

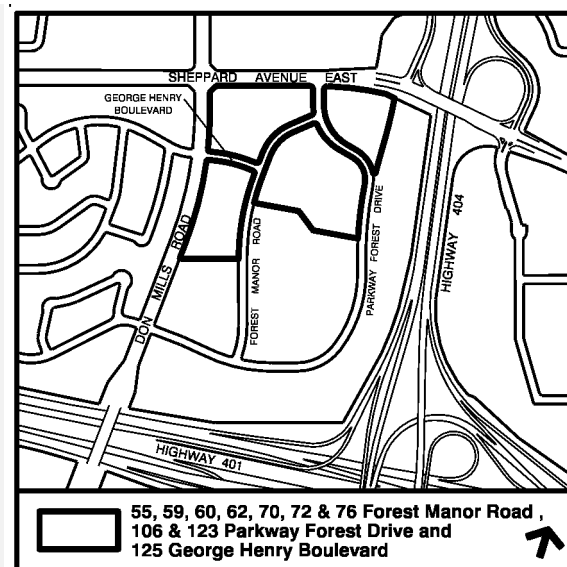
**55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard
Zoning By-law Amendment Application - Request for
Direction Report**

Date:	August 6, 2014
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 33 – Don Valley East
Reference Number:	13 267996 NNY 33 OZ

SUMMARY

This application proposes an amendment to site specific Zoning By-law No. 865-2008(OMB) zoning by-law to permit 600 additional dwelling units on lands in the Parkway Forest community municipally known as 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard. The proposed dwelling units would be accommodated in redesigned and reconfigured buildings on Blocks B and C located on the east side of Don Mills Road and on Blocks D (Buildings D2 and D4) and E (Building E2). No amendments are proposed with respect to gross floor area and density.

The application also proposes amendments to the three remaining holding ("H") symbols appended to site specific Zoning By-law No. 865-2008(OMB). The proposed amendments include changes to the maximum number of dwelling units associated with each holding symbol and the pre-conditions to be fulfilled for the removal of each of the remaining holding symbols.



The purpose of this report is to advise Council that on May 5, 2014 the applicant appealed the Zoning By-law Amendment application for 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard to the Ontario Municipal Board (OMB) citing City Council's failure to make a decision within the prescribed time frames set out in the *Planning Act*, and to seek direction regarding staff representation at the upcoming OMB hearing. A 2-day hearing is scheduled to commence October 2, 2014.

The applications were under review at the time of the appeal. Since that time the applicant has been working with staff to address outstanding design matters and technical requirements. Revised submissions were received May 1, 2014, May 20, 2014, June 27, 2014 and July 4, 2014 and are currently under review.

The report seeks Council's direction to oppose the proposal in its current form. The report is recommending built form changes including a redeployment of proposed floor area to provide additional building mass along the Forest Manor Road frontages, an increased separation distance between the proposed mid-rise buildings along Don Mills Road and the proposed 24-storey apartment buildings on Blocks B and C and streetscape improvements along the south side of Helen Lu Road near Don Mills Road. The report also recommends the applicant provide information to confirm the ground floor uses for all buildings to address Official Plan policies regarding grade relationships.

Staff is recommending the City Solicitor and appropriate staff be authorized to continue discussions with the applicant in an attempt to resolve the matters outlined in this report and any issues that may arise from the further review.

Staff is also recommending City Council authorize the City Solicitor to request the OMB to withhold its final Order approving the Zoning By-law Amendment until such time as the matters set out in the report are addressed.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council instruct the City Solicitor, together with City Planning staff and any other City staff as appropriate, to attend the OMB hearing in opposition to the proposal in its current form.
2. The City Solicitor and appropriate staff be authorized to continue discussions with the applicant in an attempt to resolve the built form changes and design related matters raised in this report and any issues that may arise from the further review.

3. As part of the continued discussions respecting the proposal, the issues set out in this report shall be addressed to the satisfaction of the Director, Community Planning, North York District, including:
 - a) the proposed floor area redeployed along the Forest Manor Road frontage above the entrance driveways so as to connect Buildings B2 and B3 and Buildings C2 and C3. As a minimum, the height of the proposed 3-storey bases on Buildings B3 and C3 should be increased to define the edge of the street as outlined in the Parkway Forest Context Plan;
 - b) sufficient information to confirm the ground floor uses for all buildings on Blocks B and C have views onto and, where possible, access to, adjacent streets;
 - c) a revised proposal that replaces the shared loading area proposed on Block C, at the corner of Helen Lu Road and Don Mills Road, with more active, at grade residential units that compliments the design proposed for Building B1 at the corner of George Henry Boulevard and Don Mills Road;
 - d) a revised submission that demonstrates an increased separation distance has been provided between Buildings B1 and B2 and Buildings C1 and C2 so as to improve views and privacy between the buildings as well as, to provide additional space for landscaping;
 - e) submit an updated phasing/master plan, such plan to be incorporated into an agreement, which sets out the remaining phases and number of dwelling units within each building to determine the number of dwelling units that would be associated with each of the remaining holding symbols; and
 - f) the applicant addressing any further comments received from the revised submission and further processing of the application.

4. In the event that the Ontario Municipal Board allows the appeal on the Zoning By-law Amendment application in whole or in part, City Council authorize the City Solicitor to request the OMB to withhold its Order until such time as:
 - a) An appropriate Zoning By-law amendment is prepared to the satisfaction of the Director, Community Planning, North York District and the City Solicitor. The implementing Zoning By-law should incorporate performance standards which include, but not be limited to, regulations on

parking and loading standards, maximum building heights, building transition, maximum building floor plates and envelopes, maximum gross floor area, minimum building setbacks, maximum number of dwelling units, phasing, minimum indoor and outdoor recreational amenity area, bicycle parking spaces, and appropriate Section 37 contributions;

- b) The Owner has entered into an agreement with the City to secure community benefits pursuant to Section 37 of the *Planning Act* to the satisfaction of the Director, Community Planning, North York District and City Solicitor requiring the Owner to:
 - i) Provide a cash contribution of \$250,000 to be used towards parks improvements to Parkway Forest Park.

The above contribution is to be paid prior to the issuance of the first above-grade building permit for the development, with such amounts to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Index for Toronto, calculated from the date of the Section 37 Agreement to the date of payment.

The following matter is to be secured in the Section 37 Agreement in support of the development:

- ii) The Owner shall construct and maintain the development in accordance with the Tier 1 performance measure of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009.
- c) The applicant addressing the requirements outlined in the memorandum dated June 25, 2014 to the satisfaction of the Engineering and Construction Services and at no cost to the City of Toronto.

Financial Impact

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

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 implement City Council's settlement on the revitalization of lands in the Parkway Forest community located in the area south of Sheppard Avenue East and east of Don Mills Road. The redevelopment called for the demolition and replacement of 332 rental units and the construction of 2,200 condominium units in a series of buildings ranging from 7 to 36 storeys in height.

The development is planned to be developed in phases over a number of years. The implementing 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 deal with matters pertaining to transportation, traffic management and the construction of the new community centre/child care facility. The holding symbols attached to Zoning By-law No. 865-2008(OMB) are removed by City Council through zoning by-law amendment, once the specific conditions associated with a holding symbol have been satisfied.

On November 27, 28 and 29, 2012, City Council enacted Zoning By-law No. 1645-2012 to remove the first holding symbol ("H-1") thereby leaving four remaining holding symbols on the lands. The removal of the "H-1" holding symbol and associated provisions allowed the Phase Two, 29-storey, 404-unit condominium apartment building along the Don Mills Road frontage (Block A -Buildings A5/A6) to proceed in accordance with the underlying zoning.

On January 15, 2014, North York Community Council considered a Preliminary Report for this rezoning application. The report provided background information on the application to permit 600 additional dwelling units on the lands as well as amendments to the four remaining holding ("H") symbols ("H-2", "H-3", "H-4" and "H-5") and recommended that a community consultation meeting be scheduled with the Ward Councillor and that notice for the public meeting be given according to the regulations of the *Planning Act*.

Community Council adopted the staff recommendations and further requested Planning staff to schedule a community consultation meeting on one of the applicant's requests under the application to amend the "H-2" holding symbol appended to the zoning of the site and bring forward a report on the request to the February 25, 2014 meeting of Community Council.

The Preliminary Report is available at the following web link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY29.14>

On February 25, 2014, North York Community Council considered the Final Report on the applicant's request under the rezoning application to change a pre-condition associated with "H-2" holding symbol attached to Zoning By-law 865-2008(OMB). Community Council adopted the staff report recommending the pre-condition for the removal of the "H-2" symbol be changed to require the owner to a post financial security to secure the completion of the new public road, the signalized intersection at Don Mills Road and matters in the Traffic Management Plan rather than their completion prior to removing the holding symbol.

On March 20, 2014, City Council enacted Zoning By-law No. 267-2014 to change the pre-condition to the removal of the "H-2" holding symbol (H). City Council also enacted Zoning By-law No. 268-2014 to remove the second holding symbol ("H-2") from Zoning By-law 865-2008(OMB) thereby leaving three remaining holding symbols ("H-3", "H-4" and "H-5") on the lands. The removal of the "H-2" holding symbol and associated provisions enabled the Phase Three, 316-unit, 7 to 25-storey condominium apartment building and 11-unit, 3-storey townhouses on Block A (Buildings A1/A3/A4) to be completed in accordance with the underlying zoning.

ISSUE BACKGROUND

Proposal

This application proposes an amendment to site specific Zoning By-law No. 865-2008(OMB) to permit 600 additional dwelling units on lands in the Parkway Forest community municipally known as 55, 59, 60, 62, 70 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard. The zoning currently permits 3,753 dwelling units comprising 2,200 new dwelling units, 1,221 existing rental apartment units and 332 rental replacement units. The proposed amendment would increase the overall number of permitted dwelling units to 4,353 on the subject lands. No amendments are proposed with respect to maximum gross floor area and density.

The majority of the proposed 600 dwelling units (560 units) would be accommodated in redesigned and reconfigured buildings on Blocks B and C located along the Don Mills Road frontage. The remaining 40 dwelling units accommodated on Block D (24 units) in Buildings D2 and D4 and on the top floor of Building E2 on Block E (16 units). The development blocks are shown on Attachment 1 – Master Plan. The proposed site plan for Blocks B and C are shown on Attachment 2 – Site Plan Blocks B and C. The site Plan for Block D is shown on Attachment 3 – Site Plan Block D. Building E2 is located on west side of Parkway Forest Drive (refer to Attachment 1 - Master Site Plan). The proposed amendments would increase the maximum number of permitted dwelling units on Block B from 400 to 750 units and on Block C from 416 dwelling units to 626 units.

The following is a breakdown of the number of units proposed within each building proposed on Blocks B and C:

Block B	Block C
Building B1 = 245 units	Building C1 = 205 units
Building B2 = 240 units	Building C2 = 210 units
<u>Building B3 = 265 units</u>	<u>Building C3 = 211 units</u>
Total 750 units	Total 626 units

The approved form of development on each of Blocks B and C can be described as "H" shaped connected buildings designed with 7-storey streetwall buildings along the Don Mills Road and Forest Manor Road frontages connected by a 13-storey tall building along Don Mills Road terracing up to 25-storeys towards Forest Manor Road. The proposed form of development removes the central terraced "spine" of the approved form and replaces it with three point towers on each block along Don Mills Road, the new public street (Helen Lu Road) and Forest Manor Road.

As shown on Attachment 2 – Site Plan Blocks B and C, Buildings B2 and C2 are 24 storey towers proposed along the Helen Lu Road frontages of the two blocks. Buildings B3 and C3 are proposed along Forest Manor Road with heights of 33 storeys. The proposed layout on each block creates point towers that surround shared an open arrival courtyard similar to the form of development currently under construction on Block A. Streetwall buildings with heights ranging from 3 to 7 storeys continue to be proposed along the street edges of both blocks. Finally, the previously approved 13-storey tower elements (Buildings B1 and C1) along Don Mills Road on both blocks are proposed to be re-positioned along the frontage.

Attachment 6 – Massing Comparison, graphically illustrates the difference between the approved "H" form of development on Blocks B and C compared to the form of development proposed through this application.

Through this rezoning application the applicant is also seeking amendments to the site specific zoning by-law to permit a 19-storey rental apartment building rather than the previously proposed 17-storey condominium building on Block D. The applicant is also seeking permission to increase the Sheppard Avenue East building setback to the approved apartment building (D2) as well as, a revised location for the previously approved townhouse block (D4). The revised site plan for Block D is shown on Attachment 3: Site Plan Block D.

In addition to the requested amendments to increase the overall maximum number of permitted dwelling units and maximum permitted building heights, the application proposes amendments to the three remaining holding ("H") symbols appended to the zoning of the lands.

Zoning By-law 865-2008(OMB) included a complex system of five holding zones ("H-1", "H-2", "H-3", "H-4" and "H-5") that set out criteria to be fulfilled to enable incremental development to proceed in accordance with the underlying zoning (see Attachment 9). The holding symbols identify provisions on matters that must be fulfilled at various stages of redevelopment. The provisions include the construction of a new public road and signalization at Don Mills Road, the construction of a community centre/child care facility, outdoor swimming pool, accessory building and parkland enhancements on Parkway Forest Park and transportation matters.

The transportation provisions in the holding zone system require a number of matters to be fulfilled including the submission of a Traffic Management Plan that reviews traffic conditions in the Parkway Forest and Henry Farm Community and the submission of two Traffic Impact Analyses: one to determine the requirement for a westbound Sheppard Avenue East to southbound Don Mills Road double left turning lane; the other to demonstrate sufficient capacity is available to increase the number of new dwelling units from 1,655 to 2,200 units.

As noted previously, zoning by-law amendments to remove the first two holding symbols ("H-1" and "H-2") have been enacted by City Council thereby leaving three holding symbols on the lands ("H-3", "H-4" and "H-5").

The application also proposes amendments to the number of units permitted within each of the three remaining holding ("H") symbols and the pre-conditions to be satisfied before removing a holding symbol. This is discussed in detail further on in the report.

Site and Surrounding Area

The Parkway Forest neighbourhood is currently comprised of apartment buildings with heights up to 36 storeys and a series of townhouse developments. The apartments are characteristic of towers in the park, with extensive open space, mature trees and surface parking surrounding the buildings. The majority of the residences in the neighbourhood are rental units.

The following is a summary of the area context of the Parkway Forest neighbourhood:

North: Sheppard Avenue East, then Fairview Mall;
South: Highway 401, then a neighbourhood of high rise apartments with building heights up to 26 storeys in the Graydon Hall community;
East: Highway 404, then Consumers Road Business Park;
West: Don Mills Road, then single family dwellings.

At the centre of the neighbourhood is a public park, an elementary school (Forest Manor Public School) and a privately owned recreational facility. The private recreation facility contains an indoor swimming pool, gymnasium, meeting room space, and a 72-space childcare centre operated by the YMCA. The recreation facility was originally designed to meet the indoor community space needs for residents in the surrounding community. The facility is over 30 years old and has fallen into disrepair. The facility will be demolished and replaced, generally in its place, with an outdoor swimming pool, accessory building and parkland enhancements. The new child care facility will be relocated to a new public community centre once construction has been completed (refer to next section in this report for discussion of the Parkway Forest Community Centre).

The application sites are located on five separate development blocks (A, B, C, D and E) in the Parkway Forest neighborhood (refer to Attachment 1 – Master Plan). Blocks A, D and E contain five, 17-storey rental apartment buildings (65 & 80 Forest Manor Road and 100, 110 & 125 Parkway Forest Dr) and a series of recently constructed infill rental replacement buildings and/or condominium buildings currently under construction. Blocks B and C are currently vacant. They were originally developed with rental townhouses (32-50 Forest Manor Road). The units were demolished within the past year and new rental replacement units were built on Blocks A, D and E.

The revitalization of this area calls for the demolition and replacement of 332 rental units and the construction of 2,200 condominium units in a series of buildings ranging from 7 to 36 storeys in height. The development will be phased over a number of years. To date, 251 of the 332 rental replacement units have been provided in three recently constructed buildings comprising two 7-storey rental apartment buildings (with ground floor community agency space) at the corners of Sheppard Avenue East and Parkway Forest Drive (Blocks A and D) and a 7-storey rental apartment building/townhouse development on the east side of Forest Manor Road (on Block E). Construction of the final rental replacement apartment building (also on Block E) is anticipated to be completed later this year. It should be noted that all tenants affected by rental demolition have either relocated to the recently completed buildings in the community or have opted to receive a financial relocation package stipulated in the Section 37 Agreement.

Construction is nearing completion on the first three phases of condominium development located on Block A at Don Mills Road and Sheppard Avenue East and the Parkway Forest Community Centre. The revitalization of the Parkway Forest community also includes 804 m² of community agency space that has been provided on the ground floors of the rental apartment building at both corners of Sheppard Avenue East and Parkway Forest Drive and a new public road (Helen Lu Road) that will connect Forest Manor Road to a new signalized intersection at Don Mills Road.

Parkway Forest Community Centre

Construction is nearing completion on the new community centre/child care facility. Construction of the outdoor swimming pool (lap pool and teaching pool) and accessory pool pavilion building will commence upon completion of the community centre/child care facility. Construction was phased to accommodate the continuous operation and seamless relocation of the existing child care facility within the new community centre. The new community centre/child care facility is located on City owned parkland in the southwest corner of Block E along Forest Manor Road (refer to Attachments 1 and 3). The outdoor swimming pool, accessory building and parkland enhancements will be located in the area north/east of the proposed community centre/child care (where the existing private recreational/child care facility is located) on lands that will be conveyed to the City.

The community centre/child care facility will have a gross floor area of approximately 5,143 m² (55,359 ft²) including 846m² (9,106 ft²) dedicated for childcare space. The new childcare facility will serve 82 children, ranging from infants to preschoolers. The recreation facility will include multi-purpose rooms and meeting rooms, a gymnasium, walking track, fitness centre, office space, change rooms and kitchen. The community centre is being designed and constructed at no 'capital cost' to the City and is funded through Section 37 benefits. Parking would also be provided at no 'capital cost' to the City. All required financial securities to cover the cost of the facilities and parking have been submitted to the City. The facility is scheduled to be substantially completed next month. The Phase 2 outdoor swimming pool, pool building and parkland enhancements are scheduled to be substantially completed by July 2015.

New Public Road (Helen Lu Road)

Construction has commenced on a new public road that will connect Forest Manor Road to a new signalized intersection at Don Mills Road. The new public road will be located in an area that bisect the lands originally developed with rental townhomes (32-50 Forest Manor Road) to create two new development blocks (Blocks B and C) on either side of the road (refer to Attachments 1 and 3).

The new road was secured through a Plan of Subdivision application. The functional design of the new road has been approved and the Subdivision Agreement has been registered. In addition, financial securities have been posted to ensure construction of the new road as well as the installation of the traffic signals at Don Mills Road. It is anticipated the public road, the traffic signalization at Don Mills Road, the all-way stop control at the intersection of Parkway Forest Drive and Forest Manor Road and the pedestrian crossover at the north leg of the new public road and Forest Manor Road (as per the approved Traffic Management Plan) will be substantially completed by May 2015.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities: wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems

and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The lands are designated *Mixed Use Areas* on Land Use Map 16 of the Toronto 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), 4.5(2) (Development Criteria in *Mixed Use Areas*) and 5.1.1 (Section 37 – Height and/or Density Incentives). The Secondary Plan for the area provides further direction on these matters.

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

Sheppard East Subway Corridor Secondary Plan

The site is also subject to the Sheppard East Subway Corridor Secondary Plan set out in Chapter 6, Section 9 of the Toronto Official 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. As noted previously, the majority of the proposed 600 dwelling units would be accommodated within the *Mixed Use Areas* lands in Blocks B and C along Don Mills Road.

The Secondary Plan provides for development at a pedestrian scale with buildings framing the streets and heights generally in proportion to the width of adjacent streets. The Secondary Plan states that generally, the highest densities and building heights should be promoted closest to the subway stations. Along those parts of Sheppard Avenue East that are not in proximity to subway stations the maximum height is generally 6 storeys. Aside from this policy, there are no specific height requirements in the Official Plan or Secondary Plan. Rather, development is guided by the built form policies found in Sections 3.1.2 (*Built Form*), and 4.5.2 (Development Criteria in *Mixed*

Use Areas) of the Official Plan, and Section 4.4 (*Urban Design Principles*) of the Secondary Plan. These policies speak to the appropriate built form for new buildings and considerations of neighbourhood context and fit.

It is a policy of the Secondary Plan that residential communities located outside the areas appropriate for reurbanization in close proximity to the subway stations, be protected and enhanced as stable residential neighbourhoods. It is a policy of the Plan that the height of any building, or any portion thereof, not exceed the horizontal distance separating such building or portion thereof from the nearest property line of a lot within a designated stable residential neighbourhood (in other words the height of new buildings should fall beneath a 45 degree angular plane). The nearest stable residential neighbourhood from the subject site is located on the west side of Don Mills Road.

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 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. Area specific criteria relevant to this application include the provision of a new public road between Blocks B and C to connect Forest Manor Road to Don Mills Road, improving pedestrian connections to the Don Mills Subway Station and within the community and new development needs to be sensitive to the remaining uses and built forms within the Key Development Area.

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

Context Plan for Parkway Forest

The Secondary Plan includes an implementation policy that contemplates the use of Context Plans for sites within key development areas to ensure development is coordinated in conformity with the Secondary Plan. Context Plans are generally required for large sites and comprehensive developments.

A Context Plan for this area was adopted by City Council in July 2007. While the Secondary Plan provides a vision for the level and form of development along the corridor, the Context Plan helps define the specific pattern and built form characteristics of development in Parkway Forest community. The Context Plan applies to the area stretching from the southeast corner of Don Mills Road and Sheppard Avenue East to the existing south property line of 32-50 Forest Manor Road, Parkway Forest Park and the eastern property line of 100 and 121 Parkway Forest Drive and will be used to evaluate and inform the application.

The Context Plan consists of a Block Diagram, Structure Plan, Linkage Diagram and Building Heights Diagram integrating the transportation and open space options for the area as well as urban design guidelines to assist Council in its decisions on development applications. Together, the maps and design principles provide a framework for the co-ordinated and incremental development of land in this neighbourhood. Refinements to the development criteria are to be examined as applications proceed through the review process.

The Context Plan provides for mid-rise buildings defining the Don Mills Road and George Henry Boulevard with building heights stepping up to a maximum height of 25 storeys on Blocks B and C. The Context Plan also speaks to special sites that are shown on the Structure Plan and referred to as "Gateway Buildings". Gateway sites include the corner properties at George Henry Boulevard and the new public road where they intersect with Don Mills Road. Buildings on these sites define view corridors and prominent site entrances.

The Parkway Forest Context Plan is available on the City's website at:
<http://www1.toronto.ca/staticfiles/City%20Of%20Toronto/City%20Planning/Urban%20Design/Files/pdf/UD%20Guidelines/District/ParkwayForest.pdf>

Zoning

The lands are currently zoned RM6(168)A (H-3)(H-4)(H-5) by site specific Zoning By-law No. 865-2008(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 residential gross floor area of 377,431m², a maximum commercial gross floor area of 2,143 m² (on Block A) and a minimum gross floor area of 804 m² of community agency space (Blocks A and D). The by-law sets out a maximum permitted dwelling units of 3,753 units that comprise 2,200 new condominium units, 1,221 existing rental apartment units and 332 rental replacement units. The by-law includes a table that sets out a maximum number of dwelling units and residential gross floor area per block and allows increases 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 zoning by-law also includes a series holding symbols ("H") that are attached to the zoning of the lands to ensure transportation improvements including the new public road and community services and facilities will be provided in a timely manner. Certain pre-conditions associated with each holding symbol must be satisfied before residential

development can proceed in accordance with the underlying zoning. The pre-conditions to be fulfilled for the removal of each of the five holding symbols are described in more detail in Attachment 9. As noted previously, City Council has amended site specific Zoning By-law No. 865-2008(OMB) to remove the "H-1" and "H-2" holding symbols therefore holding symbols "H-3", "H-4" and "H-5" now apply to the lands.

Site Plan Control

A number of site plan applications have been filed, some of which are active and currently being processed.

As noted previously in this report, three of the four rental replacement buildings (A2 and D1 along Sheppard Avenue East and Building E1/E7 along east side of Forest Manor Road on Attachment 1) have been completed and are currently occupied. The fourth rental building, Building E2, located on the west side of Parkway Forest Drive, is currently under construction.

On March 28, 2008 the applicant filed a Site Plan Application for three phases of condominium development on the Block A lands. Site Plan approvals and building permits have been issued for all three phases. Construction has recently been completed on Phases One and Two and construction is nearing completion on Phase Three. Phase One is a 36-storey, 479-unit condominium apartment building (Buildings A7/A8) located at the corner of Sheppard Avenue East and Don Mills Road. Phase two is a 29-storey, 404-unit condominium apartment building (Buildings A5/A6) located along the Don Mills Road frontage. Phase Three is a 25-storey, 316-unit condominium apartment building (Buildings A1/A4) and 10, 3-storey townhouse block (Building A4) on the north side of George Henry Boulevard and west side of Forest Manor Road. In total, development on Block A comprises 1,210 of the permitted 2,200 new dwelling units in Parkway Forest. The remaining 990 new dwelling units would be located on Blocks B and C along Don Mills Road and Block D fronting Parkway Forest Drive and Sheppard Avenue East.

On December 9, 2011 the applicant submitted a Site Plan application for the new public community centre/child care facility, outdoor swimming pool (lap pool and teaching pool) and accessory pool pavilion building. The application also includes details of the various parkland enhancements including multi-purpose sports courts, playgrounds, walkways, furniture, lighting and hard and soft landscaping. Site Plan approval and Building Permits have been issued and the first of a two phased construction program (community centre/child care facility) is nearing completion.

On November 8, 2013, the applicant filed a Site Plan application requesting a revision to the Site Plan agreement registered for Building E2 on Block E at 106 Parkway Forest Drive. The application proposes to add a 7th floor to accommodate 16 additional rental units whereas the Site Plan approval is based on a 6-storey, 81-unit rental apartment

development. While the site specific zoning by-law permits a 7-storey building at this location, a minor variance application was necessary to accommodate the additional dwelling units prior to Council removing the "H-3" holding symbol. On May 28, 2014, the Committee of Adjustment refused the application. The decision was subsequently appealed to the Ontario Municipal Board. At the time of writing this report a hearing had yet to be scheduled.

On November 22, 2013, the applicant filed a Site Plan Application for the first phase of residential condominium development on Block B (Building B1), comprising a 7 to 13-storey, 245-unit condominium building along Don Mills Road. The application is currently being reviewed concurrently with the zoning by-law amendment application.

On December 20, 2013 a Site Plan Application was filed for development on Block D comprising a 19-storey, 188-unit rental apartment building (Building D2) along the Sheppard Avenue East frontage of the site and ten, 3-storey rental townhouse units (Building D4) located along the Parkway Forest Drive in the area west of an entrance driveway to D2. The application is currently being reviewed concurrently with the zoning by-law amendment application. The applicant is seeking permission through the rezoning application to amend the zoning by-law to increase the building setback of D2 along Sheppard Avenue East from 3 metres to 10 metres (to address MTO requirements), to increase the number storeys on Building D2 from 17 to 19 storeys (the geodetic height of the building is proposed to remain at 55.5 metres) and to relocate the townhouses from the west side of the entrance driveway to the east side of the driveway.

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 their context and minimize their local impacts. The Guidelines have been used to inform the review and assessment of the proposal.

The City-wide Guidelines are available at:

http://www1.toronto.ca/staticfiles/city_of_toronto/city_planning/urban_design/files/pdf/tall-buildings.pdf

Performance Standards for Mid-Rise Buildings

At its meeting on July 6, 7 and 8, 2010, City Council adopted a staff recommendation to use the Performance Standards for Mid-Rise Buildings in the "Avenues & Mid-Rise Buildings Study" (May 2010) in evaluating future mid-rise building development applications for a two year monitoring period. At that time, Council provided City Planning with a series of directions to encourage the realization of the 'vision' of the

Avenues more quickly, and to monitor the Performance Standards over a two-year period.

The Performance Standards are guided by Official Plan objectives to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent *Neighbourhoods*. They are intended to provide simple, straightforward guidance for those seeking to develop mid-rise projects on the *Avenues*.

In November 2013, City Council extended the monitoring period to the end of May 2014, and directed City Planning to include resident and ratepayer groups as stakeholders in any consultations.

In May 2014, City Planning provided an update to the monitoring period to Planning and Growth Management Committee.

The Performance Standards for Mid-Rise Buildings has been used to inform the review and assessment of the proposal. The Performance Standards is available on the City's website at: <http://www.toronto.ca/planning/midrisestudy.htm>

Tree Preservation

An Arborist Report and tree inventory plan has been submitted with the application and will be reviewed to determine the condition of existing trees and any necessary tree protection and maintenance plan. The owner will be required to obtain the necessary permits prior to removing any trees pursuant to Private Tree Protection By-law No. 780-2004 and the 'Trees On City Streets' By-law.

Reasons for the Application

The proposed development will require an amendment to site specific Zoning By-law No. 865-2008(OMB) to permit a revised form of development including an increase in building height from 25 to 33 storeys on Blocks B and C, an increase in the overall number of new dwelling units from 2,200 to 2,800 and amendments to the schedule to the by-law that specifies the layout and configuration of the buildings. Appropriate standards would be established through a site specific exception.

An amendment to the zoning by-law is also required to the three remaining holding ("H") symbols on the lands. Amendments are proposed to increase the maximum number of dwelling units permitted on a block by block basis as well as the criteria to be fulfilled for the removal of each of the three remaining holding symbols.

Ontario Municipal Board Appeal

On May 5, 2014 the applicant filed an appeal of the Zoning By-law Amendment application to the OMB, citing Council's failure to make a decision on the application within the prescribed timelines of the Planning Act. A 2-day hearing is scheduled to commence October 2, 2014.

Community Consultation

On March 27, 2014, a community consultation meeting was held at Forest Manor Public School in the Parkway Forest community. Approximately 125 members of the public attended along with the applicant and its consultants, the Ward Councillor and City Planning staff. Planning staff presented an overview of the planning process and the applicant presented their proposal. The following issues and concerns were expressed by the local community:

- Sheppard Avenue East is congested in the morning and evening rush hours and the proposal would add to the congestion, particularly at the signalized intersections at Don Mills Road, Parkway Forest Drive and the Yorkland Blvd/Highway 404 northbound ramp;
- southbound trains at the Yonge-Sheppard TTC Station are overcrowded in morning rush hours resulting in ridership delay;
- the proposal does not address and/or resolve existing traffic issues in the area;
- the City should require the applicant to provide the westbound double left-turn lane at the Don Mills Road/Sheppard Avenue East intersection
- traffic infiltration into the Henry Farm community west of Don Mills Road;
- an inadequate supply of tenant and visitor parking could result in on-street parking;
- environmental impacts associated with the development such as air pollution;
- the proposal should include provision for a non-residential uses such as a food store;
- the development leads to population overcrowding and crime;
- the height, scale and massing of the proposed buildings;
- light, view and privacy impacts on adjacent and nearby properties;
- the proposed building heights will create shadow impacts on the properties west of Don Mills Road;
- inadequacy of necessary infrastructure to serve the development such as the low water pressure in the area;
- the development will put more strain on an already out dated hydro grid;
- larger dwelling units should be provided; and
- the lack of school space in the area to accommodate students from the development; and
- the design of the buildings should include yellow/buff coloured brick to complement the recently constructed rental buildings in the community.

Circulation of Revisions

The initial application and subsequent revisions were circulated to all appropriate agencies and City divisions. On June 27, 2014, July 3, 2014 and July 14, 2014 revised plans were received and circulated to all appropriate agencies and City divisions for review and comment. This report recommends that the OMB withhold its Order approving the amending Zoning By-law until the applicant has satisfactorily addressed any outstanding requirements resulting from the further review.

COMMENTS

Provincial Policy Statement and Provincial Plans

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Key objectives include: building strong communities; wide use and management of resources; and protecting public health and safety. The Province of Ontario has recently issued an updated PPS which is effective April 30, 2014 and applies to any planning decisions made on or after that date.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. The policies contained in the Growth Plan are to be read in conjunction with all applicable provisions of the PPS.

Both of these documents are high-level and broad reaching. The PPS states that the most important method of implementing the policies is a municipality's Official Plan which guides the method of intensification and where it should be focused. Should the applicant address the issues set out in this report, the proposal will be consistent with the PPS and Growth Plan.

Land Use

The *Mixed Use Areas* designation of the Official Plan permits a broad range of commercial, residential and institutional uses in single use or mixed use buildings. The Plan envisions that development in mixed use areas will be a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community. The Secondary Plan provides further descriptive guidance with regard to the development of *Mixed Use Areas* stating that such areas “may be permitted to be developed primarily for residential uses, however, mixed use developments with non-residential uses such as retail or small offices at grade with multiple residential or offices located above grade are encouraged along the Sheppard Avenue East frontage”.

At the community consultation meeting held on March 27, 2014 the community expressed a desire for the inclusion of non-residential permissions for Blocks B and C to accommodate a food store. Blocks B and C are designated *Mixed Use Areas* which permits a broad range of commercial uses therefore the use would conform to the Plan. Currently, site specific Zoning By-law No. 865-2008(OMB) contains permission for non-residential uses only on Block A. The permissions include community agency space, retail stores, personal service shops, business and professional offices, restaurants and financial institutions. The by-law limits the gross floor area to 2,143 m² and requires

parking to be provided at a rate of 1 parking spaces per 56 m² of gross floor area, of which 50% may be shared with residential visitor parking. The applicant is prepared to extend these same use permissions to Blocks B and C at a maximum gross floor area of 4,000 m² with the same parking rates that are applied to the non-residential uses on Block A.

The proposed residential uses on Blocks B and C, including the grade related non-residential uses the applicant is now seeking, are consistent with the Official Plan and Secondary Plan objectives for *Mixed Use Areas*. The non-residential uses would help fulfill the role of the planned function of the *Mixed Uses Areas* designation of the Official Plan.

The amending Zoning By-law would incorporate the above noted uses including parking rates to the satisfaction of the Director, Transportation Services, North York District. The specific design and location of the non-residential uses would be reviewed during the Site Plan approval process.

Height, Massing & Built Form

The Official Plan public realm policies call for comfortable, safe, and accessible public streets, parks, and open spaces, and street-oriented developments. 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. The Plan includes specific built form policies regarding tall buildings, and the City's Tall Buildings Guidelines provide detailed guidance on the design of tall buildings. The City's Performance Standards for Mid-Rise Buildings along *Avenues* also provides built form guidance. The policies and guidelines speak to the appropriate built form for new buildings and considerations of neighbourhood context and fit.

The Parkway Forest Context Plan for this area is comprised of Block Diagram, a Structure Plan, a Linkage Diagram, a height Diagram and a set of urban design guidelines to assist Council in its decisions on development applications. It provides a framework for development in the area and demonstrates how the objectives of the Official Plan and Secondary Plan to intensify the neighbourhood can be achieved. The Context Plan is intended to have some flexibility, with opportunities for refinement as redevelopment proceed in the area.

The above noted policies and guidelines have informed the review and assessment of the proposal.

It is a policy of the Official Plan that new development be located and organized to fit with its existing and/or planned context. The Plan goes on to state new development will frame and support adjacent streets to improve safety, pedestrian interest and casual views

to these spaces by generally locating buildings parallel to the street with a consistent setback. The proposed built form along Don Mills Road, George Henry Boulevard and for the most part along Helen Lu Road would satisfy this policy objective, however staff continue to have concerns with the proposed built form along the Forest Manor Road edges.

In support of Official Plan policy and in keeping with the urban design principles in the Parkway Forest Context Plan, staff is recommending that some floor area be redeployed to the Forest Manor Road frontages over the proposed entrance driveways to connect Buildings B2 and B3 and Buildings C2 and C3. As a minimum, the proposed 3-storey bases on Buildings B3 and C3 should be increased to define the edge of the street as outlined in the Parkway Forest Context Plan.

The Secondary Plan states the highest heights and densities be permitted at the major intersections, near transit stations (subway and GO) and adjacent to Highway 401. No amendments are proposed with respect to gross floor area and density. The tallest building in the area is 36-storeys and is located at the intersection of Sheppard Avenue East and Don Mills Road at the Don Mills Subway Station. At 33-storeys, the proposed buildings on Blocks B and C of the development would conform to the height policy in the Secondary Plan.

The Secondary Plan also states particular attention should be given to the height relationship between new buildings within *Mixed Use Areas* and detached and semi-detached dwellings on properties designated *Neighbourhoods* outside the development nodes. It is noted the properties designated *Neighbourhoods* outside the Don Mills Node includes the lands west of Don Mills Road, opposite the Block C lands in Parkway Forest. The *Neighbourhoods* lands opposite the Block B lands in Parkway Forest are located within the node. It is a policy of the Plan that the height of any building, or any portion thereof, not exceed the horizontal distance separating such building or portion thereof from the nearest property line of a lot within a designated stable residential neighbourhood (in other words the height of new buildings should fall beneath a 45 degree angular plane). The nearest stable residential neighbourhood from the subject site is located on the west side of Don Mills Road.

As illustrated on Attachment 7 – Sections, all parts of the proposed buildings, including the 33-storey towers, are under a 45-degree angular plane measured from the closest low-rise residential properties to the west. The proposed design locates the tallest buildings at the greatest distance from the low-rise residential area to the west, with heights stepping down towards Don Mills Road. The deployment of building heights results in an appropriate transition in height across both development blocks. The gradation of heights within the blocks and the separation distances of each tower from one another will create visual interest to the skyline and maintain adequate skyviews from adjacent streets and maintain privacy between the towers. The buildings have been designed to address maximum floor plate sizes and minimum tower separation in the City's Tall Building

Guidelines. As set out in the next section of the report, the slender point tower design of the buildings will not create adverse shadowing, privacy or sky view impacts.

The proposed heights conform to the transition policy in the Secondary Plan.

Light and Privacy

Built Form Policy 3.1.2.3 of the Official Plan requires new development to be massed and designed to limit its impact on neighbouring streets, open spaces and properties by providing for adequate light and privacy. The City's Tall Buildings Guidelines as well as, the City's Performance Standards for Mid-Rise Buildings along *Avenues* provides detailed guidance that speak to the appropriate built form for new buildings and considerations of context and fit.

In terms of privacy and sky view impacts between the proposed towers, the proposed towers exceed the minimum distance separation identified in the Tall Building Design Guidelines. Further, the tower portion of the southernmost tower proposed on Block C (C3) would have separation distance of approximately 30 metres to the nearest existing apartment building to the south (at 24 Forest Manor Road). The floor plates of the tower portions of the buildings are within the 750m² maximum recommended by the guidelines and together with their shape and orientation on the site would result in acceptable light and skyview conditions.

Notwithstanding the above, staff have concerns with the distance relationships between the mid-rise buildings along the Don Mills Road frontage (Buildings B1 and C1) and the adjacent tall buildings (Buildings B2 and C2). In both instances, an increased separation distance should be achieved. Staff note there is ample space within the blocks to allow for this adjustment while maintaining minimum separation distances between the towers and adjacent buildings.

Concerns were expressed at the community consultation meeting that the development may create undesirable overlook and privacy concerns for the existing residents located on the west side of Don Mills Road. The Official Plan includes policy direction that speaks to the relationship between new development and adjacent or nearby lower-scale *Neighbourhoods*. In particular, policy 4.5(2)(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or stepping down of heights towards lower scale *Neighbourhoods*.

The proposal addresses this policy by providing an appropriate transition towards the lower scale *Neighbourhoods* designation to the west. The 24-storey building (B2) and 33-storey building (B3) on Block B are set back approximately 60 metres and 115 metres respectively from the lower scale *Neighbourhood* to the west; the 24-storey building (C2) and 33-storey buildings (C3) on Block C are set back approximately 60 metres and 120 metres respectively. These separation distances minimize the potential for overlook and privacy impacts.

The current zoning permits 7-storey streetwall buildings along the Don Mills Road frontages of Blocks B and C with 13-storeys at the mid-point of each block (see Attachment 6: Massing Comparison). The application proposes shifting the 13-storey portions (north on Block B and south on Block C). The proposal maintains a continuous 7-storey streetwall along Don Mills Road and relocates the 13-storey building portions (B1 and C1) to the north and south ends of Block B and C respectively. The 13-storey portions maintain the same distance from the *Neighbourhoods* located west of Don Mills Road as previously approved.

It is staff's view the proposed development will have acceptable impacts on adjacent streets and on lands west of Don Mills Road designated *Neighbourhoods*. Based on the above it is staff's view the proposed increase in building height from 25 to 33 storeys could be supported.

Sun, Shadow & Wind

Section 3.1.2.3 of the Official Plan requires new development limit its impacts on neighbouring streets, parks, open spaces and properties by adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces. Official Plan policy places particular importance to shadow impacts on parks and on low-rise *Neighbourhoods* designations. The nearest lands designated *Neighbourhoods* are located opposite the site on the west side of Don Mills Road in the Henry Farm community.

In order to assess shadow impacts of the proposal, a comparative analysis was prepared that compares the resultant shadow impact arising from the approved built form for Blocks B and C with the proposed redevelopment of Blocks B and C. The analysis looks at March 21st and September 21st in hourly increments from 9:18 a.m. to 6:18 p.m. The analysis reveals the resulting impacts from the proposed development are an improved condition owing to the fact the proposed tower form of the development results in a series of slender quick moving shadow whereas the previous approved "slab" form of redevelopment resulted in a larger and slower moving shadow. Improvements are seen on the sidewalks along George Henry Boulevard, Forest Manor Road and Helen Lu Road, as well as improved conditions internally within both blocks.

Planning staff accepts the analysis provided by the applicant. The shadow studies indicate the incremental shadows produced by the proposed height and built form would result in acceptable shadow impacts on adjacent lands and it is staff's view that the shadowing on the *Neighbourhoods* lands satisfies the Official Plan policies.

The applicant submitted a pedestrian level wind study of the proposed development prepared by Gradient Microclimate Engineering Inc. The study concludes that the wind conditions at all tested ground level areas within and surrounding the development site for Blocks B and C will be acceptable for the intended pedestrian uses without the need

for mitigation. The conclusions of the study go on to state the results are considered acceptable in all areas for common pedestrian activities classified as sitting, standing and walking.

Streetscape

Built Form Policy 3.1.2 requires new development to be located and organized to fit with its existing and/or planned context. The Plan states buildings will frame and support adjacent streets to improve the safety, pedestrian interest and casual views to these spaces by locating buildings parallel to the street with consistent setbacks and by providing ground floor uses that have views into and, where possible, access to, adjacent streets.

With the exception of the detailed site plan submission for Building B1, there is insufficient information provided on the plans to determine if there are ground floor uses within the remaining buildings that have views onto and/or are directly accessible to the adjacent public streets. Staff is recommending the applicant provide more information in this regard, including grading, to determine conformity with this policy.

In addition, staff has concerns with the location of the proposed shared loading area that would serve the Block C buildings. The loading area is proposed at the northwest corner of the Block C development along the Helen Lu Road and Don Mills Road frontages. Staff is recommending the loading area be replaced with more active, at grade residential units similar to the design proposed for Building B1 at the corner of George Henry Boulevard and Don Mills Road.

Block D

The Block D lands are located within the northeast portion of the Parkway Forest community. The block is bounded by Sheppard Avenue East to the north, a 17-storey rental building at 121 Parkway Forest Drive to the east and Parkway Forest Drive to the south and west. It is currently developed with a 7-storey rental apartment building along Sheppard Avenue East and a 17-storey rental apartment building centrally located on the block.

Site specific Zoning By-law No. 865-2008(OMB) permits the eastern portion of the site to be developed with an additional 17-storey apartment building in close proximity to the Sheppard Avenue East frontage and 3-storey townhouses along the Parkway Forest Drive frontage of the Block.

Through this rezoning application the applicant is seeking amendments to the site specific zoning by-law to accommodate a 19-storey rental apartment building rather than the previously proposed 17-storey condominium building. The applicant is also seeking permission to amend the schedule to the site specific zoning by-law to accommodate the setback requirements of the Ministry of Transportation (MTO) as well as, a revised location for the proposed townhouse units. The additional dwelling units requested on

Block D are included in the applicant's overall request for an additional 600 units. The revised site plan for Block D is shown on Attachment 3: Site Plan Block D.

In view of the proximity of the site to Highway 404 to the east, the Site Plan application was circulated to Ministry of Transportation (MTO) as they regulate lands that are in close proximity to Provincial Highways. During the course of the review, MTO expressed concerns with the proposed 3 metre setback along Sheppard Avenue East frontage. They are prepared to support, in this instance, a 10 metre setback. Planning staff has no concerns with shifting the building as there is ample space on site. Planning staff also supports the applicants to request increase the number of storeys from 17 to 19-storeys. The request affects the number of storeys not the overall height. There are no built form impacts as there is no change being requested to the maximum building height in terms of geodetic datum.

The revised proposal also seeks permission to shift a previously approved block of 3-storey townhouses from the west side of the entrance driveway to the east side of the driveway. This change was necessary in view of technical and practical matters arising from the location of the existing underground parking structure associated with the adjacent existing 17-storey apartment building on the block. Staff supports the request. The townhouses are designed to fit with its existing and/or planned context, the units frame and support the adjacent driveway leading into the site as well as the open space east of the townhouses.

The site specific zoning bylaw would need to be amended to recognize the increased setback requirement of MTO, the number of permitted dwelling units on Block by 24 units increased from 535 to 559 dwelling units, the number of storeys on Building D2 increased from 17 to 19 storeys and identifying the proposed location of the townhouse block (D4).

Traffic Impact

The Secondary Plan's transportation policies have two main goals: first, that development in the Secondary Plan area proceed only if or when sufficient transportation infrastructure is in place to support it; and, second, that existing neighbourhoods north of Sheppard Avenue East be protected from the impact of development-related traffic. Policy 4.5.2 of the Secondary Plan states that prior to the enactment of any Zoning By-law, the City must be satisfied that the proposed development can be accommodated within the existing road network or that any transportation improvements required to support the development have been identified and all necessary provisions made for their implementation. The Secondary Plan requires a Traffic Impact Study and traffic certification by a qualified transportation consultant for any proposed development larger than 5,000 m².

A Traffic Impact Study (TIS) prepared by the applicant's traffic consultant MMM Group, was submitted with the application in November 2013. An update to the study responding to initial comments from Transportation Services staff was submitted by the consultant

on April 30, 2014. The TIS assesses the traffic impacts of the revised development proposal of 2,800 dwelling units in the Parkway Forest community, compared to the previously approved application of 2,200 dwelling units. The TIS also provides an assessment of westbound double left-turn lane at the Don Mills Road/Sheppard Avenue East intersection as required by a pre-condition of the current "H-3" holding symbol.

It is also noted that MMM Group provided a response to comments provided by LEA Consulting, a traffic consultant providing professional advice to the Henry Farm Community Interest Association, a neighbourhood group located in the residential community west of Don Mills Road.

The TIS estimates the project (2800 units) will generate approximately 751 and 790 two-way trips during the a.m. and p.m. peak hours, respectively. This is approximately 150 and 157 additional trips compared with the previously approved 2,200 residential units during the a.m. and p.m. peak hours, respectively. The consultant concludes that the projected traffic volumes noted above are expected to have minimal impacts on the boundary road intersections, from both an intersection operations and queuing perspective.

The traffic consultant has stated implementation of the dual left-turn lanes could result in some improvement to the overall traffic operations at the intersection of Don Mills Road and Sheppard Avenue East and with the added flexibility in terms of signal timing, the capacities related to other critical movements at the intersection could be slightly increased. However, the study concludes after considering other factors such as the seemingly marginal need for the improvement and the associated impacts and costs, the benefit of the dual left-turn lanes may not fully justify the improvement, at this time.

Transportation Services staff generally concurs. They have advised the traffic consultant has addressed their previous comments and they consider the traffic impacts of the development acceptable. Transportation Services staff have further advised implementation of the double left-turn lane at the intersection of Don Mills Road and Sheppard Avenue East is not required at this time and are recommending the owner submit a Traffic Impact Analyses to determine if this movement is deemed necessary as part of the lifting of the "H-5" symbol.

Concerns were expressed at the community consultation meeting regarding the traffic congestion that exists, particularly during the a.m. and p.m. peak periods, at the intersection of Sheppard Avenue East/Yorkland Boulevard/Northbound Highway 404 ramp located east of the development site. The TIS notes that capacity constraints are anticipated to occur for the eastbound left-turn movements at the intersection, however Transportation Services staff has advised the study demonstrates the additional 600 dwelling units will only have minimal impact towards the operation of the intersection.

In the event the OMB allows the appeal on the Zoning By-law Amendment application in whole or in part, this report is recommending City Council authorize the City Solicitor to

request the OMB withhold its Order approving the Zoning By-law Amendment until the applicant has satisfactorily addressed the Transportation Services comments contained in the memorandum from the Manager, Engineering and Construction Services dated June 25, 2014.

Vehicular Access

The Official Plan states development in *Mixed Use Areas* should provide good site access and vehicular circulation through the site and locate and screen service areas, ramps and garbage storage areas to minimize impact on adjacent streets and residences.

Vehicular access to the development on Block B is proposed from Forest Manor Road. A temporary vehicular access is proposed from George Henry Boulevard to serve building B1 until the remaining buildings on the Block are completed. Vehicular access to Block C is proposed to have a service access on Helen Lu Road and a driveway access on Forest Manor Road. The driveways to each block lead to landscaped courtyards (arrival courts) designed to include pick up and drop off areas next to the main building entrances. The ramps to below grade parking levels and the service areas are incorporated into the building and all parking spaces are provided below grade to maximize landscaping opportunities.

The locations of the proposed driveways and their intended operation are generally acceptable to Transportation Services staff however staff advises additional comments related to access design, geometry, site circulation and site layout would need to be provided during the Site Plan stage.

Parking

The Official Plan states development in *Mixed Use Areas* should take advantage of nearby transit services and provide an adequate supply of parking for residents and visitors. Similarly, the Secondary Plan states development must provide sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use.

A Parking Study was included in the applicant's Traffic Impact Study dated November 2013.

Transportation Services staff note the parking requirements are governed by the applicable parking requirements contained in site specific Zoning By-law No. 865-2008(OMB) however since its approval, staff have been applying, where appropriate, the parking rates contained City of Toronto Zoning By-law 569-2013. The newer parking rates are based on more recent information when compared to the rates in the site specific zoning by-law. As a result, Transportation Services is requiring the following parking rates as per Policy Area 4 of City of Toronto Zoning By-law No. 569-2013:

- 0.7 to 1.0 space per dwelling unit for a bachelor unit (up to 45 m²);
- 1.0 to 1.3 spaces per dwelling unit for a bachelor units (more than 45 m²)
- 0.8 to 1.2 space per dwelling unit for a 1 bedroom unit;
- 0.9 to 1.3 spaces per dwelling unit for a 2 bedroom unit;
- 1.1 to 1.6 spaces per dwelling unit for a 3+ bedroom unit;
- 0.15 spaces per dwelling unit be provided for visitors; and

Based on the number and type of dwelling units these rates would generate the need to provide a minimum of 1,355 parking spaces, of which, 208 spaces would be for visitors.

The plans and drawings filed in connection with the Site Plan application Building B1, confirms the parking supply would comply with the recommended rates however, Transportation Services has advised detailed information has not been provided for future buildings on Blocks B and C so the overall parking supply cannot be determined at this time. Transportation Services staff have required the applicant to amend the rezoning plans and drawings to acknowledge the overall development will comply with these standards.

As noted previously, the applicant filed a Site Plan application for development on Block D which is also being reviewed concurrently with the rezoning application. Revised plans were received July 14, 2014 and are currently under review. The applicant has indicated the proposed apartment building and townhouses will be developed as rental dwelling units rather than condominium units as originally envisioned and are requesting parking rates that are based on the rates approved for rental Building E2. Reduced rates for rental units have been supported by Transportation Services staff in this area based on the findings and conclusions of a Parking Utilization Study filed by MMM Group on other rental buildings in Parkway Forest. As noted previously, this is a recent request and is under review.

Transportation Services has also advised a 4 metre wide land conveyance is required along the Don Mills Road frontage of Blocks B and C for the purposes of providing future transit related improvements by the Toronto Transit Commission. This requirement would be secured through the Site Plan approval process.

The amending Zoning By-law should incorporate the above noted rates including the proposed reduced rates for the rental units on Block D currently under review Transportation Services.

Bicycle Parking

The Official Plan contains policies that encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to increase the opportunities for better walking and cycling conditions for residents of the City. Policy 2.4.7 states, “Policies, programs and infrastructure will be introduced to create a safe, comfortable, and bicycle friendly environment that

encourages people of all ages to cycle for everyday transportation and enjoyment including the provision of bicycle parking facilities in new developments”.

Site specific Zoning By-law 865-2008(OMB) which currently governs the site does not include provisions to include bicycle parking spaces within the development as it predated City of Toronto Zoning Bylaw No. 569-2013.

Planning staff recommends bicycle parking be provided in accordance with the following rates as set out in City of Toronto Zoning By-law No. 569-2013:

- 0.68 spaces per dwelling unit; and
- 0.07 spaces per dwelling unit for visitors.

The amending Zoning By-law for the site should incorporate these rates.

Loading Facilities

Official Plan policy requires service areas, ramps and garbage storage to be located and screened to minimize the impact on adjacent streets and residences. This objective is also contained in the Context Plan.

Transportation Services recommends loading spaces be provided in accordance with City of Toronto Zoning By-law No. 569-2013 as follows:

- One Type 'C' loading space, having a minimum dimension of 3.5 metres in width by 6 metres in length with a minimum vertical clearance of 3 metres; and one Type 'G' loading space having a minimum dimension of 4 metres in width by 13 metres in length with a minimum vertical clearance of 6.1 metres shall be provided for Blocks B (Buildings B1, B2 and B3) and C (Buildings C1, C2 and C3).

Similar to the parking supply, Transportation Services has advised detailed information has not been provided for the future phases on Blocks B and C so the overall supply of loading spaces cannot be determined at this time. However, the applicant has acknowledged that Blocks B and C will each incorporate one Type 'G' and one Type 'C' loading space. Transportation Services advise the precise location and detailed design of the spaces would be reviewed during the Site Plan approval stage.

The amending Zoning By-law for the site would need to include the above noted rates.

Holding Provisions

The application proposes amendments to the number of units permitted within each of the three remaining holding ("H") symbols to accommodate the proposed additional 600 dwelling units as well as, the pre-conditions to be satisfied before removing a holding symbol.

While staff can support the proposed changes to the pre-conditions to be fulfilled for the removal of each of the three remaining holding symbols, staff has concerns with the maximum number dwelling units that may be constructed on the lands within each holding symbol. Staff is recommending the applicant submit an updated phasing/master plan that sets out the remaining construction phases and the number of dwelling units in each building. The plan would be used to determine an appropriate number of dwelling units that could be constructed prior to the removal of a holding symbol. Staff further recommends the phasing plan form part of an agreement.

Further, staff would also recommend that the holding symbol system in an amending zoning by-law be structured to enable the 459 dwelling units currently under review through the Site Plan applications for Building B1 (245 units), Building D2/D4 (198 units) and Building E2 (16 units) to proceed (thereby enabling a total of 1,669 dwelling units to be constructed on the lands before removing the next "H-3" holding symbol).

The pre-conditions to releasing future phases of the development together with maximum unit permissions under each holding symbol would ensure the remaining community services and facilities and transportation matters will be assessed and/or provided in a timely manner as new resident population moves into the area.

Below is a summary of the current remaining holding symbol system that enables the remaining 990 dwelling units currently permitted under Zoning By-law No. 865-2008(OMB) to proceed in accordance with the underlying zoning and the applicant's requested changes to the current system to accommodate the proposed additional 600 dwelling units.

The current "**H-3**" holding symbol states no more than 1,210 new dwelling units may be constructed on the lands until the following pre-conditions have been met:

- (a) the community centre/day care centre, outdoor swimming pool and accessory building and parkland enhancements on the City-owned lands on Parkway Forest Park must be completed; and
- (b) the owner of the site must have submitted a Traffic Impact Analysis satisfactory to the Director, Transportation Services, North York District, to determine if deemed required by the Director, Transportation Services, North York District, the timing of the westbound Sheppard Avenue East to southbound Don Mills Road double left turning lane construction as well as, any other improvements which might be identified at this stage.

The applicant is requesting the number of units and the above noted pre-conditions under the current "H-3" symbol be amended such that no more than 1,669 new dwelling units may be constructed on the lands until such time as the Parkway Forest Community Centre/Child Care facility has been completed.

The current "**H-4**" holding symbol states no more than 1,556 new dwelling units may be constructed on the lands until the owner has constructed, if deemed required by the Director, Transportation Services, North York District, the westbound Sheppard Avenue East to southbound Don Mills Road double left turning lane.

The applicant is requesting the number of units and the pre-condition under the current "H-4" holding symbol be amended such that no more than 2,699 may be constructed on the lands until such time as the owner has completed the outdoor swimming pool, accessory building and parkland enhancements on the city owned lands on Parkway Forest Park.

The current "**H-5**" holding symbol states no more than 1,655 new dwelling units may be constructed on the lands until the owner has submitted a Transportation Impact Study to the satisfaction of Director, Transportation Services, North York District, to demonstrate that there is sufficient transportation capacity available to accommodate additional site generated traffic or measures that can be undertaken to accommodate additional traffic.

The applicant is requesting the number of units and pre-condition under the current "H-5" holding symbol be amended such that no more than 2,700 new dwelling units may be constructed on the lands until such time the following pre-conditions have been met:

- a) the owner has submitted a Traffic Impact Study to the satisfaction of the Director, Transportation Services, North York District, to demonstrate that there is sufficient transportation capacity available to accommodate additional site generated traffic or measures that can be undertaken to accommodate additional traffic;
- (b) the owner must have submitted a Traffic Impact Analysis to the satisfaction of the Director, Transportation Services, North York District, to determine if westbound Sheppard Avenue East to southbound Don Mills Road double left turning lanes are necessary as well as, any other improvements which might be identified at this stage; and
- (c) the owner must have constructed, or have posted a financial security to construct, if deemed required by the Director, Transportation Services, North York District, the westbound Sheppard Avenue East to southbound Don Mills Road double left turning lane.

Amenity Space

Policy 4.2.2(f) of the Official Plan requires that new development provide adequate indoor and outdoor recreation space for building residents. The Official Plan is not prescriptive as to the location or amount of open space rather each application is assessed based on its own merits and context.

Site Specific Zoning By-law No. 865-2008(OMB) requires common indoor recreational amenity space and common outdoor amenity space each be provided at rate of 1.5 m² per dwelling unit. The site specific by-law predates the City of Toronto Zoning By-law which requires a minimum of 2 m² per dwelling unit for both indoor and outdoor amenity area. While the amount of space provided for both amenity spaces is lower than the newer zoning standards, staff could support maintaining the rate set out in the site specific zoning by-law as they are consistent with other developments in the area. Staff also recognizes the significant public benefit contribution by the applicant through the provision of both indoor and outdoor recreational facilities in Parkway Forest Park.

The detailed design and location of the private indoor and outdoor amenity spaces would be reviewed during the Site Plan approval stage.

Servicing

The applicant submitted a Master Servicing and Stormwater Management Report to the City in support of the application dated October 2013. An addendum to the Report was submitted on May 20, 2014 to respond to initial comments from Engineering and Construction Services. The most recent comments from Engineering and Construction Services staff were issued to the applicant on June 25, 2014. The comments indicate that further revisions and/or information is required in order for City engineering staff to assess the application and complete its review.

In the event the OMB allows the appeal on the Zoning By-law Amendment application in whole or in part, this report is recommending City Council authorize the City Solicitor to request the OMB to withhold its Order approving the Zoning By-law Amendment until the outstanding matters raised in the memorandum dated June 25, 2014 from the Manager, Engineering and Construction Services are addressed.

Section 37

Section 37 of the Planning Act allows the City to grant increased density and/or height in exchange for community benefits. Community benefits are specific capital facilities (or cash contributions for specific capital facilities) and can include: parkland and/or park improvements above and beyond the parkland dedication; public art; streetscape improvements on the public boulevard not abutting the site; and other works detailed in Section 5.1.1.6 of the Official Plan. They must also bear a reasonable planning relationship to the proposed development including at a minimum, an appropriate geographic relationship and addressing any planning issues associated with the development (e.g., local shortage of parkland, provision of new parks facilities).

While there is no increase requested for additional density, the proposal would be subject to the Section 37 policies of the Official Plan because the proposal includes building heights greater than what is permitted in Zoning By-law No. 865-2008(OMB). The increase in heights equates to a total of 16 storeys (25 to 33 storeys resulting in an increase of 8 floors per Block).

In accordance with Secondary Plan policy, the gross floor areas devoted to the common indoor recreational areas would be exempted in the calculation of density. Subject to the applicant addressing the built form changes recommended in this report and addressing any outstanding matters resulting from the City's further review of the application, Planning staff could support the additional height subject to securing Section 37 benefits in return for the increases in height.

City Council's settlement on the applicant's revitalization plan for Parkway Forest and approved by the Ontario Municipal Board in 2006 included a comprehensive community benefit package that included a full range of benefits including:

- 804 m² ground floor community agency space along Sheppard Avenue East;
- a 5,143 m² community centre and child care facility including an outdoor pool, accessory pool building and parkland improvements;
- funds directed towards new equipment, equipment replacement and moving costs for the community centre and child care facility;
- a 1% public art contribution;
- \$1 million directed towards the City's rent supplement program; and
- 332 rental replacement units.

At that time, the applicant also agreed to provide one annual TTC Metropass to every first purchaser of a condominium unit and to each tenant relocated to a rental replacement building. Further, the applicant also agreed to provide \$1,100,000 to the Toronto District School Board to be directed towards capital improvements to the local public school in the neighbourhood. The applicant has indicated the total community benefits, including the Section 37 benefits, is over \$44,000,000.

As part of this application the following community benefits are recommended to be secured in the Section 37 Agreement:

- i. Provide a cash contribution of \$250,000 to be used towards parks improvements in Parkway Forest Park.

In addition, the following matters would also be secured in the Section 37 Agreement in support of the development:

- i. The gross floor area of the indoor private recreational amenity area exempted from the calculation of gross floor area; and
- ii. 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 held on October 26 and 27, 2009.

In the event that the OMB allows the appeal on the Zoning By-law Amendment application in whole or in part, this report is recommending City Council authorize the City Solicitor to request the OMB to withhold its Order approving the Zoning By-law Amendment until such time as the above matters are addressed.

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 located in an area with 0.43 – 0.79 hectares of parkland per 1,000 people. The site is in a parkland priority area as per City Wide Parkland Dedication By-law 1020-2010.

The application proposes 600 residential units within two development blocks (B and C). Parks, Forestry & Recreation (PF&R) staff advise the additional 600 residential units will be subject to further parkland dedication in accordance with City Wide Parkland dedication By-law 1020-2010.

PF&R staff has advised the applicant will be required to satisfy the additional parkland dedication requirement through a cash-in-lieu payment. PF&R staff considers this appropriate as on-site parkland dedication has already been secured as part of the existing overall development approval. PF&R staff note the actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permits for the additional units.

Tree Preservation

A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on City or private property. The Arborist Report and Tree Protection Plan filed with the application proposes the removal of 76 privately-owned trees that require a permit for their removal. Urban Forestry Services (UFS) staff notes a permit was issued for some of the private trees to facilitate the demolition of the rental buildings previously existing on Blocks B and C.

Privately-owned trees

Urban Forestry Services (UFS) staff requires a submission of a complete Permit Application to Injure or Destroy Trees on Private Property” and an application fee in the amount of \$22,800 (\$300 per tree) for the removal and injury of the 76 privately-owned trees.

UFS staff advises where tree planting to replace the 76 trees to be removed is not physically possible on site at a replacement ratio of 3:1, the General Manager of Parks, Forestry & Recreation will accept a cash-in-lieu payment in an amount equal to 120% of the cost or replanting and maintaining the trees for a 2-year period and that only large

growing shade trees species will be counted in the 3:1 replacement ratio. It should be noted there is ample space on site to accommodate the total replacement.

City-owned trees

UFS staff advises there are no City-owned trees involved with the application.

UFS staff further advises the landscape concept plan submitted with the application shows suitable growing space for large growing canopy trees on the City road allowances adjacent to Blocks B and C.

The requirements of Urban Forestry Services would be dealt with through the Site Plan Approval process.

Toronto Green Standard

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

The applicant is required to meet Tier 1 of the TGS and measures to ensure this will be secured through the Site Plan process.

School Boards

The Toronto District School Board and the Toronto District Catholic School Board did not provide any comments on the application. It should be noted however, that the Catholic School Board has an Education Development Charge by-law in place. Payments are required at the time of issuance of the first building permit.

Site Plan Control

A Site Plan Application has been filed for the first phase of residential condominium development on Block B (Building B1), comprising a 7 to 13-storey, 245-unit condominium building along Don Mills Road. The application is currently being reviewed concurrently with the zoning by-law amendment application. This application, and subsequent applications for future phases, will deal with detailed design and technical matters including building design and materials, streetscaping, landscaping and grading, the location of bicycle parking spaces, the design and location of the private indoor and outdoor amenity areas, the tree planting requirements of Urban Forestry Services, the detailed design of the vehicular accesses and site circulation and the technical requirements of Engineering and Construction Services.

Construction Management

A common concern expressed by nearby area residents relates to construction activity and the related off-site impacts. The applicant will be required to submit a Construction

Management Plan for approval. The plan would include information regarding the construction timetable and protocols to address construction activities such as noise, dust, temporary loss of facilities and services, parking of vehicles, standards for cleanliness of public spaces and contact numbers for complaints. This matter would be dealt with through the Site Plan Approval process.

CONTACT

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E-mail: sforrest@toronto.ca

SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Master Site Plan

Attachment 2: Site Plan – Blocks B & C

Attachment 3; Site Plan – Block D

Attachment 4: Elevations

Attachment 5: Elevations

Attachment 6: Massing Comparison

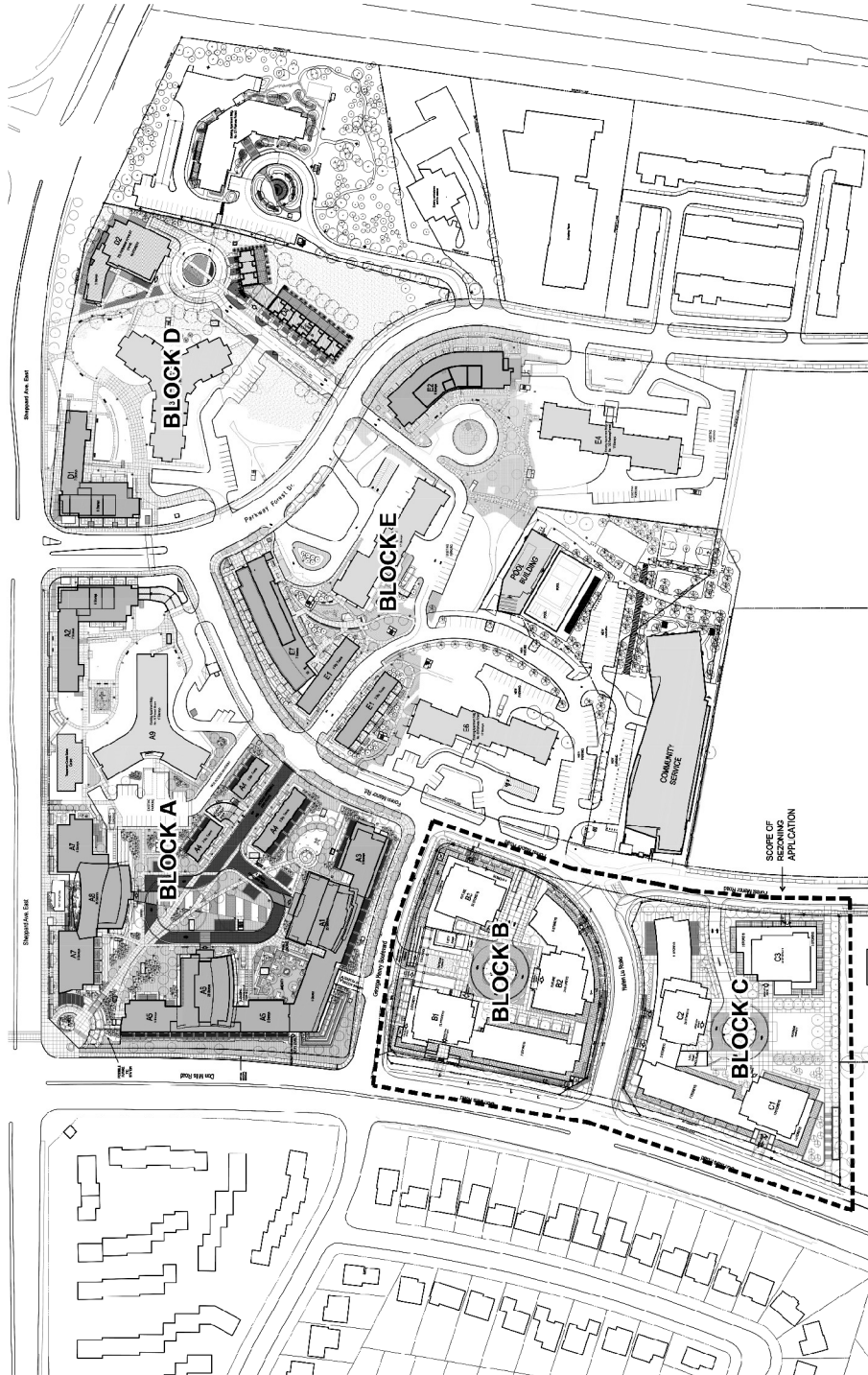
Attachment 7: Sections (Looking North)

Attachment 8: Zoning

Attachment 9: Criteria for Removal of the Holding Provisions

Attachment 10: Application Data Sheet

Attachment 1: Master Site Plan

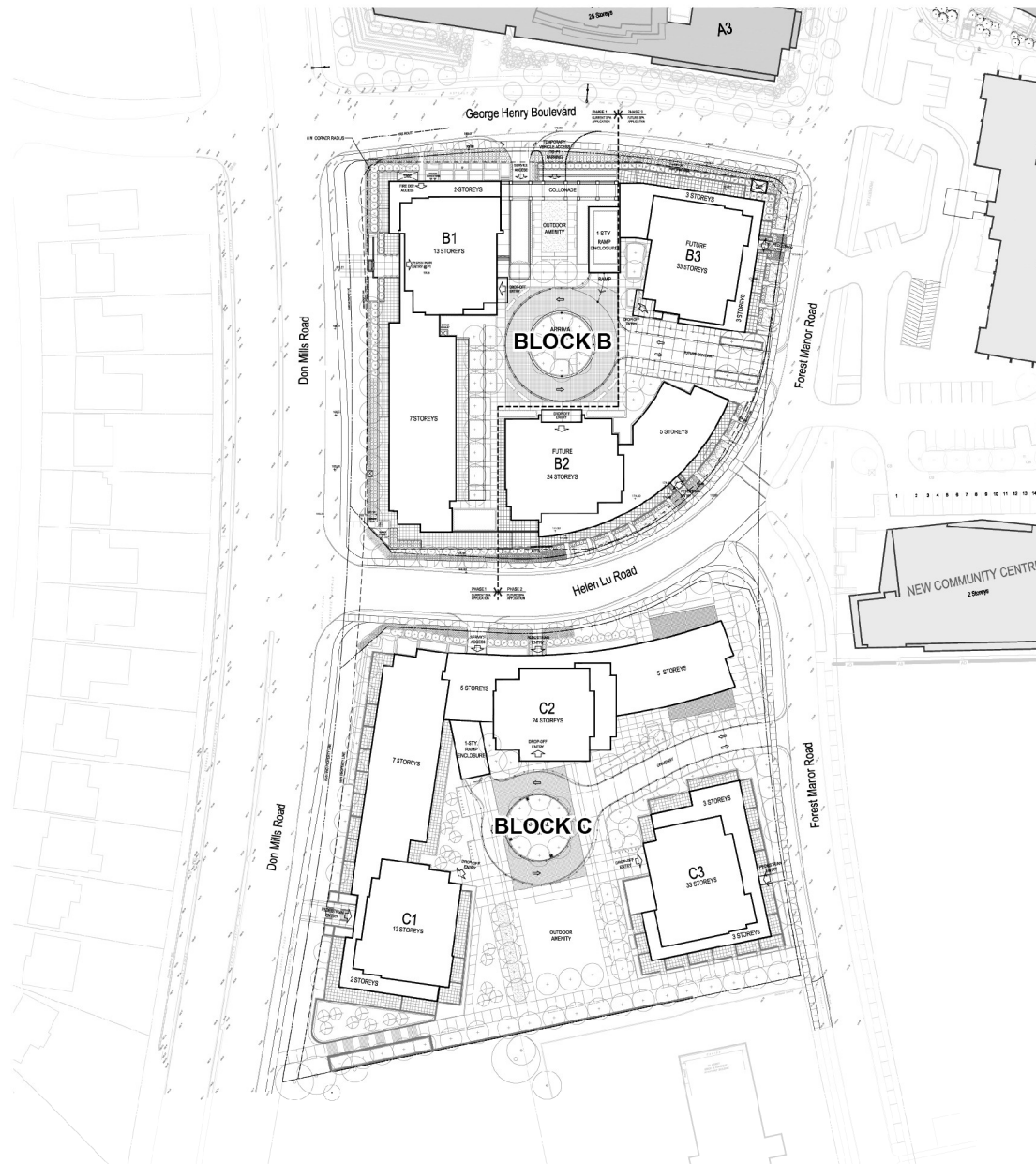


Master Plan 55, 59, 60, 62, 66, 70, 72, 76 Forest Manor Road, 106 & 123 Parkway Forest Drive
 Applicant's Submitted Drawing and 125 George Henry Boulevard

Not to Scale 07/28/2014 
 File # 13 267996 NMY 33 0Z


Staff report for action – Request for Direction - 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard

Attachment 2: Site Plan: Blocks B & C



Site Plan - Block B & C

Applicant's Submitted Drawing

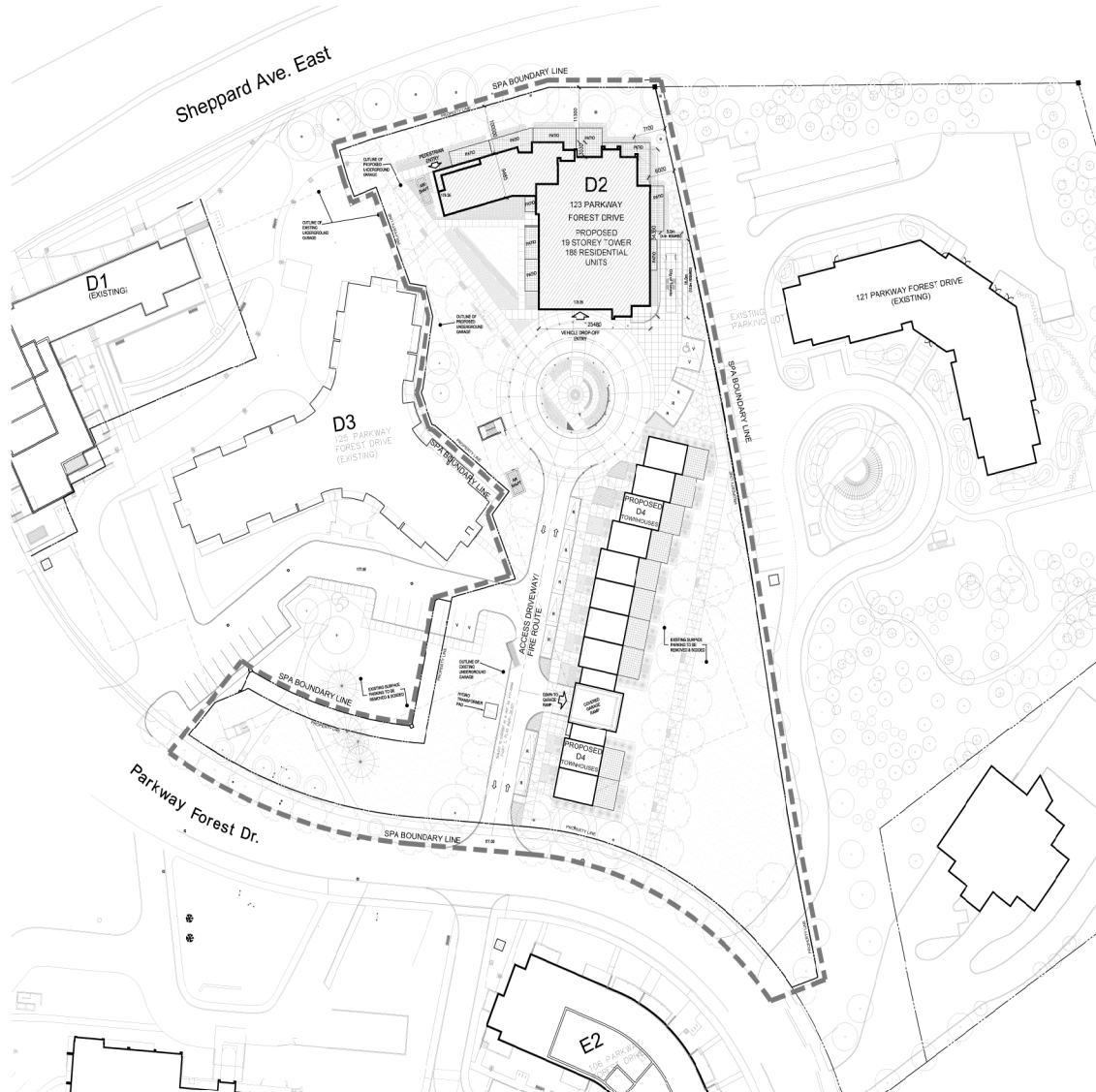
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07/28/2014

55, 59, 60, 62, 66, 70, 72, 76 Forest Manor Road,
106 & 123 Parkway Forest Drive
and 125 George Henry Boulevard
File # 13 267996 NNY 33 02

Staff report for action – Request for Direction - 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard

Attachment 3: Site Plan: Block D



Site Plan - Block D

Applicant's Submitted Drawing

Not to Scale 

55, 59, 60, 62, 66, 70, 72, 76 Forest Manor Road,

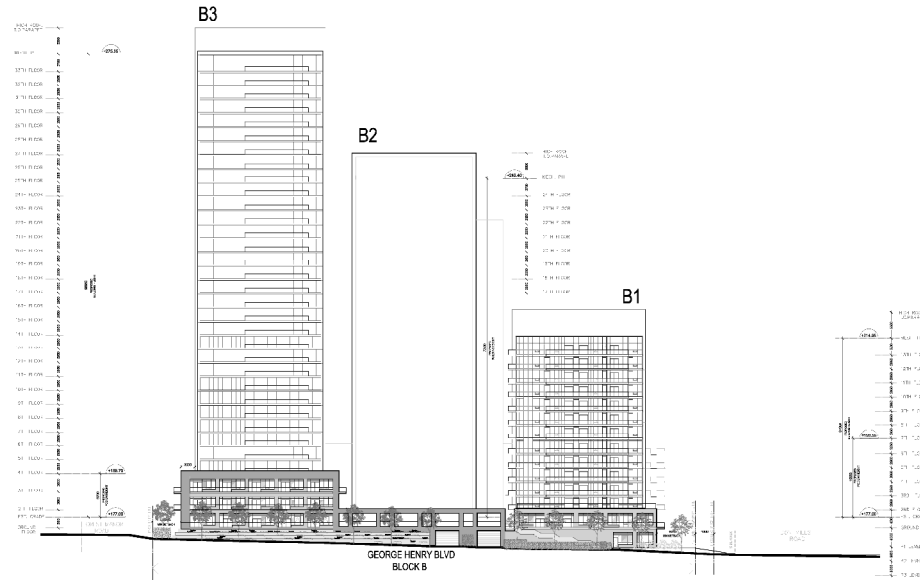
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and 125 George Henry Boulevard

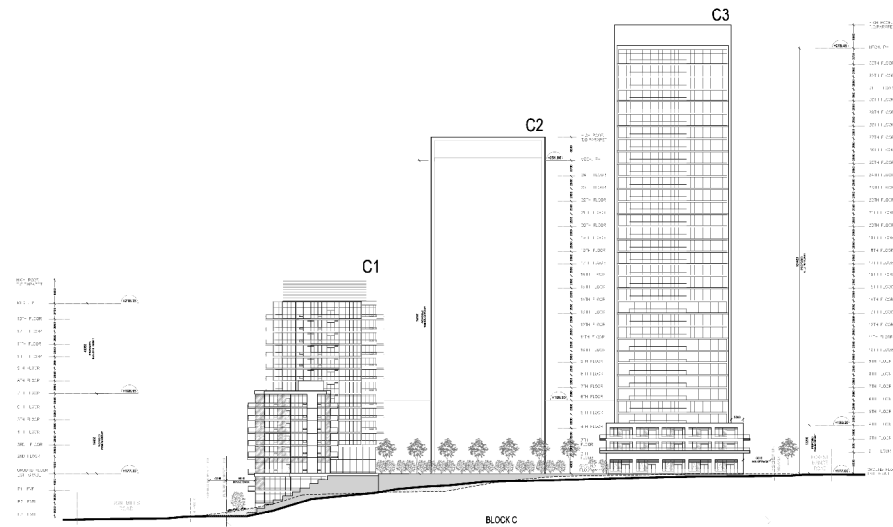
File # 13 267996 NNY 33 0Z

Staff report for action – Request for Direction - 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard

Attachment 4: Elevations



North Elevation - Block B & C



South Elevation - Block B & C

Elevations

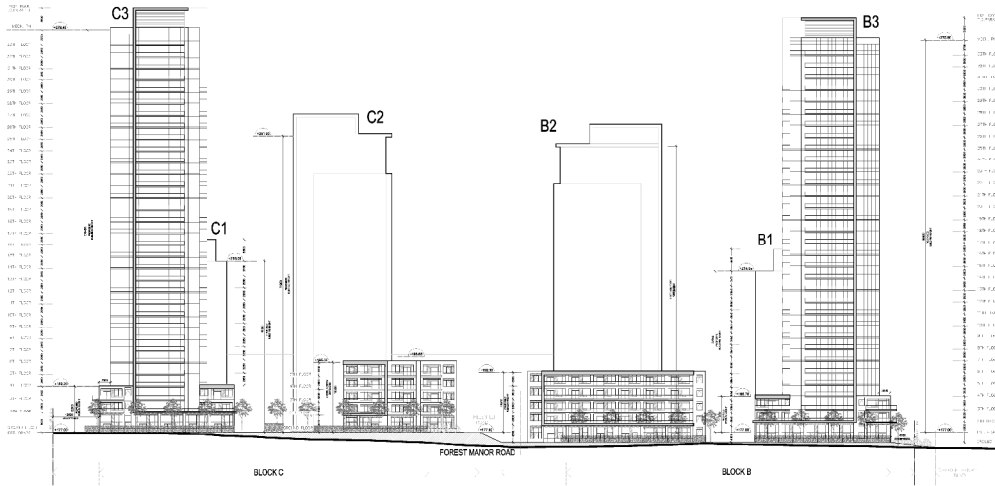
Applicant's Submitted Drawing

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07/08/2014

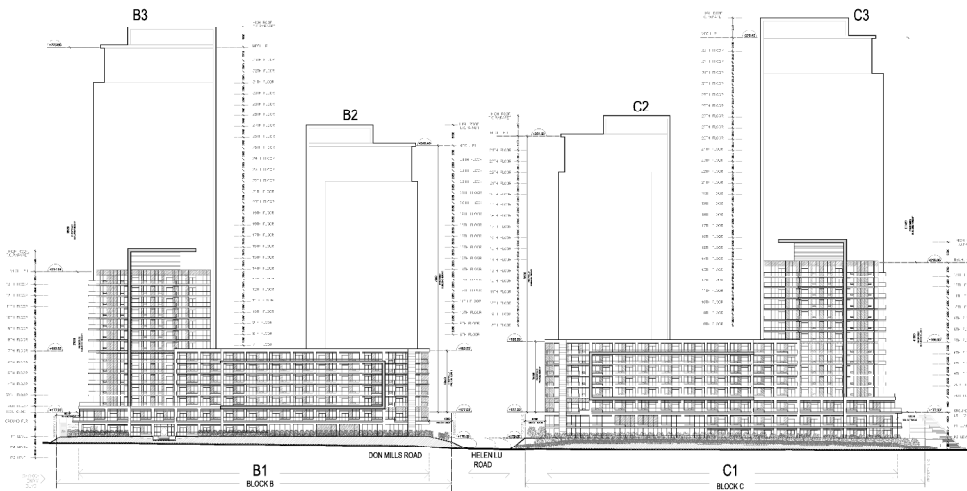
55, 59, 60, 62, 66, 70, 72, 76 Forest Manor Road,
106 & 123 Parkway Forest Drive
and 125 George Henry Boulevard

File # 13 267996 NNY 33 02

Attachment 5: Elevations



North Elevation - Block B & C



South Elevation - Block B & C

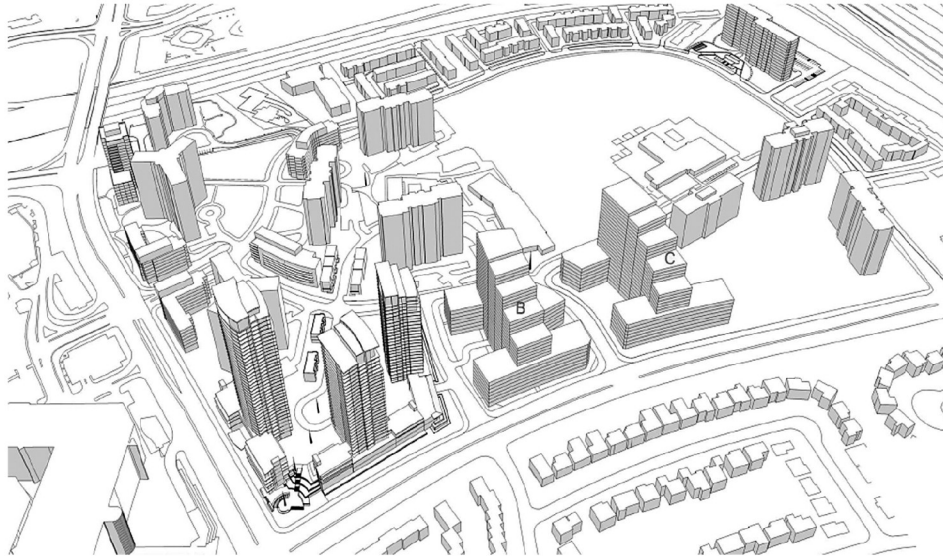
Elevations

Applicant's Submitted Drawing

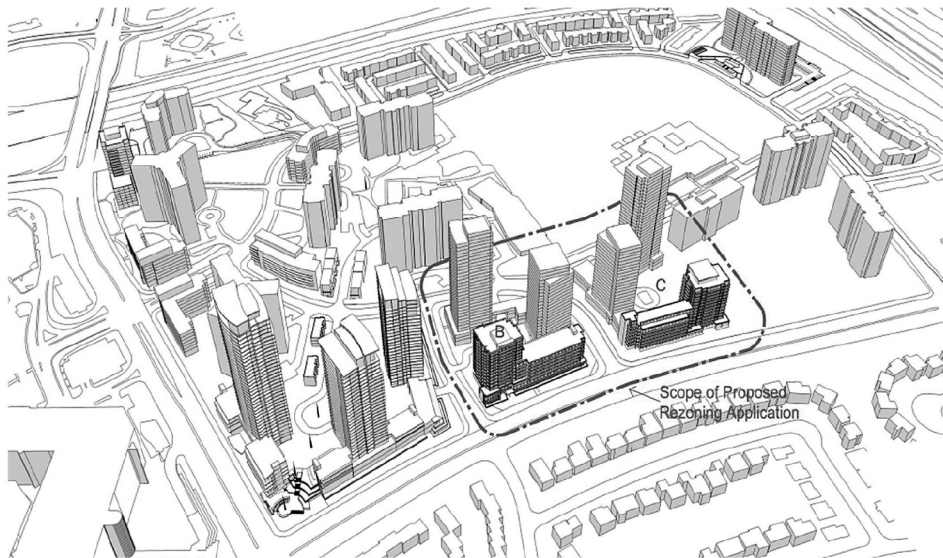
Not to Scale
07/08/2014

55, 59, 60, 62, 66, 70, 72, 76 Forest Manor Road,
106 & 123 Parkway Forest Drive
and 125 George Henry Boulevard
File # 13 267996 NNY 33 0Z

Attachment 6: Massing Comparison



Current Zoning



Proposed Zoning

Massing Comparison

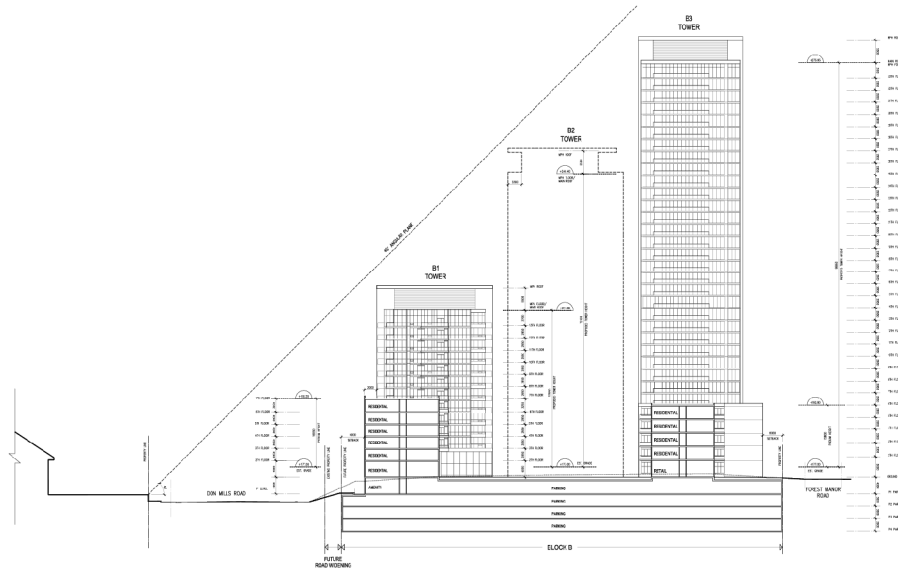
Applicant's Submitted Drawing

Not to Scale
11/26/2013

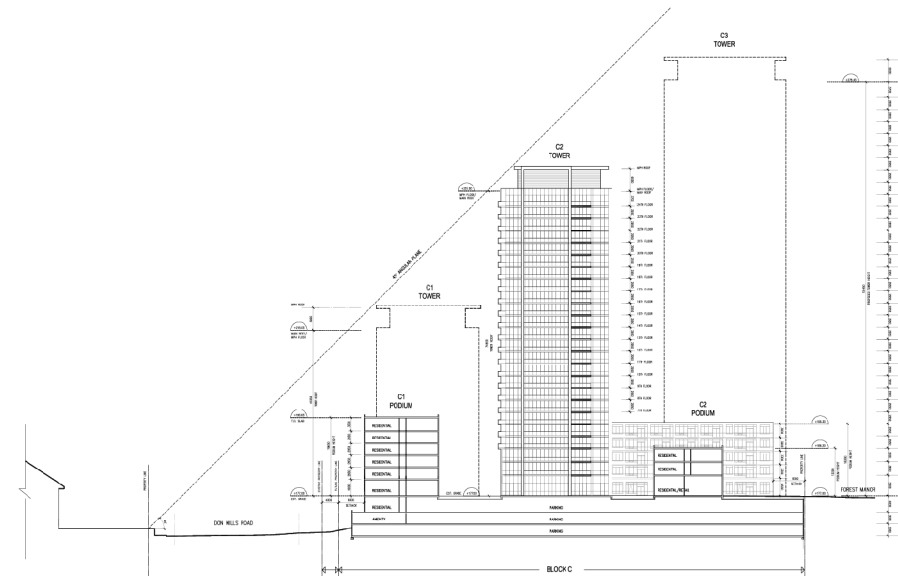
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106 & 123 Parkway Forest Drive
and 125 George Henry Boulevard
File # 13 267996 NNY 33 02

Staff report for action – Request for Direction - 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard

Attachment 7: Sections (Looking North)



Section Block B



Section Block C

<p>Sections</p> <p>Applicant's Submitted Drawing</p> <p>Not to Scale 07/28/2014</p>	<p>55, 59, 60, 62, 66, 70, 72, 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard</p> <p>File # 13 267996 NNY 33 0Z</p>
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Staff report for action – Request for Direction - 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard

Attachment 8: Zoning



TORONTO City Planning
Zoning By-law 569-2013

55, 59, 60, 62, 66, 70, 72, 76 Forest Manor Road,
 106 & 123 Parkway Forest Drive
 and 125 George Henry Boulevard
 File # 13 267996 NNY 33 0Z

- Location of Application
- RD** Residential Detached
- RT** Residential Townhouse
- RA** Residential Apartment
- UT** Utility and Transportation
- OR** Open Space Recreation

- See Former City of North York Bylaw No. 7625
- RM6** Multiple-Family Dwellings Sixth Density Zone
- O1** Open Space Zone
- C3** District Shopping Centre Zone
- C1** General Commercial Zone

Not to Scale
 Extracted 11/26/2013

Staff report for action – Request for Direction - 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard

Attachment 9: Criteria for the Removal of the Holding Provisions

The following are the criteria to be fulfilled for the removal of each of the "H-1", "H-2", "H-3", "H-4" and "H-5" holding symbols from Zoning By-law No. 865-2008(OMB):

"**H-1**" holding symbol states no more than 466 new dwelling units may be constructed on the lands until the following pre-conditions have been met:

- (a) the design and tendering of the community centre/child care facility must be at a stage to permit issuance of a building permit for the community centre/child care facility;
- (b) the design and tendering of the outdoor swimming pool and accessory building must be at a stage to permit issuance of a building permit for the outdoor swimming pool and accessory building;
- (c) the design of the parkland enhancements must be finalized; and
- (d) the owner must have submitted a Traffic Management Plan satisfactory to the Director, Transportation Services, North York District, which reviews traffic conditions at that time to ensure traffic infiltration in the Parkway Forest and Henry Farm Community is adequately controlled and which includes recommendations to be implemented by the owner for traffic calming and streetscape improvements.

On November 27, 28 and 29, 2012 City Council amended Zoning By-law No. 865-2008(OMB) to remove the "H-1" holding symbol from the lands. The removal of the "H-1" holding symbol and associated provisions allowed the Phase Two, 29-storey, 404-unit condominium apartment building along the Don Mills Road frontage (Block A - Buildings A5/A6) to proceed in accordance with the underlying zoning.

"**H-2**" holding symbol states no more than 868 new dwelling units may be constructed on the lands until the following pre-conditions have been met:

- (a) the owner must have implemented the findings of the Traffic Management Plan; and
- (b) the owner must have constructed the new public road and the signalized intersection at Don Mills Road must be completed.

The removal of the "H-2" holding symbol and associated provisions would allow the Phase Three, 25-storey, 316-unit condominium apartment building and 11 townhouses on the north side of George Henry Boulevard (Block A - Buildings A3/A4/A1) to proceed in accordance with the underlying zoning.

"**H-3**" holding symbol states no more than 1,210 new dwelling units may be constructed on the lands until the following pre-conditions have been met:

- (a) the community centre/day care centre, outdoor swimming pool and accessory building and parkland enhancements on the City-owned lands on Parkway Forest Park must be completed; and
- (b) the owner of the site must have submitted a Traffic Impact Analysis satisfactory to the Director, Transportation Services, North York District, to determine if deemed required by the Director, Transportation Services, North York District, the timing of the westbound Sheppard Avenue East to southbound Don Mills Road double left turning lane construction as well as, any other improvements which might be identified at this stage.

"**H-4**" holding symbol states no more than 1,556 new dwelling units may be constructed on the lands until the following pre-condition has been met:

- (a) the owner must have constructed, if deemed required by the Director, Transportation Services, North York District, the westbound Sheppard Avenue East to southbound Don Mills Road double left turning lane.

"**H-5**" holding symbol states no more than 1,655 new dwelling units may be constructed on the lands (up to the maximum permission of 2,200 dwelling units) until the following pre-condition has been met:

- (a) the owner must have submitted a Transportation Impact Study to the satisfaction of Director, Transportation Services, North York District, to demonstrate that there is sufficient transportation capacity available to accommodate additional site generated traffic or measures that can be undertaken to accommodate additional traffic.

Attachment 10: Application Data Sheet

Application Type	Rezoning	Application Number:	13 267996 NNY 33 OZ
Details	Rezoning, Standard	Application Date:	November 20, 2013
Municipal Address:	55, 59, 60, 62, 70, 72 & 76 FOREST MANOR RD, 106 & 123 PARKWAY FOREST DR, 125 GEORGE HENRY BLVD		

Project Description: Application to amend the zoning by-law that applies to the lands to accommodate 600 additional dwelling units for a total of 2800 new dwelling units and amendments to the criteria for removal of the three remaining holding symbols attached to the zoning by-law. The proposed amendment would increase the maximum overall number of permitted dwelling units to 4,353 on the subject lands. The proposed additional units would be accommodated on Blocks B and C (560 units) located along Don Mills Road within a series of redesigned residential condominium apartment buildings with heights up to 33 storeys and on Blocks D (24 units) and E (16 units) .

Applicant:	Agent:	Architect:	Owner:
EMERALD CITY DEVELOPMENTS IV INC	ORI BELAVIN	WZMH ARCHITECTS	EMERALD CITY DEVELOPMENTS IV INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	SHEPPARD EAST SECONDARY PLAN
Zoning:	RM6(168) (H-3)(H-4)(H-5)	Historical Status:	N
Height Limit (m):	79.5	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	129499	Height:	Storeys:	36
Frontage (m):	-		Metres:	110
Depth (m):	-			
Total Ground Floor Area (sq. m):	23748			Total
Total Residential GFA (sq. m):	377431		Parking Spaces:	2316
Total Non-Residential GFA (sq. m):	1736.38		Loading Docks	4
Total GFA (sq. m):	379167.3			
Lot Coverage Ratio (%):	18.62			
Floor Space Index:	3.50			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	377431	0
Bachelor:	0	Retail GFA (sq. m):	932.38	0
1 Bedroom:	1033 (75%)	Office GFA (sq. m):	0	0
2 Bedroom:	343 (25%)	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Community Agency Space GFA (sq. m):	804	0
Total Units Block B + C:	1376	Proposed Additional Retail GFA (sq. m)	4000	

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

Staff report for action – Request for Direction - 55, 59, 60, 62, 70, 72 & 76 Forest Manor Road, 106 & 123 Parkway Forest Drive and 125 George Henry Boulevard