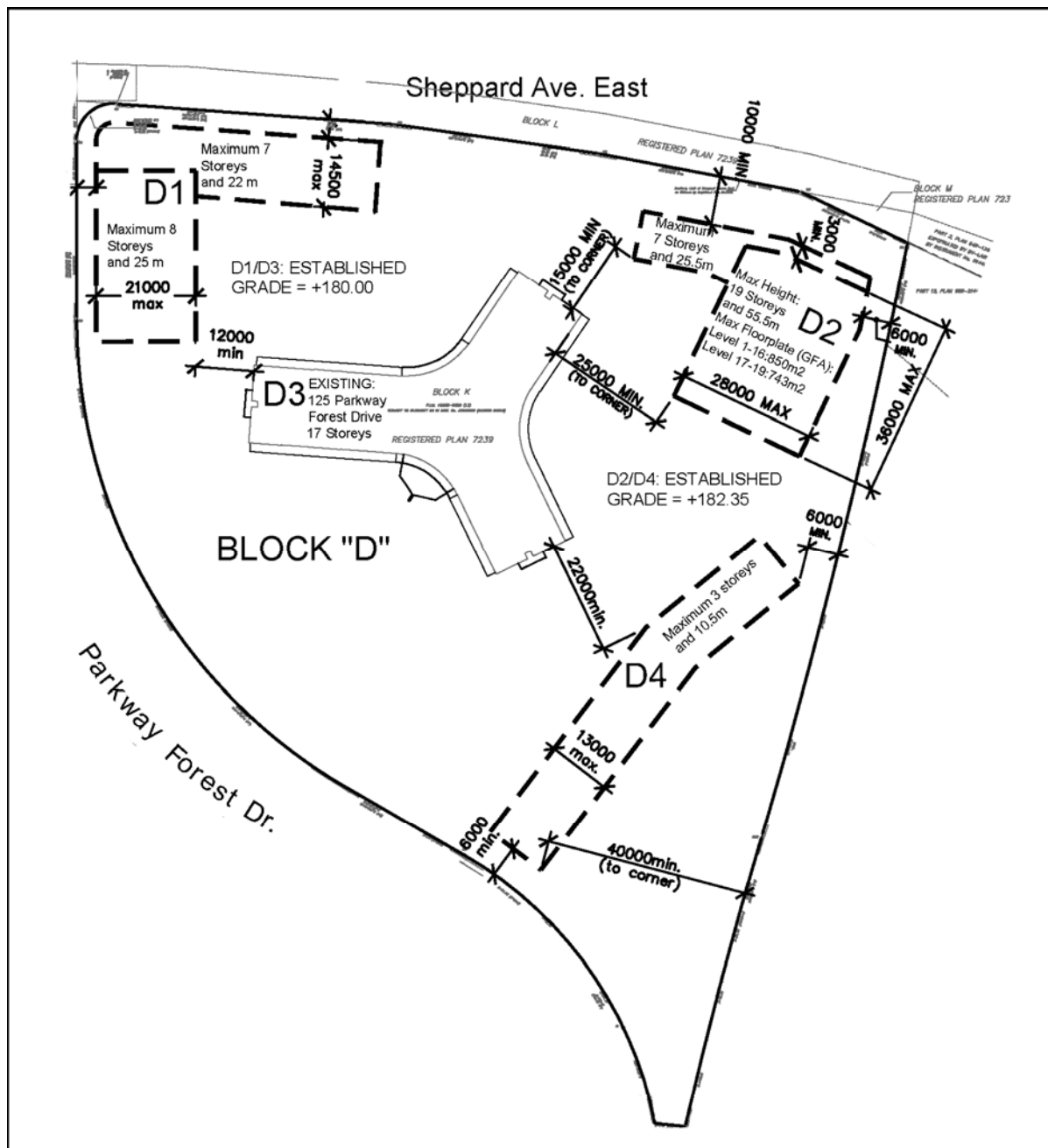














## **Appendix "1"**

### **Section 37 Provisions**

**The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in height and density of the proposed development on the lands as shown in Schedule "1" in this By-law and secured in an agreement or agreements under Section 37(3) of the Planning Act whereby the owner agrees as follow:**

- a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
  - i. Prior to issuance of an above grade building permit, the owner shall provide a certified cheque in the amount of \$400,000.00 to be used for the construction of an off-leash dog park at Havenbrook Park, with such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the date the payment is made;
  - ii. In the event the cash contribution referred to in (a) above has not been used for the intended purpose within three (3) years of the By-law coming into full force and effect, the cash contributions may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands; and
- b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
  - i. The Owner shall construct and enter into Agreements of Purchase and Sale (the "APS") for at least nine Affordable Ownership Housing Units with an affordable housing provider at nominal cost to the Provider, with such APS to be assignable at no additional cost, on the following terms:
  - ii. the total net floor area of the Affordable Ownership Housing Units shall not be less than 750m<sup>2</sup>;
  - iii. at least eight of the Affordable Ownership Housing Units shall have three bedrooms and be, on average, 82m<sup>2</sup> per unit in size;
  - iv. no more than one of the Affordable Ownership Housing Units may have two bedrooms and be at least 70m<sup>2</sup> in size;
  - v. all of the Affordable Ownership Housing Units shall be constructed to a fully-finished condition, to a similar standard as the units in the remainder of the Development;

- vi. parking and lockers shall be provided at a rate of at least one parking space and one locker per Affordable Ownership Housing Unit;
- vii. the Affordable Ownership Housing units will be generally dispersed throughout the building within which they are to be provided, and will have access to all building facilities and amenities on the same terms and conditions as the all other residents;
- viii. the Owner shall submit, in consultation with the Provider, the proposed layouts and locations of the Affordable Ownership Housing Units for the site plan application review process, and the final design and location of the units shall be to the satisfaction of the Chief Planner and Executive Director, City Planning, prior to the issuance of the Notice of Approval Conditions for the development;
- ix. the Affordable Ownership Housing Units shall be provided in either Building C1 or Building C2 of the development, or a combination of both;
- x. the Affordable Ownership Units shall only cost eligible households an amount at or below the Official Plan affordable ownership housing price for a period of at least 20 years;
- xi. The Owner shall enter into Agreements of Purchase and Sale ("the APS") for the Affordable Ownership Housing Units with the Provider and/or the City prior to the issuance of the first building permit for the development phase within which the units are to be provided pursuant to clauses b.i-x of this by-law, and the APS will be assignable at no additional cost;
- xii. The Owner shall enter into and register a Section 118 restriction under the *Land Titles Act* prior to first above-grade building permit for the final phase of the development to enable the implementation of the affordable housing provisions of the Section 37 agreement to the satisfaction of the City Solicitor in consultation with Chief Planner and Executive Director, City Planning;
- xiii. the Owner shall provide the following Transportation Demand Management requirements, to the satisfaction of the Director of Community Planning, North District:
  - the provision of four car-share spaces that are publicly accessible;
  - provision of secure, weather protected resident and visitor bike parking and bike repair stations in a publicly accessible location;
  - provision of at least one electric vehicle charging station within the publicly accessible parking area in Block C; and
  - six digital display facilities in a publicly accessible or visible location within the six condominiums on Blocks B and C, to provide real-time area transit and transportation service, status, alert, location, distance and access information shown in the display.

- xiv. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009 through the adoption of Item PG32.3 of the Planning and Growth Committee.

## Attachment 15: Project Data Sheet

### APPLICATION DATA SHEET

Application Type	Official Plan Amendment & Rezoning	Application Number:	16 245505 NNY 33 OZ
Details	OPA & Rezoning, Standard	Application Date:	November 1, 2016

Municipal Address: 32-50 FOREST MANOR ROAD (Block C)

Location Description: PLAN 7239 PT BLK I 66R23770 PART 1 \*\*GRID N3305

Project Description: Application to amend the Official Plan and Sheppard East Subway Corridor Secondary Plan to permit an increase in density on the Mixed Use Areas lands from 3.5 FSI to 3.99FSI, amend the Zoning By-law to permit an increase in gross floor area from 377,431m<sup>2</sup> to 412,157m<sup>2</sup>, an increase in the number of dwelling units from 4,344 to 4,734 units and increase the non-residential gross floor area from 4,000 m<sup>2</sup> to 5,470m<sup>2</sup>.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
BOUSFIELDS INC	BOUSFIELDS INC	WZMH ARCHITECTS	EMERALD CITY DEVELOPMENTS IV INC

### PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	RM6(232)
Zoning:	RM6	Historical Status:	N/A
Height Limit (m):	C1- 43.5m, C2- 76m, C3-102m	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	14774	Height:	Storeys:	33
Frontage (m):	123.7 (Don Mills Rd)		Metres:	102
Total Ground Floor Area (sq. m):	5000			<b>Total</b>
Total Residential GFA (sq. m):	70141		Parking Spaces:	935
Total Non-Residential GFA (sq. m):	4350		Loading Docks	4
Total GFA (sq. m):	74491			
Lot Coverage Ratio (%):	33.8			
Floor Space Index:	5.04 - Block C (3.99 Blocks A to D)			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		<b>Above Grade</b>	<b>Below Grade</b>
Rooms:	0	Residential GFA (sq. m):	70141	0
Bachelor:	0	Retail GFA (sq. m):	4350	0
1 Bedroom:	570	Office GFA (sq. m):	0	0
2 Bedroom:	301	Industrial GFA (sq. m):	0	0
3 + Bedroom:	34	Institutional/Other GFA (sq. m):	0	0
Total Units:	905			

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	Kathryn Moore, Planner
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