

# SHEPPARD AVENUE SEGMENT STUDY

IN SUPPORT OF

DEVELOPMENT OF 2933 SHEPPARD AVENUE EAST  
CITY OF TORONTO



February 2013

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## **1.0 INTRODUCTION and CONTEXT**

This report has been prepared in response to a request from the City of Toronto that an Avenue Segment Study assess the Mixed Use development opportunities for land in proximity to 2933 Sheppard Avenue East.

An Avenue Segment Study was prepared by Bousfields Inc. in March 2011 for the Atria Development located at 2205 Sheppard Avenue East (“The Bousfields Study”). The Bousfields Study encompassed a portion of the area identified for study to support development applications for 2933 Sheppard Avenue. As such, City Staff have requested that this Avenue Segment Study take into account, and expand upon, the Bousfields Study. The Bousfields Study has been examined, and with minor differences, the findings of the Bousfields Study as outlined in Section 4.0 below have been carried forward for those lands it assessed, in this analysis.

The following report provides the basis for the future development/redevelopment of the Mixed Use lands near the intersection of Sheppard Avenue East and Victoria Park Avenue. The analysis includes a review of existing and proposed development together with the identification and examination of sites which may be appropriate for redevelopment in the future. The development proposed for 2933 Sheppard Avenue East (the subject land) will be reviewed within the broader context of the Avenue Segment Study. A Planning Justification Report also forms part of this Avenue Segment Study.

## 2.0 BASIS

The owner of the subject land proposes to develop the site with one 18 storey residential/mixed use condominium apartment building containing 178 dwelling units. Retail and residential amenity uses are proposed at grade along Sheppard Avenue East. A Zoning By-law Amendment is required to permit the proposed development to proceed.

The subject land is designated as a “Mixed Use” area on Map 19 of the City of Toronto Official Plan. Map 2 of the Plan identifies the segment of Sheppard Avenue adjacent to the subject land as an “Avenue”. Section 2.2.3 of the Official Plan requires that where development is proposed on an Avenue for which the City has not prepared an Avenue Study, the proponent may prepare said Avenue Segment Study. The Avenue Segment Study is intended to identify whether a proposed development is appropriate in the current context and in the future. The City of Toronto policies related to the preparation of an Avenue Segment Study are further examined later in this report.

### 2.1 Subject Property - 2933 Sheppard Avenue East



Source: Google Earth

**Figure 1: Context Air Photo of Study Area**

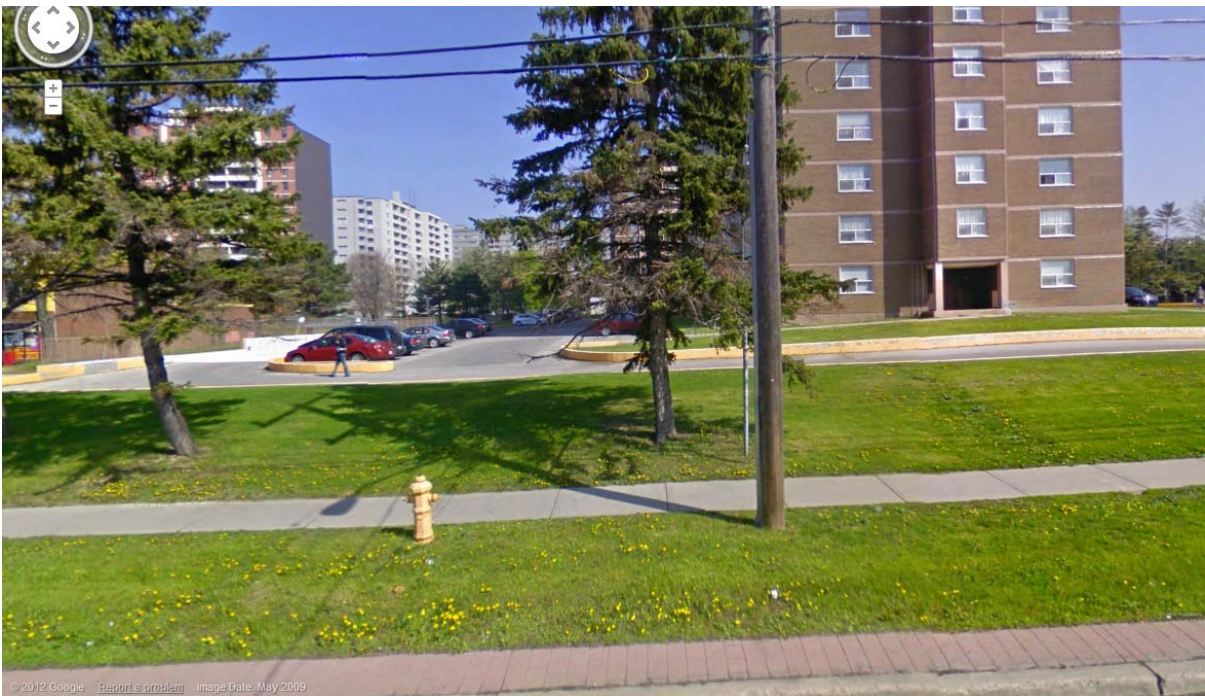
The subject land is described as Part of Lot 35, Concession 2 City of Toronto. It is located on the south side of Sheppard Avenue East, east of Victoria Park Avenue and is municipally known as 2933 Sheppard Avenue East. The property has a lot area of 3,651 square metres and frontage of 50.37 metres onto Sheppard Avenue East. The property has a depth of 72.4 metres. The lands are currently vacant. A copy of the Site Survey is attached as Appendix “A”.

The surrounding area contains several high density residential developments located on the north side of Sheppard Avenue.



Source: Google Street View

**Figure 2: 2933 Sheppard Avenue - Subject Land**



Source: Google Street View

**Figure 3: North side of Sheppard Avenue, opposite the subject site**



## **2.2 Existing Site Context**

The section of Sheppard Avenue East, between Victoria Park Avenue and Pharmacy Avenue, contains a mixture of uses which are comprised of automobile-oriented retail plazas, commercial office buildings, restaurants and services, high rise residential uses and single family detached residential buildings, some of which are employed for commercial purposes. High rise residential development is located in the immediate vicinity of the subject land, primarily on the north side of Sheppard Avenue East within the Apartment Neighbourhoods Designation. Policies of the Official Plan do not require that a Segment Study be prepared for development within the Apartment Neighbourhoods Designation.

The area is serviced by TTC public transit routes 85 (Sheppard Avenue East); 67/167 (Pharmacy Avenue); 24/224 (Victoria Park Avenue); and 190 (Scarborough Centre Rocket Express Bus). Further, the Sheppard Avenue LRT/Subway Line is proposed to be constructed on Sheppard Avenue East, and will service the subject land. The Sheppard Avenue LRT/Subway has been identified by the Metrolinx Regional Transportation Plan as a Top Priority project, intended to be built within the 15-year planning horizon. A station on the Sheppard Avenue LRT/Subway Line is proposed to be constructed at the intersection of Sheppard Avenue East and Victoria Park Avenue. The Metrolinx Regional Transportation Plan is discussed further in Section 5.1.3 of this report.

The following is a summary of surrounding land uses. Additional detailed information is found in the Area Property Statistics contained in Appendix "B".

### **North Side of Sheppard Avenue between the north-west corner of Victoria Park Avenue and Pharmacy Avenue**

The north side of Sheppard Avenue East between the north-west corner of Victoria Park Avenue and the north-east corner of Pharmacy Avenue contains primarily high density residential uses ranging in height from 10 storeys up to 20 storeys. These uses are located within the Apartment Neighbourhoods Designation. The intersection of Sheppard Avenue East and Victoria Park Avenue hosts one and two-storey commercial, suburban strip plaza developments, a stand-alone restaurant, varied low rise and commercial uses and a gas station at the north-west corner of Victoria Park Avenue and Sheppard Avenue East. These uses are located within the Mixed Use Designation. From west to east, the uses on the north side of Sheppard Avenue are as follows:

#### **2500 Sheppard Avenue East**

(North west corner Sheppard Avenue and Victoria Park)  
Petro Canada gas station.

#### **2450 Sheppard Avenue East**

(North west corner Sheppard Avenue and Victoria Park)  
Surrounding the gas station to the west and north, lies Victoria Park Square Plaza, set well back from the street and surrounded with extensive paved parking areas.



**2721 Victoria Park Avenue – Tall Building Site**

(East side of Victoria Park Avenue, north of the intersection of Sheppard Avenue East and Victoria Park Avenue)

15 Storey Apartment Building

**2727 Victoria Park Avenue – Tall Building Site**

(East side of Victoria Park Avenue, north of the intersection of Sheppard Avenue East and Victoria Park Avenue)

13 Storey Apartment Building

**2904 Sheppard Avenue**

(North east corner Sheppard Avenue and Victoria Park Avenue)

This corner contains a single storey commercial plaza containing a bank and eating establishment. The building is located near the street line, addressing the intersection. Parking is provided to north and east of the building.

**2914 Sheppard Avenue**

Two-storey commercial strip plaza with retail and restaurant uses at grade and offices/services on the second storey. Four rows of parking are provided in the street yard of the plaza, immediately adjacent to Sheppard Avenue.

**8 Chichester Place- Tall Building Site**

20 storey high density residential development

**10 Chichester Place – Tall Building Site  
(Under Construction)**

16 storey high density residential development

**20 Chichester Place – Tall Building Site**

14 storey high density residential development

**40 Chichester Place – Mid-Rise Building Site**

(North east corner Sheppard Avenue and Chichester Place)

10 storey high density residential development

**2008 Pharmacy Avenue – Tall Building Site**

14 storey high density residential development

**2992 Sheppard Avenue/2002 Pharmacy Avenue – Tall Building site**

(north west corner Sheppard Avenue and Pharmacy Avenue)

Current: Two Single detached residential units

Proposed: 14 storey high density residential development

**2008 Pharmacy Avenue – Tall Building Site**

13 storey high density residential development

**3110 Pharmacy Avenue – Mid-Rise Building Site**

(North east corner of Sheppard Avenue and Pharmacy Avenue)

11 storey, high density residential development surrounded by medium density townhouse development

**South Side of Sheppard Avenue between the south-west corner of Victoria Park Avenue and Pharmacy Avenue**

The south side of Sheppard Avenue between Victoria Park Avenue and Pharmacy Avenue contains a series of single detached residential dwelling units interspersed with converted dwellings which are currently being utilized to house professional offices, home occupations and a recently constructed pharmacy/office building. This segment is anchored by retail uses and commercial plazas at each end. Although primarily used for single detached residential purposes, this section of Sheppard Avenue appears to be in transition as new uses are introduced to the existing single detached structures. From west to east, uses on the south side of Sheppard Avenue are as follows:

**2499 Victoria Park Avenue**

(South west corner Sheppard Avenue and Victoria Park Avenue)

This corner contains a stand-alone “Pizza Pizza” takeout restaurant with parking located on the west side of the restaurant. South of the intersection lies a mid-rise glass office tower. To the west and south lies an existing industrial/commercial complex which includes the lands at 2205 Sheppard Avenue East. It is the redevelopment of these lands which precipitated the preparation of the Bousfields Segment Study. The Atria High Density Residential Development will consist of 1,150 residential units and 1,500 square metres of commercial space in a total of five buildings ranging in height from 5 to 43 storeys.

**2901 & 2925 Sheppard Avenue**

(South east corner Sheppard Avenue East and Victoria Park Avenue)

This corner contains a recently constructed stand alone Shoppers Drug Mart retail store with associated parking area. The Shoppers Drug Mart site surrounds an existing suburban drive-in style restaurant located at 2595 Victoria Park Avenue, see below.

**2595 Victoria Park Avenue**

(East side of Victoria Park Avenue, south of the intersection of Sheppard Avenue East and Victoria Park Avenue)

Johnny’s Hamburgers - Commercial Restaurant

**2561 Victoria Park Avenue**

(East side of Victoria Park Avenue, South of Sheppard Avenue East)

Commercial Plaza containing restaurants, commercial/retail uses and the TD Bank set back from the road, with two rows of parking facing Victoria Park Avenue.

**2933 Sheppard Avenue**

(Subject land, south side of Sheppard Avenue, east of Victoria Park Avenue)

Vacant

**2941 Sheppard Avenue**

(South side of Sheppard Avenue, east of Victoria Park Avenue)

Single detached residential dwelling

**56 Commons Drive**

Single detached residential dwelling

**57 Commons Drive**

Single detached residential dwelling

**2965 Sheppard Avenue**

Single detached residential dwelling

**2967 Sheppard Avenue**

Single detached residential dwelling

**2967 Sheppard Avenue East**

Converted single family detached residential dwelling utilized for physiotherapy clinic and associated office uses

**2969 Sheppard Avenue**

Converted single family detached residential dwelling utilized for office uses

**2971 Sheppard Avenue**

Single detached residential dwelling

**2973 Sheppard Avenue**

Single detached residential dwelling

**2993 Sheppard Avenue**

(south west corner Sheppard Avenue East and Pharmacy Avenue)  
Retail strip plaza with parking facing Sheppard Avenue East

**1800 Pharmacy Avenue**

(West side of Pharmacy Avenue, south of Sheppard Avenue East)  
Commercial plaza with parking facing Sheppard Avenue East

**3105 Pharmacy**

(South east corner Sheppard Avenue East and Pharmacy Avenue)  
Suburban strip plaza with parking facing the street

### 3.0 PROPOSAL

The proposed development will consist of one 18-storey residential condominium apartment tower containing 178 dwelling units. Pedestrian access to the building will be at grade from Sheppard Avenue. Vehicular access to the site will be from a 6.6 metre wide driveway onto Sheppard Avenue. A drop off area is proposed to be located at the east face of the building. A four metre wide area of hard surface landscaping, together with planters and benches are proposed along the Sheppard Avenue building façade highlighting direct, grade level pedestrian access to 393 square metres of retail space.

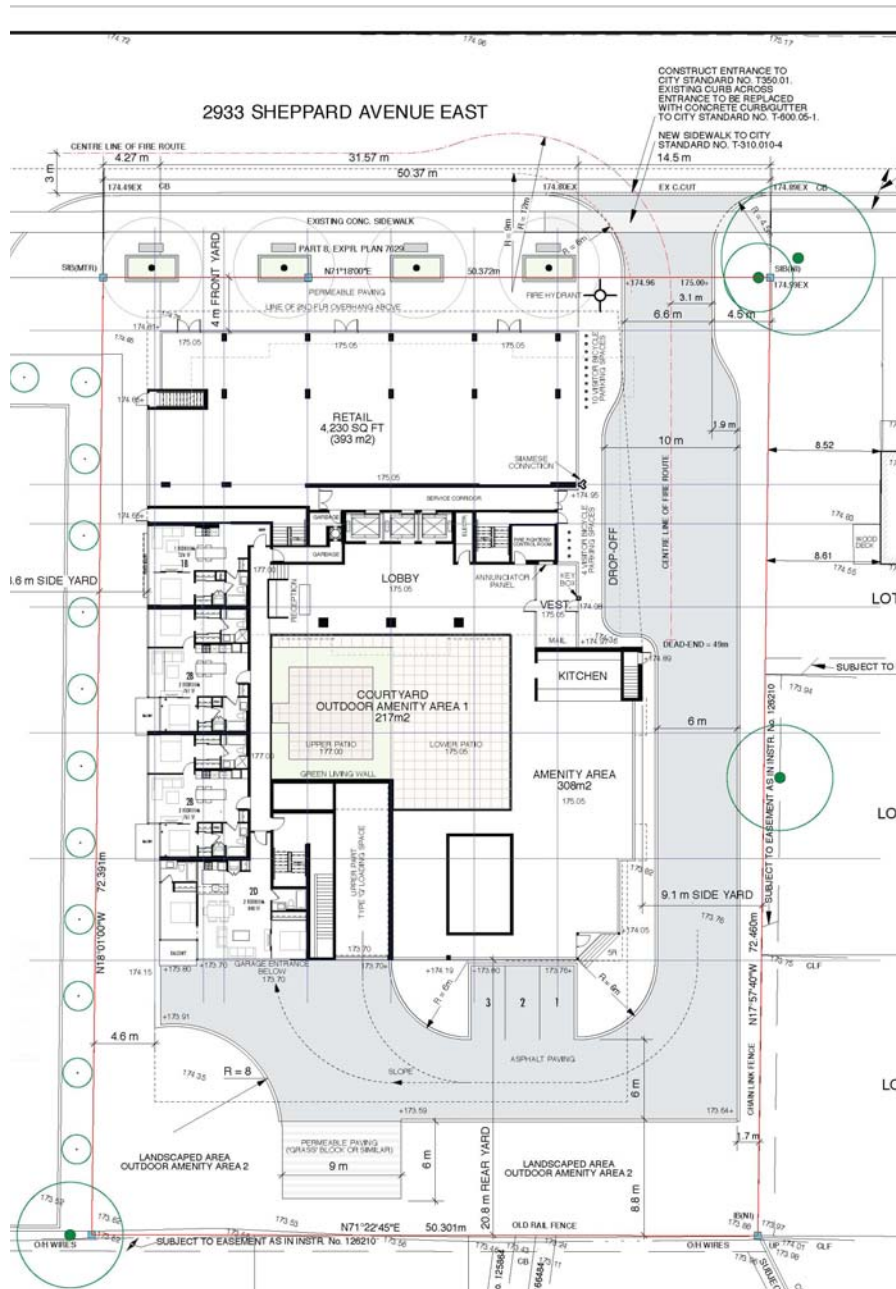


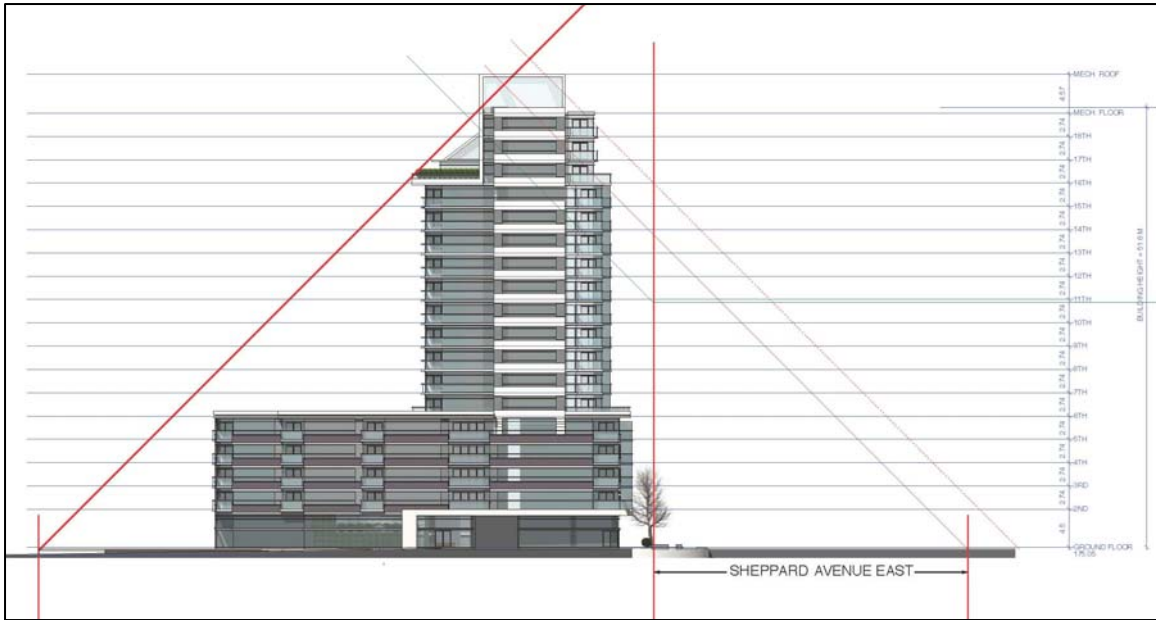
Figure 4: Site Plan



**Figure 5: Conceptual Development**

A four level underground parking garage will accommodate 170 automobile parking spaces, including 2 car-share spaces and locker space for residents. The development will also provide parking for 139 bicycles, of which ten spaces are located at surface level, on the east side of the site, adjacent to the main entrance to the building. The balance of the bicycle parking spaces are located in the underground garage. Loading facilities are located to the rear (south) of the building. An enclosed garbage and recycling collection area is to be located within the underground garage, directly accessible through the rear loading area. Three surface parking spaces are located at grade to the rear of the building. With the exception of the passenger drop off area, the vehicular functions of the site have been separated from the front (north) of the building where retail uses and pedestrian movements on-site and within the public boulevard will occur.

A 3.6 metre side yard has been provided on the west side of the building and a 9.1 m side yard containing the driveway has been provided along the east side of the development to generally preserve a 45 degree angular view plane from residential properties located south and east of the site. A large, open, landscaped rear yard 8.8 metres deep is provided adjacent to the low density residential uses to the south to buffer the vehicular functions of the building.



**Figure 6: East Elevation with 45 degree angular view plane**

The building design presents a tower on podium form, which incorporates a five storey podium base located parallel to Sheppard Avenue with a ground floor area of 1,389 square metres. Above the podium, the upper levels are set back from the front of the building providing a strong architectural presence on Sheppard Avenue. The rear of the tower is set back 45.4 m from the south property line, maintaining a 45 degree view plane to the residential area to the south. The rear façade of the podium is set 20.8 metres from the rear property line. A further 22 metre step back to the tower occurs at the top of the podium, further increasing the separation distance between the proposed development and existing low density residential uses to the south. The podium features a green roof which will not be accessible to residents. The building is further stepped in at the sixteenth floor to produce a roof top amenity area. The final three storeys of the building will contain only 4 units per floor.

The north face of the tower is setback from the north (Sheppard Avenue East) property line. The narrow building form has been sited as far north as possible to ensure there are minimal impacts to the backyards of the low-rise residential areas to the east and south.

A priority in this design of this building has been the guideline of maintaining a 45 degree angular view plane southward toward the low rise residential community. In general, the 45 degree angular view plane is also respected eastward toward the residential areas internal from Sheppard Avenue East. The proposed building maintains a greater than 45 degree angular plane from the property lines of the adjacent low density residential uses to the south and east, with the exception of those houses fronting directly on to Sheppard Avenue and a slight encroachment into the view plane between the podium and one of the homes on Commons Drive, refer to Appendix "C".

The wider tower element is appropriate for this very visually distinct intersection, particularly given that a new LRT/Subway Station is proposed at this intersection. The development produces a Floor Area Ration (FAR) of 4.15, which is appropriate for a site

which is adjacent to a proposed LRT/Subway station. The proposed high rise tower is an appropriate built form of development for this site.

## **4.0 AVENUE SEGMENT REVIEW**

### **4.1 Introduction**

In March 2011, Bousfields Inc. prepared an Avenue Segment Study in conjunction with development plans for the Atria IV Development proposed for lands at 2205 Sheppard Avenue East, located to the west of the subject land.

The Bousfields Study included a review of an area which extends to include the subject land. The conclusions of the Bousfields Study remain relevant to the planning area which it addressed, inclusive of the area which “overlays” onto this Segment Study. However, it is prudent to revisit the assumptions made in the Bousfields Study for the lands at 2933 Sheppard Avenue and its neighbouring properties at the southeast and northeast corners of Sheppard Avenue East and Victoria Park Avenue to ensure that the development context, two years later, has not significantly changed.

It is intended that the findings of this Segment Study will build upon the development principles established within the Bousfields Study.

### **4.2 Shaping the City**

The City of Toronto Official Plan recognizes that the future of the City will be one of growth, rebuilding, reurbanization and regeneration of the city within its existing urban structure. The principles of the Official Plan are intended to manage growth and change for specific areas of the city while protecting its neighbourhoods and green spaces. Its policies are intended to nurture the residential neighbourhoods while encouraging redevelopment of the highest quality in appropriate locations. To achieve this goal, the Official Plan contains policies which direct future growth to areas which are well served by transit and the existing road network and where land is considered underutilized. These areas include the Downtown, the Centres and the Avenues.

The City's Official Plan states that “Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”. The Official Plan recognizes that each Avenue is different in terms of lot sizes, street width, uses, transit service and streetscape. Given these differences, the Plan recognizes there is no “one size fits all” program to re-urbanize the Avenues. Rather, that framework will be identified through a local Avenue Study, which is intended to contain a vision and an implementation plan which will project opportunities to enable responsible, efficient redevelopment of this area.



### **4.3 City of Toronto Development Guidelines**

The City of Toronto Official Plan contains policies which are intended to direct a significant portion of the City's growth to its intensification areas. These areas include the City's Avenues. In 2010, the Avenues and Mid-Rise Buildings Study was produced for the City, and identified that mid-rise redevelopment of the Avenues had the ability to address a significant portion of the city's anticipated growth over the next twenty years. The Study recommends an as-of-right height for a mid-rise building to be determined by a series of factors, one of which was a 1:1 ratio where the maximum height of a building is equivalent to the width of the street right of way. The 1:1 height ratio applies to development sites on the Avenues, in consideration of the need to maintain an appropriate angular view plane to the front and rear of the site. This section of Sheppard Avenue East has a right-of-way width of 36 metres. When the 1:1 ratio is applied to this site, a building with an equivalent height of 11 storeys results.

The recommended mid-rise performance standards of the Avenues and Mid-Rise Buildings Study are intended to apply to those segments of the Avenues designated on the City's Official Plan as Mixed-Use Areas, with some exceptions. These exceptions are outlined in the final pages of the Avenues and Mid-Rise Buildings Study, stating that it is "reasonable to consider that sites on a subway line or in proximity to a subway or LRT station may have a different set of standards. These sites should be considered on an individual basis or become priorities for future Avenue Studies."

Schedule 1 of the Metrolinx Regional Transportation Plan (discussed in greater detail in Section 5.1.3 of this report) identifies the Sheppard East LRT as a "Top Priority" intended to be built within the 15-year planning horizon. City of Toronto Council recently voted to proceed with Sheppard Avenue LRT/Subway transit planning.

Further, the Mid-Rise Study also allows for the consideration, on an individual basis, of sites which are very large, stating that "a recent development application for Sheppard Avenue East on a site that is approximately 150 metres deep was also approved for a taller building because of the separation distance and ability to fit within an angular plane from the rear." The subject land is over 70 metres deep and is able to maintain separation distance and achieve an appropriate angular view plane to adjacent low density residential areas to the rear (south).

The subject land benefits from unique circumstances in terms of greater depth and location adjacent to existing public transit services and approved higher-order transit. The Avenues & Mid-Rise Buildings Study recommends that sites which have these characteristics should be considered on an individual basis. As such, the subject land may be suitable for greater height and density than that which would normally be recommended by the Avenues & Mid-Rise Buildings Study.

In 2006, the Design Criteria for Review of Tall Building Proposals was produced for the City of Toronto to assist in the review of tall building applications. The Study adopted an operational definition of a tall building as one in which the height of the building is greater than the width of the right of way of the street on which it is located. However, in its introduction, the Study recognizes that "the definition of "tall" should also recognize that any building which rises significantly above its existing or planned context should be considered tall. Under this expanded and more flexible definition, the more rigid 6 to 10

stories limit might be seen in certain circumstances to be either too high or too low a cut-off point depending on the local context”.

The design of the proposed development at 2933 Sheppard Avenue emerged after consideration of the City of Toronto Development Guidelines. The resulting built form proposed for the subject land maintains their intent of these guidelines.

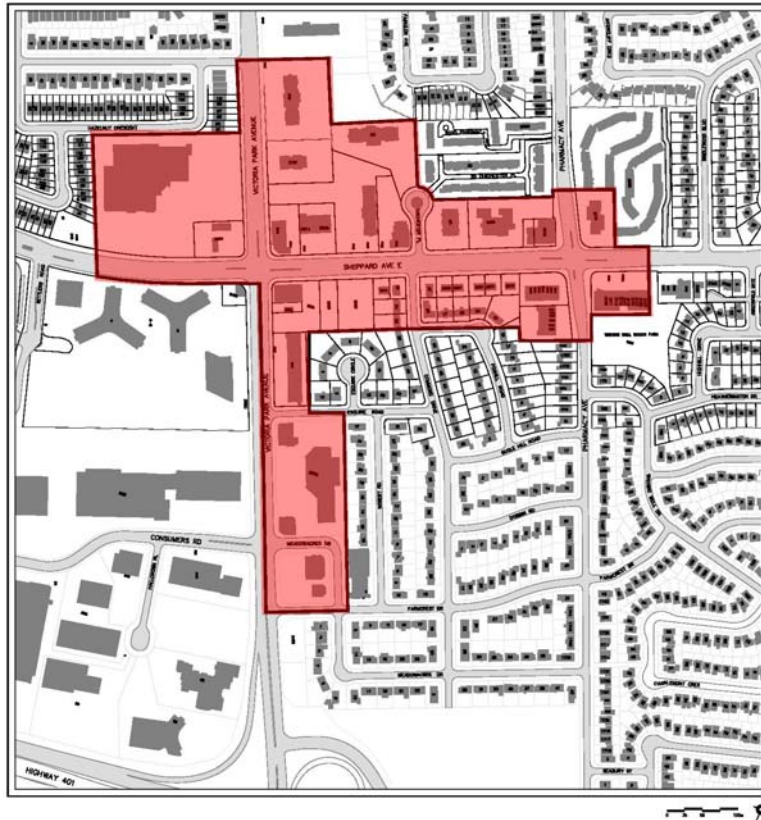
#### **4.4 Required Avenue Segment Study**

The City of Toronto Official Plan acknowledges that development in Mixed Use Areas on Avenues prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the Avenue. To ensure that development/redevelopment is appropriately managed, an Avenue Segment Study is to be prepared as part of the development application process.

This exercise is intended to assess the impacts of incremental development of the Avenue and consider whether incremental development of the segment would adversely impact adjacent Neighbourhoods. The City of Toronto Official Plan identifies this section of Sheppard Avenue East as a Mixed Use Area. As such, the policies of the City Official Plan direct that an Avenue Segment Study be prepared in conjunction with development where an Avenue Study has yet to be completed by the City.

#### **4.5 The Study Area**

The study area for this Avenue Segment study includes all of the properties on the north and south sides of Sheppard Avenue on the east side of Victoria Park Avenue through to the east side of Pharmacy Avenue. In addition, the study examines the Victoria Square Plaza located at the northwest corner of Sheppard Avenue East and Victoria Park Avenue together with additional properties located on the east side of Victoria Park Avenue north and south of Sheppard Avenue. The study area is shown in the figure below:



**Figure 7: Study Area**

From the outset it is assumed that the lands located on the south side of Sheppard Avenue East which are designated as “Neighbourhood” will remain stable. Consideration of the redevelopment of these lands is beyond the purview of the Avenue Segment Study and may be pursued through site specific development applications or an area-wide amendment to the Official Plan.

4.5.1 Precedent Projects

Within the study area, two high density developments have recently been approved by the City. These developments are outlined below:

<b>Location</b>	<b>10 Chichester Place</b>	<b>2002 Pharmacy Ave.</b>
<b>Official Plan Designation</b>	Apartment Neighbourhood	Apartment Neighbourhood
<b>Zoning Category</b>	A – Apartment	A – Apartment
<b>Lot Frontage</b>	29.25 m (Victoria Park Ave.) 99 m (Sheppard Ave. East)	45.7 m (Sheppard Ave. East) 38.9 m (Pharmacy Ave.)
<b>Lot Depth</b>	Irregular	38.98 m
<b>Coverage</b>	13.8 % (includes entire site)	66.93 %
<b>Building Height</b>	20 Storeys	14 storeys
<b>Density</b>	2.6 FSI	5.98 FSI

**Table 1: Recent Approved Development**

New approvals in the area have a range of permitted height and density which relates directly to the ability of the site to accommodate the development proposed and acceptance that the final built form was appropriate for the particular site and the contextual setting adjacent to Sheppard Avenue.

#### **4.6 Selection and Analysis of “Soft Sites”**

Section 2.2.3.3 of the Official Plan requires that within an Avenue Segment Study, an examination be made of the larger context of the study area to assess the implications which development may have for the segment of the avenue in which the development is located. The review is to include an assessment of the impacts of development of the overall avenue segment with a similar form, scale and intensity, appropriately allowing for distinguishing circumstances. The study is also required to consider whether the ensuing development of the segment would adversely impact adjacent Neighbourhoods or Apartment Neighbourhoods.

To assess the development potential for the study area, a series of sites which logically have development potential have been identified. These sites are referred to herein as “soft sites”. The site selection for the study includes sites which are vacant or deemed to be under-utilized, including strip plazas and parking areas. As noted previously, the single detached residential units and strip retail plazas located on the south side of Sheppard Avenue East, east of the subject property through to Pharmacy Avenue are designated “Neighbourhoods” within the City of Toronto Official Plan. The present designation of these lands is not supportive of high density residential redevelopment. As such, for the purpose of this study, these properties have not been considered as potential development lands and have been excluded from the inventory of soft sites.

This examination of the study area produced an inventory of “soft sites” for further review. The properties identified as part of this exercise are consistent with the sites identified in the Bousfields Study.

This Segment Study accepts the conclusions of the Bousfields Study for each of the soft sites with the exception of the subject land, and three sites shown on the map below. These sites have been identified for further review through this Avenue Segment Study.



**Figure 8: Soft Sites identified for further review**

Properties identified for further review as part of this study are:

- 2904 - 2914 Sheppard Avenue East (Northeast corner Sheppard and Victoria Park);
- 2901 - 2925 Sheppard Avenue East (Southeast corner Sheppard and Victoria Park); and
- 2561 Victoria Park Avenue (east side Victoria Park Avenue, south of Sheppard Avenue)
- 2933 Sheppard Avenue (subject property)

Each of these sites, with the exception of the subject lands which are vacant, currently contain buildings low in form and feature extensive areas of surface parking. These developments are older and were designed for a more suburban context which is reflected by their higher lot coverage and lower density. Within a more urban context, where there have been significant investments in public transit and other municipal infrastructure, higher density development is encouraged. These sites are designated as Mixed Use, which promotes higher density development than that which currently exists on the sites.

Each of these sites has been subject to review including the identification of a possible development scenario for each. The development scenarios have been designed to increase development density to an appropriate level on these sites within the limits of the existing and planned context of the area. A number of massing assumptions were made for each of the soft sites based upon the availability and location of major transit infrastructure, potential (as per Bousfields Study) and existing development on surrounding sites and proximity to the intersection of Victoria Park Avenue and

Sheppard Avenue East. Foremost among these assumptions is that higher building heights and greater FSI are appropriate for sites located at the intersection of Victoria Park Avenue and Sheppard Avenue East, particularly given the proximity of the sites to the proposed rapid transit station. Height and FSI are reduced as development moves away from the intersection, forming an intensification cone centred on the intersection. In identifying potential floor plate and GFA for the taller buildings proposed on the soft sites, reference has been made to Section 3.2 of the City's Tall Building Guidelines. In addition, in accordance with Section 3.3 of the Tall Building Guidelines, the proposed conceptual site designs contained within this study maintain a minimum tower separation distance of 25 metres.

Site constraints which limit development opportunities have also been incorporated into the proposed designs for the identified soft sites. These constraints include the maintenance of a 45 degree angular view plane and the specific size and shape of the sites. Details of each of the sites and their potential development are included in the following section.

It is generally accepted that higher density, greater building height and the use of point tower architecture should be directed to development parcels which are located at the intersection of major arterials and at subway and LRT stations. Each of the soft sites identified in this Avenue Segment Study meet these criteria and as such, additional height and density is appropriate for these sites, subject to the context of the area and as site constraints permit. On this basis, the following sites were examined in greater detail to identify potential for additional development opportunities.

The Architectural analysis forming the basis of this study is attached hereto as Appendix "C".

### **Northeast Corner of Sheppard Avenue East and Victoria Park**

#### **4.6.1 Conceptual Plan - Soft Site # 1 - (2904 - 2914 Sheppard Avenue East)**

(Plazas, north east corner Sheppard Avenue East and Victoria Park Avenue. Containing Coffee Time and CIBC Bank and the adjacent strip plaza to the east. Identified as Site B4 in the Bousfields Study). This parcel will require assembly and could develop in the short to medium term.

#### **Proposed Statistics from the Bousfields Study:**

<b>Building GFA:</b>	<b>53,950 m<sup>2</sup></b>
<b>Retail GFA:</b>	<b>1,000 m<sup>2</sup></b>
<b>Residential GFA:</b>	<b>52,950 m<sup>2</sup></b>
<b>Residential Units:</b>	<b>659</b>
<b>Site Area:</b>	<b>6,613 m<sup>2</sup></b>
<b>FSI gross:</b>	<b>8.15</b>
<b>No. of Storeys:</b>	<b>5 storey base along Sheppard Avenue East and Victoria Park Avenue.</b>
	<b>39 storey tower on the north east corner of Sheppard Avenue East and Victoria Park Avenue.</b>

### **Proposed Statistics from this Study:**

<b>Building GFA:</b>	<b>52,700 m<sup>2</sup></b>
<b>Retail GFA:</b>	<b>2,000 m<sup>2</sup></b>
<b>Residential GFA:</b>	<b>44,000 m<sup>2</sup></b>
<b>Residential Units:</b>	<b>550</b>
<b>Site Area:</b>	<b>6,615 m<sup>2</sup></b>
<b>FSI:</b>	<b>11.81</b>
<b>Building Footprint:</b>	<b>3,213 m<sup>2</sup></b>
<b>Site Coverage:</b>	<b>48.57 %</b>
<b>Building Height:</b>	<b>120 m</b>
<b>No. of Storeys:</b>	<b>5 storey base along Sheppard Avenue East and along Victoria Park Avenue</b> <b>39 storey tower on the north east corner of Sheppard Avenue East and Victoria Park Avenue</b> <b>20 storey tower on the eastern portion of the site</b>

A realistic GFA based on the same massing as for Soft Site #2 is 44,000 m<sup>2</sup>. Proposed statistics for this development have been modified from the Bousfields Study accordingly. In addition, opportunities for the inclusion of an 18-storey element on the eastern portion of the site have been identified and included in the proposed statistics, above.

### **Southeast Corner of Sheppard Avenue East and Victoria Park Avenue**

The following two sites, together with the subject land, were examined in the Bousfields Study as an assembly of parcels and as such, the Bousfields Study dealt with these properties as one element (described as Soft Site B5). For purposes of this study, the lands have been separated. Each holding, consisting of the Shoppers Drug Mart Site (4.6.2) located at the intersection of Sheppard Avenue and Victoria Park Avenue; the retail plaza to the south, fronting on Victoria Park Avenue (4.6.3); and the subject land (4.6.4) to the east, fronting on Sheppard Avenue East has been examined in greater detail.

### **Proposed Statistics from the Bousfields Study for the B5 assembly:**

<b>Building GFA:</b>	<b>61,100 m<sup>2</sup></b>
<b>Retail GFA:</b>	<b>2,500 m<sup>2</sup></b>
<b>Residential GFA:</b>	<b>58,600 m<sup>2</sup></b>
<b>Residential Units:</b>	<b>747</b>
<b>Site Area:</b>	<b>15,590 m<sup>2</sup></b>
<b>FSI gross:</b>	<b>3.91</b>
<b>No. of Storeys:</b>	<b>11 storey street-related</b> <b>15 storey corner bump up</b> <b>3 storey towns</b>



4.6.2 Conceptual Plan - Soft Site # 2 - (2901 - 2925 Sheppard Avenue East)

(Shoppers Drug Mart and Johnny's Hamburgers, southeast corner Sheppard Avenue East and Victoria Park Avenue – Part of B5 Bousfields). This parcel will require assembly. Given this site was recently redeveloped, this study assumes this site could develop in the longer term.

**Proposed Statistics from this Study:**

<b>Building GFA:</b>	<b>48,000 m<sup>2</sup></b>
<b>Retail GFA:</b>	<b>2,000 m<sup>2</sup></b>
<b>Residential GFA:</b>	<b>46,000 m<sup>2</sup></b>
<b>Residential Units:</b>	<b>575</b>
<b>Site Area:</b>	<b>6,643 m<sup>2</sup></b>
<b>FSI gross:</b>	<b>7.23</b>
<b>Building Footprint:</b>	<b>3,290 m<sup>2</sup></b>
<b>Site Coverage:</b>	<b>49.52 %</b>
<b>Building Height:</b>	<b>96 m</b>
<b>No. of Storeys:</b>	<b>5 storey base with 11 storey step-back along Sheppard Avenue East and Victoria Park Avenue. 35 storey tower on the southeast corner of Sheppard Avenue East and Victoria Park Avenue</b>

The height of the potential development for this site has been increased from the 15 storeys proposed by the Bousfields Study to 35 storeys to reflect the site's location at a rapid transit stop, and to more closely reflect the conceptual developments shown in the Bousfields Study for the remaining three corners of this intersection. It is reasonable to assume that a consistent built form should emerge, all siting factors considered, for each of the four corners of the intersection. The majority of development density potential on this site has been focused at the intersection of Sheppard Avenue East and Victoria Park Avenue. Remaining development density potential has been accommodated within an 11-storey building located on the southern and eastern portions of the site and forming a consistent street walls to the adjacent arterial roadways.

4.6.3 Conceptual Plan - Soft Site # 3 - (2561 Victoria Park Avenue)

(Strip Plaza, east side of Victoria Park Avenue, south of Sheppard Avenue East – Part of B5 - Bousfields). This parcel will not require assembly and could develop in the short to medium term.

**Proposed Statistics from this Study:**

<b>Building GFA:</b>	<b>19,500 m<sup>2</sup></b>
<b>Retail GFA:</b>	<b>1,500 m<sup>2</sup></b>
<b>Residential GFA:</b>	<b>18,000 m<sup>2</sup></b>
<b>Residential Units:</b>	<b>225</b>
<b>Site Area:</b>	<b>4,826 m<sup>2</sup></b>
<b>FSI gross:</b>	<b>4.04</b>
<b>No. of Storeys:</b>	<b>11 Storey with rear step back at the 10<sup>th</sup> storey</b>

This site is somewhat by its limited depth and the presence of single family residential development to the rear of the site. Development is limited in terms of height and depth to ensure the preservation of a 45 degree angular view plane.

A comparison of the design for this site as produced by Bousfields, and the design for this site produced as part of this segment study, indicates that the two concepts are identical and that no changes to the development potential of this site are proposed as a result of this study.

#### 4.6.4 Conceptual Plan – Subject land - (2933 Sheppard Avenue East)

(Vacant land, south side of Sheppard Avenue East, east of Victoria Park Avenue – Part of B5 - Bousfields). This parcel will not require assembly and could develop in the short term.

#### **Proposed Statistics from this Study:**

<b>Building GFA:</b>	<b>15,135 m<sup>2</sup></b>
<b>Retail GFA:</b>	<b>393 m<sup>2</sup></b>
<b>Residential GFA:</b>	<b>14,742 m<sup>2</sup></b>
<b>Residential Units:</b>	<b>178</b>
<b>Site Area:</b>	<b>3,651 m<sup>2</sup></b>
<b>FSI gross:</b>	<b>4.15</b>
<b>Building Footprint:</b>	<b>1,389 m<sup>2</sup></b>
<b>Site Coverage:</b>	<b>38.05 %</b>
<b>Building Height:</b>	<b>52 m</b>
<b>No. of Storeys:</b>	<b>5 storey base along Sheppard Avenue East 18 storey tower above</b>

The most notable constraint to determining the appropriate level of development which may be achieved on the subject land is the ability the design to achieve the 45 degree angular view plane from the surrounding low density residential neighbourhood. In this case the opportunity to do so is enhanced by the significant lot depth of the property.

#### 4.6.5 Relationship to the Shoppers Drug Mart Site to the East

The proposed form of development for the subject site will allow for enhanced development potential for the Shoppers Drug Mart site, adjacent to the west. A mid-rise development form on the Shoppers Drug Mart site, together with a 35+ storey building with a floorplate of 743 square metres addressing the Victoria Park Avenue/Sheppard Avenue East intersection could be located on the site. This conceptual development would produce a FAR for the Shoppers Drug Mart lands of 6 or more. This density is appropriate for a site located at the intersection of two major arterial roads, which is in close proximity to a rapid transit station and is comparable to the densities contemplated at the south-west corner of the intersection in the Bousfields Study.

#### 4.7 The Public Realm and Streetscape

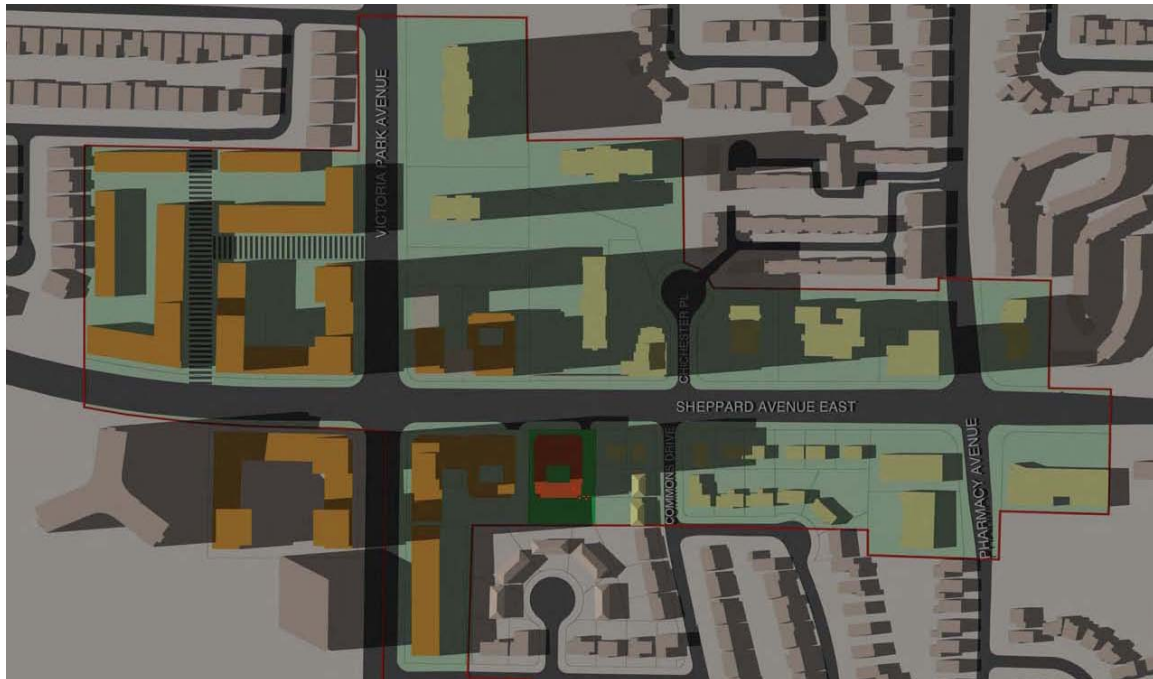


**Figure 9: Conceptual Development**

The overall design strategy proposed for the areas adjacent to Sheppard Avenue East is the creation of 5-storey pedestrian-scale massing with the taller building elements set back from the street. The intent is to create a pedestrian friendly streetscape and establish the 'avenue' feel espoused in the City's Official Plan. Lower buildings to a maximum of 11 storeys are envisaged for the midblock areas, with taller buildings being sited in the vicinity of transit stations. The north side of the street is currently occupied with high-rise buildings in the 15-20 storey range, all set back from the street. The placement of these elements provides for the opportunity to develop additional infill development similar to the recent 10 Chichester project. As the area continues to develop with additional high density elements, the streetscape will evolve and additional pedestrian elements, including retail shops and services at grade, will serve to create a lively and active pedestrian streetscape.

## 4.8 Impacts

### 4.8.1 Shadowing (Prepared by Keith Loffler McAlpine Architects):



**Figure 10: Worst-case shadowing impacts March 21/Sept 21 4:18 pm**

A Shadow Study was prepared by Keith Loffler McAlpine Architects, and submitted under separate cover to the City as part of the development application for the subject land.

The Shadow Study assesses the possible impact of the conceptual development opportunities outlined in Section 4.6. The study times selected for this analysis matched that employed within the Bousfields Study, namely between 9:18 am and 6:18 pm on March 21st/September 21st.

The low-rise residential neighbourhoods lying to the south and east of the study area are not affected by shadows until after 4 pm, where shadows begin to cast progressively over the two adjacent residential properties abutting Sheppard Avenue East immediately to the east of the subject property. Shadows extend progressively over a further two properties by 5:30 pm. The high-rise properties on the north side of Sheppard Avenue do not receive shadowing from the south side until after 4:30 pm, and then only one building is partially affected. The subject property itself is not affected by shadowing from the possible development to the west until after 5:00 pm.

With respect to the shadowing impacts upon public realm associated with Sheppard Avenue, the intent of the Midrise Guidelines to provide five hours of sunshine on the street between March and September is met, with five hours of sunshine occurring at

street level between 1:00 pm and 6:24 pm. However, it is apparent that the concentration of high-rise towers at the intersection of Sheppard Avenue East and Victoria Park Avenue cannot meet this guideline. The conclusion of this analysis is that these conceptual developments will permit adequate sunshine to reach neighbouring residential areas and the public realm at street level and that a minimum of five hours of sunshine will be provided.

#### 4.8.2 Transportation (Prepared by Lea Consulting Ltd.)

##### **Existing Transportation Conditions**

A Transportation Study was prepared by Lea Consulting Ltd., and submitted under separate cover to the City as part of the development application for the subject land.

The study area is generally characterized by a suburban road network with a hierarchy of arterial, collector and local roads. Major arterial roads in the study area include Sheppard Avenue East, which operates in an east-west direction, and Victoria Park Avenue, which operates in a north-south direction. Both Sheppard Avenue East and Victoria Park Avenue have a 36 metre right-of-way (ROW) width within the study area. The eastern limit of the study area is bounded by Pharmacy Avenue which operates as a minor arterial road to the north of Sheppard Avenue and a collector road to the south.

Sheppard Avenue East operates with a seven lane urban cross-section in the study area. The roadway provides a centre two-way left-turn lane facilitating access to and from the abutting land uses along the corridor. At the signalized intersections, the centre two-way left-turn lane becomes an exclusive left-turn lane. No exclusive right-turn lanes are provided at the signalized intersections (i.e. the curb lane is a shared through-right turn lane).

On- and off-ramp access to Highway 401 is provided on Victoria Park Avenue south of the study area. Pharmacy Avenue does not provide a continuous connection to areas south of Highway 401. The roadway terminates at Highway 401 and continues again south of the Highway.

Existing traffic counts indicate that Sheppard Avenue East between Victoria Park Avenue and Pharmacy Avenue carries approximately 1900 and 1700 vehicles per hour in the peak direction during the a.m. and p.m. peak hours, respectively. The signalized intersections in the study area generally operate with some constrained movements during the peak hours. This is mainly due to the high demand for traffic access to/from the Highway 401 in the morning and afternoon rush hour.

Frequent surface transit service is also provided in the study area along Sheppard Avenue East, Victoria Park Avenue and Pharmacy Avenue (Table 2). These routes connect to the TTC Don Mills subway station on the Sheppard subway line approximately 2 kilometers west of the study area. A review of 2006 Transportation Tomorrow Survey (TTS) data suggests that approximately 64%, 26% and 10% of work and school trips originating from the study area are made by auto, transit and cycling/walking modes during the a.m. peak period.

Route #	Route Description	Frequency	
		AM Peak Period	PM Peak Period
24	Victoria Park	5 min	7 min
85	Sheppard East	4 min	4-5 min
167	Pharmacy North	27 min	24 min
169	Huntingwood	20 min	30 min
190	Scarborough Centre Rocket	5-6 min	5-6 min
224	Victoria Park North	5-15 min	5-20 min

**Table 2: Existing TTC Bus Service**

### **Future Background Transportation Conditions**

Sheppard Avenue East, between the existing TTC Don Mills Subway Station and east of Kennedy Road is designated as a planned Higher Order Transit Corridor in the Official Plan. An Environmental Assessment (EA) was approved in 2008 for the implementation of a Light Rail Transit (LRT) line along Sheppard Avenue East. This LRT line would connect from Don Mills Subway Station and easterly to Morningside Avenue. Rapid transit along Sheppard East was previously contemplated to take the form of a subway. However, based on the latest information provided by Metrolinx, construction of rapid transit along the corridor will take the form of LRT and is anticipated to start in 2014 with an intended schedule for completion by 2021.

The implementation of a Sheppard LRT will require the number of through lanes along Sheppard Avenue East to be reduced from three to two in each direction. Inbound and outbound left turns would be prohibited at existing unsignalized driveways on Sheppard Avenue East. Exclusive left turn lanes will be provided at signalized intersections to allow for left turn and U-turn movements. It is reasonable to expect that an operating LRT line on Sheppard Avenue may reduce the volume of auto traffic generated by existing land uses in the corridor. This is due to the reduction of traffic lanes along Sheppard and a potential shift from in usage from auto to transit modes, most notably during the peak hours.

In light that Sheppard Avenue East is envisioned as a rapid transit corridor, it is anticipated that the surrounding transportation network and land uses will gradually transform from the existing auto-oriented suburban forms to a more transit-friendly urban fabric. The *Avenue Segment Study* conducted by Bousfields Inc. in March 2011 identifies a number of future potential new local and collector roads that could be constructed in the southwest quadrant of Victoria Park Avenue and Sheppard Avenue as part of the redevelopment of the Consumers Road Business Park area. It is expected that these roadway improvements provided to the west of the current study area will result in a road network which will improve the overall traffic moving function of the Victoria Park Avenue/Sheppard Avenue intersection.

## Transportation Impacts

An assessment of the transportation impacts with respect to the soft sites contemplated in the current study has been carried out based on our understanding of the future transportation conditions described in the previous section.

Site trip generation of the soft sites was estimated for the a.m. and p.m. peak hours under two scenarios: 1) No LRT and 2) With LRT.

Residential trip generation rates utilized for this assessment is based on proxy site surveys conducted at residential condominium buildings in the northwest quadrant of Kennedy Road and Sheppard Avenue East in the former City of Scarborough. The observed trip rates would be reflective of residential trip characteristics at residential condominium uses near surface transit. For Scenario 1, the two-way residential trip rates applied is 0.23 and 0.27 trips per unit for the a.m. and p.m. peak hours respectively. For Scenario 2, the two-way residential trip rates of 0.22 and 0.24 trips per unit were applied to reflect the LRT in place. The Scenario 2 residential trip rates are based on an average of residential trip rates observed near surface transit (Kennedy/Sheppard) and near subway (Bayview/Sheppard). Details of these surveys are further documented in the transportation report entitled *2933 Sheppard Avenue East Transportation Impact Study* prepared by LEA Consulting in November 2012.

Retail trip generation was estimated based on parking supply assuming that the minimum by-law required retail parking will be provided. For retail uses less than 1,000 m<sup>2</sup>, it was assumed that each parking space provided will turn over every 15 minutes as retail stores of this size would reflect convenience type retail uses. For retail uses larger than 1,000 m<sup>2</sup>, inbound and outbound peak hour trip generation was assumed to be a percentage of the total parking spaces that will be provided<sup>1</sup>. The following summarizes the vehicular trip estimates.

Soft Site # / Location	Trip	Scenario 1 (No LRT)						Scenario 2 (With LRT)						
		AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR			
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>1) 2904-2914 Sheppard Ave E.</b>														
Retail 2,000 sm	new trips	28	99	127	123	106	229	22	99	121	123	106	229	
Residential 550 units														
<b>2) 2901-2925 Sheppard Ave E.</b>														
Retail 2,000 sm	new trips	28	99	127	123	106	229	22	99	121	123	106	229	
Residential 550 units														
<b>3) 2561 Victoria Park Ave.</b>														
Retail 1,000 sm	new trips	6	20	26	37	33	70	4	20	24	36	31	67	
Residential 112 units														
<b>4) 2933 Sheppard Ave. E.</b>														
Retail 393 sm	new trips	9	32	41	43	38	81	8	32	40	41	34	75	
Residential 178 units														
<b>Total New Site Trips</b>		<b>71</b>	<b>250</b>	<b>321</b>	<b>326</b>	<b>283</b>	<b>609</b>	<b>56</b>	<b>250</b>	<b>306</b>	<b>323</b>	<b>277</b>	<b>600</b>	

**Table 3: Soft Sites # 1-4 New site trips**

<sup>1</sup> Inbound and outbound trip calculations based on an average of typical percentage occupancy of total parking supply for retail-commercial uses as documented in Table 9-1 of *Parking*, Weant & Levinson (1990).



It is estimated that the full build-out of the soft sites could generate approximately 300 and 600 two-way new vehicular trips in the weekday a.m. and p.m. peak hours, respectively. It is noted that sites #1, #2 and #3 will have a net site traffic impact as existing site traffic will be reduced upon redevelopment. Site #4 will generate additional new site trips as development will take place on existing vacant lands.

Sites #1, #2 and #3 currently have accesses on Victoria Park Avenue or Sheppard Avenue East. It is likely that these site access locations will be maintained in the future. Site #4 will have access on Sheppard Avenue East and is not expected to generate a significant amount of site trips. All of these site accesses will be restricted to right-in/right-out movements when the Sheppard LRT is in operation. As such, these accesses are expected to operate with minimal delays in the future when the LRT is in operation. It is anticipated that the construction of new roadways or signalized access points will not be required to facilitate the redevelopment of these sites as the future background road network and transit improvements will allow for additional inbound and outbound trip capacity to and from the study area during the peak hours.

### **Parking for the Proposed Development at 2933 Sheppard Avenue East**

The subject site is situated within Policy Area (PA) 4 of the November 8 2012 Draft City of Toronto Zoning By-law. The subject site is contemplated as part of the Sheppard Avenue East Segment Study which identifies the future vision for developments located along the section of Sheppard Avenue East between Yorkland Road and Pharmacy Avenue. It is our understanding that it is the City's intention for this segment of Sheppard Avenue to apply the proposed Policy Area (PA) 4 zoning requirements as with other background developments in the study area.

The proposed development of 178 residential units and 393 m<sup>2</sup> retail use requires a minimum of 183 parking spaces under the PA4 requirements of the Draft City of Toronto Zoning By-law. The proposed development will provide 173 parking spaces (including 2 car-share spaces, which produce a credit equal to three parking spaces each) to yield an effective parking supply of 179 parking spaces. The effective parking supply is 4 spaces short of the by-law requirements, representing a 2% reduction from the overall parking requirements. In light of the City's intent to provide rapid transit services in the study area, the minor reduction in parking supply is considered acceptable as it will serve to reduce auto-dependency and promote future transit usage in the area. The vehicular parking supply provided would be appropriate for the proposed development.

### **Summary**

The development of the soft sites is expected to generate a modest increase of new vehicular trips during the peak hour. However, largely, the traffic impacts associated with these developments will be mitigated by the removal of existing traffic to the current active operations on many of these sites. No new roadways or signalized accesses points will be required as it is assumed that the development of the soft sites identified within this analysis will each have direct access onto Victoria Park Avenue or Sheppard Avenue East. Moreover, a change in transportation characteristics is anticipated for the study area under the future conditions as a result of background road network and transit improvements. These improvements are expected to provide additional capacity

to facilitate inbound and outbound trips to and from the study area during the peak hours.

#### 4.8.3 Servicing (Prepared by Cole Engineering Group Ltd.

Cole Engineering Group Ltd, the servicing consultant, has reviewed the development proposal and City records for the adjacent municipal streets and has concluded that there is adequate existing municipal infrastructure (consisting of storm, sanitary sewers and watermains as well as various utilities) available to allow the area outlined in the Avenue Segment Study to develop as contemplated. Further, Cole Engineering Group has reviewed the proposed massing along Sheppard Avenue and Victoria Park Avenue and confirmed that the location of the existing infrastructure and utilities will readily allow the future extension of these services.

#### 4.8.4 Community Services and Facilities

With regard to the impacts to Community Services and Facilities, we note that the Bousfields Study proposed the development of 1,406 units, based on 80 square metres (860 square feet) per unit, for the four properties identified for further review by this study. The modifications made to the Bousfields data by this segment study have increased the number of proposed units within the study area from 1,406 to 1,528, an increase of 122 units, an increase of 8.7%. Given the number of units generated by this study are essentially the same as the number of units generated by the Bousfields Study, the conclusions of the Bousfields Study that adequate school facilities exist in the nearby area are carried forward through into this review. In conjunction with this Avenue Study, the Toronto District School Board and the Toronto District Catholic School Board were contacted. Each Board confirmed that sufficient capacity within the area schools remains to service the development of the subject land.

### **4.9 Conclusions of the Avenue Segment Study**

The intent of an Avenue Segment Study is to assess the potential impacts from development of the entire segment at a density and form as proposed through the current development. An assessment of the parcel fabric and current uses in the area of the proposed development resulted in the identification of a number of area sites which would be suitable for development or redevelopment. All of these sites had previously been examined as part of the Bousfields Study, undertaken in support of the much larger and more dense Atria IV development located at 2205 Sheppard Avenue, west of the subject land. The Bousfields Study concluded that the development of the Segment at similar form and density to the Atria development, with appropriate adjustments based on site context and location, would result in no negative impacts to the Segment. The findings of the Bousfields Study are generally accepted by this Study and have been used as its basis.

However, as part of the review of potential development sites ("soft sites") for this Avenue Segment Study, four sites previously reviewed by Bousfields were identified for further study based on potential additional development opportunities for those sites. These four sites, including the subject land, are located at the north east and south east corners of Victoria Park Avenue and Sheppard Avenue. Properties further east of the subject land were not included in this review as it is assumed that those lands, which are

designated as “Neighbourhood”, will remain stable. Consideration of the redevelopment of those lands is beyond the purview of this Avenue Segment Study and may be pursued through specific development applications or an area-wide amendment to the Official Plan.

In examining the soft sites identified for redevelopment, the development potential of each and the associated impacts were assessed on the basis that the sites were developed using the same design elements and at the same density as the subject land. These elements are: adherence to the 45 degree angular plane requirement adjacent to stable, abutting Neighbourhood uses, the creation of a density cone extending away from the intersection and proposed rapid transit station, and the utilization of the built form parameters found in the Mid-Rise and Tall Buildings guidelines.

As part of the assessment of these potential development opportunities, this study examined the potential impacts from the development of the soft sites in terms of shadows, transportation and servicing. In addition, the Community Services and Facilities Study undertaken by Bousfields in support of their development was also reviewed and the information updated as appropriate.

Once development opportunities for the four identified soft sites had been assessed, the overall unit count from the Bousfields Study was reviewed. Although this Study identified some modifications to the development potential outlined in the Bousfields Study, the overall unit counts remained similar between the two studies.

This study concludes that the results of the specific site-by-site analysis of this Avenue Study and the findings of the Bousfields Study are generally consistent as far as identifying the development opportunities, and noting that minimal impacts arise upon the urban, social and physical realms. The proposed development at 2933 Sheppard Avenue East, as presented herein, is consistent in form with that contemplated by the Study and the Bousfields Study, will support the desirable aspects of this area and will aid in the creation of a positive precedent for the development of this segment of Sheppard Avenue. The proposed development is of a form, scale and intensity which is appropriate for the site and the area and will assist the City in moving toward its goal of urbanizing the Avenue and creating an active pedestrian streetscape.

## 5.0 PLANNING POLICY REVIEW AND JUSTIFICATION

### 5.1 Policy Framework

#### 5.1.1. Provincial Policy Statement, 2005

The 2005 Provincial Policy Statement (“PPS”) is a policy directive issued by the Province of Ontario relating to land use planning and land development. As a matter of Provincial interest, the PPS outlines policies for managing and directing land use to achieve efficient development and land use patterns. Through directing future growth to settlement areas, it is an objective of the PPS to achieve an efficient use of land to accommodate current and future needs.

The proposed development of the subject land is consistent with the policies expressed in the PPS by assisting in promoting efficient development patterns that:

- optimize the use of land, resources and public investment in infrastructure and public service facilities;
- promote a mix of housing, employment, parks and open spaces;
- offer transportation choices that facilitate pedestrian mobility and other modes of travel; and
- create strong, liveable and healthy communities that enhance social well-being and are economically sound.

Of particular relevance to the development of the subject land are the following policies:

Section 1.1.1 of the PPS, captioned as “Managing and Directing Land Use to Achieve Efficient Development Land Use Patterns” states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well being of the Province and the Municipality over the long term, and which accommodate an appropriate range and mix of residential, employment, recreational and open space uses to meet long term needs. In addition, cost-effective development standards are promoted which minimize land consumption and servicing costs and ensure that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.3.1 states that Settlement Areas are to be the focus of growth and that their vitality and regeneration is to be promoted.

Section 1.1.3.2 directs that land use patterns within the settlement areas be based on a range of uses and opportunities for intensification and redevelopment; and densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available.

Section 1.1.3.3 requires that planning authorities identify and promote opportunities for intensification and redevelopment where it can be accommodated, taking into account existing areas and the availability of suitable existing or planned infrastructure and public service facilities.

Section 1.1.3.4 requires that appropriate development standards be promoted which facilitate intensification, redevelopment and compact form.

Sections 1.1.3.5 and 1.1.3.6 require that planning authorities establish and implement minimum targets for intensification and redevelopment within the built up areas, together with phasing policies to ensure those targets are achieved prior to, or concurrent with, new development within the designated growth areas.

Section 1.4.3 requires that planning authorities provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents by permitting and facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of public transit in areas where it exists.

Sections 1.6.5.4 and 1.6.5.5 promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation choices, including commuter rail and bus, and require that transportation and land use considerations be integrated at all stages of the planning process.

Section 1.7.1 of the PPS requires that long-term economic prosperity be supported by optimizing the long-term availability and use of land, resources, infrastructure and public service facilities and by maintaining and enhancing the vitality and viability of downtowns and main streets.

Section 1.8.1 of the PPS directs planning authorities to support energy efficiency and improved air quality through land use and development patterns which promote compact form and a structure of nodes and corridors and which promote the use of public transit.

Sheppard Avenue in the area of the subject land has been identified as an “Avenue” within the City of Toronto Official Plan. As such, this area is a location where future growth is to be directed through the development of a higher density, pedestrian-friendly mix of uses in a compact urban form. Given existing and planned transportation and infrastructure availability, the area is considered appropriate for redevelopment and intensification. Development within this area can efficiently utilize the existing surface transit service, the road capacity of the adjacent arterial road and the planned LRT/ Subway service. Existing human infrastructure such as schools, places of worship, retail uses and professional businesses (physicians, legal, etc) exist within close proximity of this property and are readily available for use by future residents. Nearby municipal servicing infrastructure is available for use, reinforcing a primary objective of the PPS.

The proposed development will offer an appropriate range and mix of residential and commercial uses in an intensified format. The development of additional residential uses in proximity to the planned LRT/Subway line and nearby employment areas will

offer opportunities to work, shop and live in the same neighbourhood, replacing traditional, automobile-based commutes with walking, cycling and public transit.

The design of the proposed development is appropriate given surrounding high density residential areas and the expected higher intensity uses to be located at the intersection of Sheppard Avenue and Victoria Park as a result of the development of a new LRT/ Subway Station. The proposed building has been designed to maintain a 45 degree angular view plan to the low density residential neighbourhood to the south and generally to the east. The development will continue the existing density and built form trends in this area, which are appropriate for locations adjacent to a major corridor and higher order transit while respecting and taking into account the existing low density uses south of the lands.

From a technical perspective, studies undertaken as part of this Avenue Segment Study and the earlier Bousfields Study have confirmed that the adjacent road network and municipal servicing facilities can support the density of development proposed. Angular plane exercises and the preparation of sun-shade diagrams have demonstrated that the design of the building has mitigated impacts upon neighbouring lands, while allowing for suitable intensification. Correspondingly, the implementing zoning by-law will establish appropriate standards to ensure that the functionality of the site is maintained with respect to parking standards, building height and setbacks.

The proposed development inter-relates with adjacent properties primarily from a compatibility perspective, as there is little opportunity for further development in the immediate area. As noted previously the abutting property to the west has recently been developed for a stand-alone retail use (Shoppers Drug Mart) but may redevelop in the future. Lands in the immediate vicinity of the property, on the north side of Sheppard Avenue are proposed or have been developed for high density residential uses. To the east of the site is an area of low density housing, some of which has been converted to business and professional offices. Lands to the south are single family in character and are expected to remain stable. Based on the context of the subject land and surrounding land uses, the physical inter-connection of this site with neighbouring properties is not necessary.

The proposed development provides for an intensified land use in a location designated for such by the City of Toronto, promotes pedestrian and transit usage, utilizes existing municipal servicing infrastructure, negating the need to extend trunk services, does not create ecological impacts and can proceed without the need for participation from nearby land owners. As such, the proposal is consistent with the policy direction expressed in the 2005 *PPS*.

### 5.1.2 Places to Grow – Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe, 2006 (the “Growth Plan”), is a document which provides direction for decisions relating to land development and investment in public infrastructure. As noted in Section 1.2.2 of the Growth Plan, the principles of the document are intended to create compact, thriving communities which efficiently utilize public investment and where natural resources are conserved and enhanced. The plan promotes the efficient use of land and public infrastructure by directing future growth to locations within existing urban areas where intensification can and should take place, to sites which are underutilized and where municipal services such as public transit and services/utilities can be employed. The Growth Plan applies to lands within the Greater Golden Horseshoe, inclusive of the City of Toronto.

The guiding principles found in Section 1.2.2 of the Growth Plan are intended to control decisions about how land is developed, resources are managed and public dollars are invested to the end purposes of:

- building of compact, vibrant and complete communities;
- managing growth to support a strong and competitive economy;
- the protection and conservation of natural resources including land, air and water;
- the optimization of existing and new infrastructure to support growth in a compact, efficient form.

Section 2.1 of the Growth Plan outlines opportunities to utilize land and infrastructure efficiently by directing growth to existing urban areas. In doing so, the need to expand urban envelopes becomes less. The Plan envisages increasing intensification of the existing built-up area, focusing on urban growth centres, intensification corridors and major transit station areas. Major transit station areas are defined in the Growth Plan as:

*The area including and around any existing or planned higher order transit station within a settlement area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk*

The Growth Plan further adds that a focus for transit and infrastructure investments to support future growth can be created by concentrating new development in these areas.

Section 2.2.2 of the Growth Plan directs that population and employment growth be accommodated by:

- Directing a significant portion of new growth to the built-up areas of the community through intensification;
- Focusing intensification in intensification areas;

- Reducing dependence on the automobile through the development of mixed use, transit supportive, pedestrian-friendly urban environments;
- Providing convenient access to intra- and inter-city transit; and
- Encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.

Section 2.2.3.6 requires that municipalities develop and implement an intensification strategy which will:

- Encourage intensification generally throughout the built-up area;
- Identify intensification areas to support achievement of the intensification target;
- Recognize urban growth centres, intensification corridors and major transit station areas as a key focus of development to accommodate intensification;
- Facilitate and promote intensification; and
- Identify the appropriate type and scale of development in intensification areas.

Section 2.2.3.7 requires that intensification areas be planned and designed to:

- attract a significant portion of population and employment growth;
- provide a diverse and compatible mix of land uses to support vibrant neighbourhoods;
- provide high quality public open spaces with site design and urban design standards to create attractive and vibrant places;
- support transit, walking and cycling for everyday activities;
- generally achieve higher densities than the surrounding areas; and
- achieve an appropriate transition of built form to adjacent areas.

Section 2.2.5 requires that Major Transit Station Areas and intensification corridors be designated in official plans and be planned to achieve an increase in residential and employment densities to support and ensure the viability of existing and planned transit service levels, and to achieve a mix of residential, office, institutional and commercial development wherever appropriate.

Through transportation infrastructure planning directives, it is the aim of the Growth Plan to invest wisely and efficiently in transportation systems and encourage design of these systems to promote the use of the systems, primarily transit, by the public. In order to create compact, efficient and thriving communities, the fundamental principles of the Growth Plan are to promote a greater utility of urban land by encouraging intensification



in areas where higher order public infrastructure exists, investing wisely in community infrastructure to accommodate future growth and lessen the reliance on the private automobile in favour of public transit.

Of paramount importance to fulfilling the objectives of the Growth Plan is the determination by the City of Toronto of where intensification is appropriate. Through the policies of its Official Plan, the City has determined that Sheppard Avenue, including the area of this Segment Study, is a Transit Corridor. Further this section of Sheppard Avenue is designated as an Avenue. A Mixed Use area is focused on the intersection of Victoria Park Avenue and Sheppard Avenue East and includes the subject land. Reurbanization and intensification of the Avenues is a stated policy of the City of Toronto.

The intensification of this undeveloped site within a designated Avenue is consistent with the Growth Plan and will serve to implement the policies of the Plan. The proposal, including the creation of commercial uses at grade, will assist in continuing the development of Sheppard Avenue East as a vibrant main street, encouraging pedestrian activity and assisting in the continuation of the area as a complete community.

The proposed development is an appropriate mixed-use intensification within the Avenue designation and as such is consistent with the requirements of the *Growth Plan*.

### 5.1.3 Metrolinx Regional Transportation Plan

Metrolinx was established by the Government of Ontario in late 2006 under the *Greater Toronto Transportation Authority Act, 2006, S.O. 2006, c.16* to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton area (GTHA). One of the main goals of Metrolinx is the creation of a regional transportation plan, intended to serve as a long term strategic plan for an integrated multi-modal regional transportation system. The Regional Transportation Plan was approved by the Metrolinx Board in November 2008.

The Regional Transportation Plan, entitled “The Big Move” has a 25 year horizon and addresses all forms of transportation. It seeks to maximize benefits of investment in infrastructure, and to work toward changing behaviour regarding how, when and where people travel. To this end, Section 3.0 of the Plan outlines a series of goals and objectives designed to implement its overall vision. These include: offering a wide range of travel options, including walking, cycling, public transit and automobiles; reducing environmental impacts of transportation; as well as seamless integration between various modes of transit.

To achieve these goals, Section 4.0 of the plan outlines strategic directions, some of which also incorporate priority actions. Strategic Directions include building a comprehensive/regional rapid transit network, building transit supportive communities, as well as focussing growth and development along transportation corridors. “Big Moves” outlined within the Plan include the creation of a fast, frequent and expanded regional rapid transit network; and the creation of a system of connected mobility hubs, stating that “An efficient and cost-effective transit system requires nodes (or dense concentrations) of trip origins and destinations. The interface between urban form and the transportation system is particularly important around major transit stations.

Focusing growth and development around major transit stations allows more people to live near transit services, and makes more destinations accessible by transit”.

Section 4.0 of the Plan contains ten strategies which are identified as being required to achieve the vision, goals and objectives of the Plan. Each strategy includes priority actions which implement the strategy, and supporting policies which are intended to guide day to day decision making in support of each strategy.

Strategy Number 7 deals with building communities which are pedestrian friendly, cycling and transit-supportive, and notes that the design our communities is a major factor in determining people choose to travel. Communities which are higher in density, and offer a variety of stores and services nearby, are more likely to be characterized by residents to walk, cycle or take transit. Communities which are lower in density, far from stores and services, are much more likely to be automobile-oriented. The creation of higher density communities is a major factor in determining travel behaviour. Supporting Policy 7.10 provides that the regional rapid transit and highway network shown in Schedules 1 & 2 of the Plan are to be incorporated into all municipal Official Plans and that these planned transit services are to be used as the basis for determining appropriate land uses and densities in conformity with the Growth Plan for the Greater Golden Horseshoe. Schedule 1 of the Plan identifies the Sheppard East LRT as a “Top Priority” intended to be built within the 15-year planning horizon.

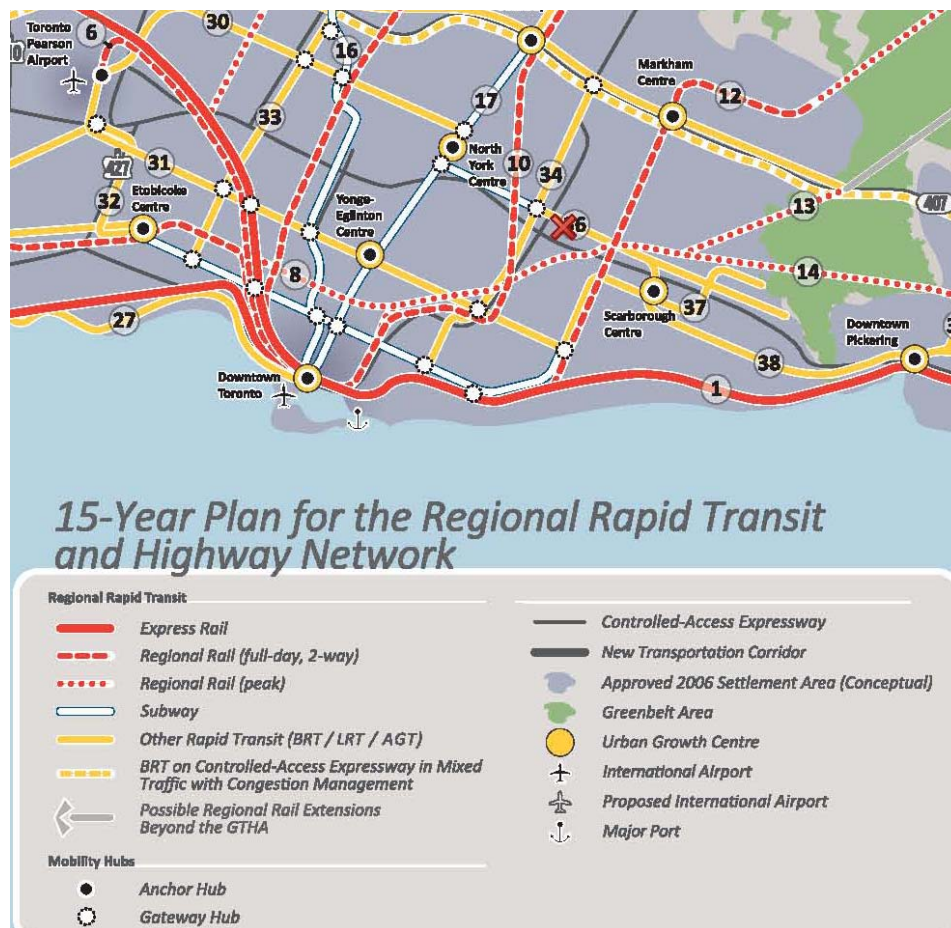


Figure 11: Excerpt from Schedule 1 of the Big Move, Metrolinx 15-year plan

Sheppard Avenue is an identified Transit Corridor. Policy 7.18 requires that where a Transit Corridor has been identified as an intensification corridor, municipalities are required to set out policies in their Official Plans and Transportation Master Plans to implement the policies of the Growth Plan and establish minimum density targets based on transit service levels.

The City has undertaken modifications to its policies to implement the requirements of the *Growth Plan* including the identification of Avenues as areas of intensification. However, the City’s “Avenues and Mid-Rise Buildings Study” does not differentiate between Avenues which are served by surface bus routes and Avenues which are rapid transit corridors or host mobility hubs. However, the policies of the City’s Official Plan, discussed below, recognize that each Avenue is distinct and as such, Avenue Segment Studies are to be completed in order to identify appropriate development standards for a particular Avenue Segment in advance of a full Avenue Study being undertaken by the City. In this fashion, the City of Toronto has met the major transit station areas policy of the Growth Plan and some portions of this section of the Regional Transportation Plan.

In recognizing the link between alternative transit and the mix and intensity of uses within a community, Metrolinx states that Intensification Corridors “have tremendous opportunity to accommodate growth and development, and achieve a transit-supportive density and urban form.” As discussed above, the *Growth Plan* requires that upper and lower tier municipalities identify intensification corridors that have the potential to provide a focus for higher density mixed use development consistent with planned transit service levels. Achieving concentrated growth along these corridors is critical to the success of the Regional Transportation Plan. The proposed development will assist in implementing the objectives of the Growth Plan and the Regional Transportation Plan.

## 5.2 City of Toronto Policies

### 5.2.1 City of Toronto Official Plan

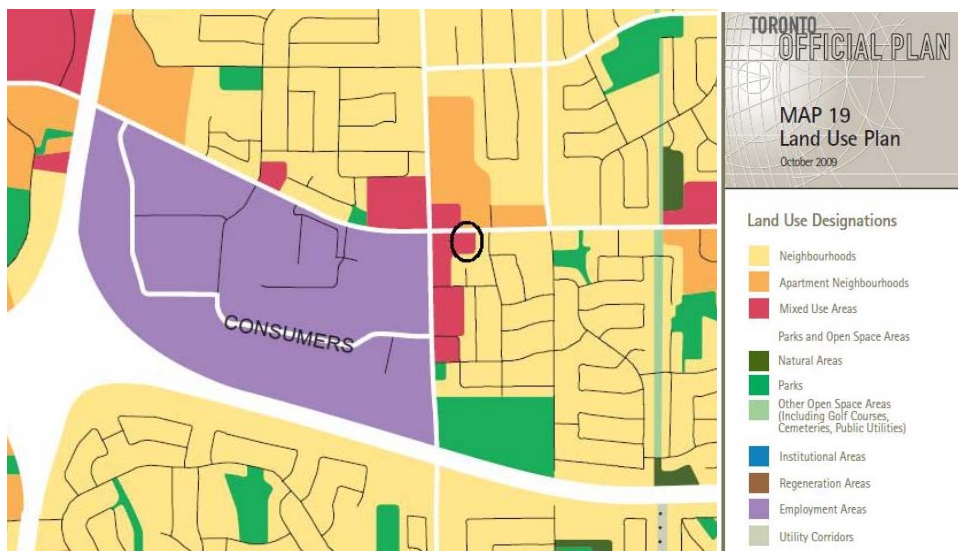


Figure 12: Excerpt Map 19, City of Toronto Official Plan

The City of Toronto Official Plan is intended to guide development within the City to create vibrant neighbourhoods offering housing choices on pedestrian streets with affordable transit, a competitive economy, recreational opportunities and green spaces, beautiful architecture and excellent urban design.

Section 2.1 of the Plan provides guidance with respect to building a liveable urban region. Policies include focusing urban growth into a pattern of compact centres and corridors connected by an integrated regional transportation system. In addition, policies direct municipalities to make better use of existing urban infrastructure and services while increasing the supply of housing in mixed use environments. These policies are intended to create greater opportunities for people to live and work locally.

Section 2.2 deals with the integration of land use and transportation systems, stating that future growth within the City is to be directed to areas which are well served by transit and which have a number of properties with redevelopment potential. This section also states that the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. These areas are shown on Map 2 of the Plan and include the Downtown Core and the Centres and Avenues, stating that the mixed use Avenues will be a focus of residential growth. To this end, policies contained in this section direct growth to the Centres, Avenues, Employment Districts and the Downtown in order to use urban land, infrastructure and services efficiently; concentrate jobs and people in areas well served by surface transit and rapid transit stations; promote mixed use development to increase opportunities for living close to work; and to encourage walking and cycling for local trips while protecting neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

Section 2.2.3 of the Plan outlines policy directions for Avenues, which are aimed at reurbanizing the arterial corridors, stating that the Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities. Section 2.2.3 also notes that “Each Avenue is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. There is no “one size fits all” program for reurbanizing the Avenues.” As such, a local Avenue Study is intended to form a framework for change that is tailored to the situation of each Avenue.

Section 2.2.3.3 b) acknowledges that development in Mixed Use Areas on Avenues prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the Avenue. In these cases, an Avenue Segment Study is required to be prepared as part of the development application, and is to assess the impacts of incremental development of the Avenue and consider whether incremental development of the segment would adversely impact any adjacent Neighbourhoods or Apartment Neighbourhoods. Section 2.2.3.3 c) states that in addition to satisfying all policies of the Plan, including neighbourhood protection policies, development in mixed use areas which precedes the completion of an Avenue Study will support and promote the use of transit; contribute to the creation of a range of housing options; contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing; be serviced by adequate parks, community services, water, sewers and transportation facilities; and be encouraged to incorporate environmentally sustainable building design and construction practices.

The subject land is well served by surface public transit routes. In addition, with the extension of the Sheppard Avenue LRT, a Station is proposed to be located at the intersection of Victoria Park Avenue and Sheppard Avenue East, approximately 100 metres west of the site. An Environmental Assessment for the project was approved in May 2009. Planning design and engineering activities are currently being undertaken by the TTC for this extension.

Given transit improvements proposed in the area, this segment of Sheppard Avenue, in particular the intersection of Sheppard Avenue East and Victoria Park Avenue is poised for significant growth and intensification. The City has identified the intent to build an LRT/Subway Station at this intersection which will provide opportunities for higher density development within a 500 m walking distance of the Station. As such, as per the acknowledgment within the Avenues and Mid-Rise Buildings Study, additional height and density above the standard form is appropriate for the development of this site.

The policies of this Section of the Plan acknowledge that there is no “one size fits all” program for reurbanizing the Avenues and that lot sizes, configuration, street width, existing uses, neighbouring uses, transit services and streetscape potential will all play a role in identifying appropriate development for a particular segment of an Avenue. The subject property, which is currently undeveloped and features a depth of 72 metres, is one of the last remaining parcels fronting on Sheppard Avenue which is appropriate for higher density development. The majority of lands in the area have already been approved or developed for higher density residential development.

Given the height of surrounding development (between 10 and 20 storeys) and the location of the proposed LRT/Subway Station within easy walking distance of the site, this property is ideally situated to utilize additional height and density opportunities to ensure that the ongoing public investments in transit in this area are properly utilized. The depth of this lot and the design of the proposed development permit opportunities for additional height while maintaining the recommended 45 degree view plane. The assignment of additional height to this property, particularly given that higher density, high rise development is currently located in this area, will aid in assisting the City in meeting its intensification targets. The proposed development, at 18 storeys, is slightly lower in height than the recently approved development on Chichester Place, immediately north east of the site.

The proposed development will support and promote the use of transit, and serve to contribute to the creation of a range of housing options. The inclusion of ground-level retail opportunities will assist in the creation of an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing. Supporting studies have found that municipal services in the area are adequate to support the proposed development and the Bousfields Study found that existing community services were sufficient to support the intensification of development in this area. These findings have been confirmed in this Study. In addition, the development as proposed includes a range of environmentally sustainable building features, including living wall and green roof, among others. The policies of Section 2.2.3.3 of the Official Plan have been satisfied.

Section 2.3.1 of the City of Toronto Official Plan deals with change to neighbourhoods, stating that “Established neighbourhoods will benefit from directing growth to the Centres and the Avenues by enjoying better transit service, greater housing choices, increased

shopping opportunities, an improved pedestrian environment and other advantages that these growth areas provide.” Further, this Section also recognizes that accessibility to transit service varies considerably across the City, and that transit accessibility for neighbourhoods can be improved by investing in transit service along the Avenues. Section 2.3.1 also deals with the protection of the neighbourhoods, stating that at the boundary points between the neighbourhoods and the growth areas, development in the mixed use area is required to demonstrate a transition in height, scale and intensity as necessary to ensure that the stability and general amenity of the adjacent residential area is not adversely affected.

Section 2.3.1.2 provides that development in Mixed Use Areas that are adjacent or close to Neighbourhoods will be compatible with those neighbourhoods; provide a gradual transition of scale and density through the stepping down of buildings towards and setbacks from those neighbourhoods; maintain adequate light and privacy for residents in those neighbourhoods; and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those neighbourhoods.

As noted in the above policies, transit accessibility for neighbourhoods can be improved through the investment in transit service along more intensely developed areas, such as the Avenues. In this instance, those transit investments are in the process of being made and opportunities for increased densities should be optimized to take advantage of the corresponding higher service levels. The proposed development of 2933 Sheppard Avenue East offers an opportunity to develop the subject land with a mixed use residential development which will optimize the use of transit and infrastructure. The proposed architectural design will serve to ensure an appropriate height and scale to create an identifiable presence on Sheppard Avenue, offering opportunities for Place-making near the intersection of Sheppard Avenue and Victoria Park Avenue, while utilizing setbacks designed to protect lower density residential neighbourhoods to the south and east. In addition, the proposed architectural design will allow a more intense form of urban development to take place with limited impacts upon the light and privacy of the neighbouring areas. Traffic and parking impacts to the neighbouring developments are not anticipated as the site does not offer any opportunity for traffic movement and infiltration directly from the development into the adjacent neighbourhood.

Section 2.4 relates to transportation issues , stating that “in addition to policies regarding the physical infrastructure of the City’s transportation system, we need complementary policies to make more efficient use of this infrastructure and to support the goal of reducing car dependency throughout the City”, and that “Reducing car dependency means being creative and flexible about how we manage urban growth”. The existing and proposed transit system will serve to encourage residents to reduce their reliance on the private automobile, choosing public transit options in the pursuit of their day-to-day activities and assisting the city in achieving its goals of reduced car-dependency.

Guidance with respect to the built environment is found in Section 3.1 of the City of Toronto Official Plan. Section 3.1.2 states that a large extent of the city is currently developed with at least one generation of buildings and that future development will be built on infill and redevelopment sites. It is a directive of the City that this redevelopment will respect and improve upon the character of the surrounding area. This section notes that over the next several decades, the majority of new growth will take

place in areas of the City where intensification is appropriate, including the Downtown, the Centres and along the Avenues and that each new building will help to contribute to the ultimate urban shape of the City. This section also states that developments must be conceived not only in terms of the individual building site, but also in terms of the building blending with the context of the neighbourhood. The Plan notes that each new building should serve to promote and achieve the overall objectives of the Plan.

Section 3.1.2.1 directs that new development be located and organized to fit within the existing and/or planned context, framing and supporting adjacent streets. Buildings are to be located parallel to the street to improve the safety, pedestrian interest and casual views to these spaces from the development. Main building entrances are to be located so that they are clearly visible and directly accessible from the public sidewalk. It is a principle of design that ground floor uses should have views into and access to adjacent streets. Section 3.1.2.2 states that new development should consolidate and minimize the width of driveways and curb cuts through the public sidewalk. Underground parking is to be provided where appropriate. Section 3.1.2.3 requires that new development be massed in a compatible manner with its existing and/or planned context. Possible impacts on neighbouring streets and properties are to be minimized through massing new buildings to respect the existing and/or planned street proportion and creating appropriate transitions in scale. Uncomfortable wind conditions and shadowing of neighbouring streets and properties are to be adequately limited. Section 3.1.2.4 states that new development is to be massed to define the edges of streets at good proportion and that taller buildings are to be located to ensure adequate access to sky views. As per Section 3.1.2.5, new development is to provide public amenity for adjacent streets and open spaces by ensuring that these areas are attractive, interesting, comfortable and functional for pedestrians. This may be achieved by the provision of boulevard and sidewalk improvements related to sustainable design elements; co-ordinated landscape improvements between public and private realms; weather protection such as canopies and awnings; landscaped edges of surface parking lots along streets to visually screen the parked autos; safe pedestrian routes and tree plantings within surface parking lots; and public art, where the developer agrees to provide it. It is a policy of the City (Section 3.1.2.6) that each significant new multi-unit residential development provide indoor and outdoor amenity space for residents and that each resident of the development is to have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

The built form policies, promote redevelopment in a form which is respectful and considerate of the local neighbourhood and which seeks to reinforce the growth objectives of the larger City. The proposed development has been designed to implement the guiding principles of the “Avenues and Mid-Rise Buildings Study” and the “Design Criteria for Review of Tall Building Proposals”. Through this conformity, the proposed condominium building development achieves compatibility with the existing neighbourhood context, by providing a 45 degree angular view plane from the rear of the property and featuring a development form which is consistent with the Apartment Residential area on the north side of Sheppard Avenue. Height beyond that of the width of Sheppard Avenue will serve to ensure the development reflects the intensification objectives of the City, recognizing its location in close proximity to an LRT Station and the desire to make efficient use of public investments in existing and planned transit and service infrastructure.



It is proposed that access to the site will be from an entrance from Sheppard Avenue East which leads to a drop off area at the east side of the building. Pedestrian access to the residential component of the building will be from the foyer located at the north-east corner of the building. The proposed retail units will have at grade, direct access from Sheppard Avenue. In doing so, the retail and amenity uses will provide interest and opportunities for casual views for pedestrian traffic.

Section 3.1.3 outlines policies specific to tall buildings, with said buildings being identified as buildings whose height is greater than the width of the adjacent road allowance. Tall buildings can shape the City's image and may become important city/local landmarks. The policies further note that most of the proposed intensification in the Plan is anticipated to be achieved with street-oriented, grade related or mid-rise building types that define and support sunny, comfortable and vital streets, parks and open spaces. Tall buildings are generally limited to parts of the Downtown and the Centres, but may also be permitted in other areas on the basis of demonstrated consistency with the policies of the Plan.

The policies in this Section recognize that tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings are appropriate within their existing and/or planned context and limit local impacts, a number of additional built form principles are to be applied to the location and design of tall buildings. Section 3.1.3.1 identifies that tall buildings consist of three parts, the base, middle and top, each of which is to be designed as part of a carefully integrated single whole. The base of the building is intended to provide definition and support to adjacent streets and integrate with adjacent buildings while minimizing the impact of parking and servicing uses. The middle section is to be designed such that the floor plate size and shape is appropriate to the site, and located and oriented on the site to satisfy the provisions of this Section of the Plan. The top of the building is to be designed to contribute to the skyline character and will integrate the roof top mechanical systems into the design of the building.

Tall building proposals are required to address the key urban design considerations contained in Section 3.1.3.2 of the Plan, including meeting the built form policies of the plan; demonstrating how the proposed building and site design contribute to and reinforce the overall city structure; how they relate to the existing and/or planned context; and take into account the relationship of the site to topography and other tall buildings. Tall buildings are also required to provide high quality, comfortable and usable publicly accessible open space areas. The proposed 18 storey building has been designed to produce these desired effects of a tall building.

The proposed structure, with an overall height of 18 storeys, serves to create a notable architectural statement for the site and subsequently for this intersection through its recognizable silhouette, assisting in the creation of a sense of place for this area. The height of the structure is consistent with the height of existing development in the area and the placement of the taller element of the structure at the Sheppard Avenue frontage will serve to protect sky views for nearby low density residential areas to the south and east. Although higher than the Avenues and Mid-Rise Building Study would generally support, the site's location adjacent to a planned LRT/Subway station, its large lot depth, the ability to maintain a 45 degree view plane from low density residential uses to the south, and the presence of nearby 20+ storey high-rise development in the area, are factors which warrant additional height and density.



Section 4.0 of the Official Plan provides policy for the land use designations contained within the Plan. Map 19 designates the subject land “Mixed Use Areas”. The Plan identifies that four land use designations, including the Mixed Use Areas, are intended to accommodate the majority of the increased jobs and population anticipated by the Plan’s growth strategy. Within Mixed Use Areas, a broad range of commercial, residential, institutional and open space uses are encouraged.

Permitted land uses within Mixed Use Areas are broad in nature including residential, retail and service uses. Mixed Use Areas are intended to absorb most of the anticipated increase in retail, office and service employment as well as much of the new housing in the coming decades. The Plan sets out a hierarchy of development intensity within the Mixed Use Designation, stating that, in general, the highest buildings and greatest intensity will typically occur in Downtown and the Centres, with Avenues generally being at a lower scale than the Centres.

Section 4.5.1 states that Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings. The proposed development is permitted within the Mixed Use Area.

Development criteria for the Mixed Use Area is found in Section 4.5.2 of the Plan. The Plan provides that in Mixed Use Areas, development is required to create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community. In addition, developments within the Mixed Use Areas will provide for new jobs and homes on underutilized lands.

This section of the Official Plan also directs new buildings to be massed and located to provide a transition between areas of different development intensity and scale and to adequately limit shadow impacts through means such as setbacks and stepping down of heights toward lower scale neighbourhoods. The proposed condominium building utilizes an extensive buffer area, and prominent stepping in the building shape to reinforce the objective noted in the Official Plan. Further, policies encourage new development to provide good site access and an adequate supply of parking, with screened ramps and service areas to minimize impacts on adjacent residences.

The proposed development of this vacant property located in close proximity to an existing employment area and proposed transit station, will provide additional commercial and residential options for the local community and will assist in supporting the City’s transit objectives by offering additional opportunities to work and live in the same neighbourhood, reducing dependency on the private automobile. The building has been designed to fulfill the design objective of the City’s built form guidelines and will create a pleasant pedestrian environment through the use of setbacks and direct pedestrian access to at-grade retail uses. The result of this design effort will be a meaningful component in creating an animated, attractive and safe streetscape.

The placement of the tallest element of the building close to the Sheppard Avenue frontage and farther from the rear property line, serves to frame the street, providing an attractive and safe pedestrian environment and increasing separation distances between the proposed development and nearby low-density residential uses. The proposed development satisfies the policies of the Official Plan.

### 5.2.2 Avenues and Mid-Rise Buildings Study

The Avenues and Mid-Rise Buildings Study (the “Study”) was completed by Brook McIlroy Planning in May of 2010 on behalf of the City of Toronto. In July of 2010, Council directed staff to “use the Mid-Rise Building Performance Standards contained in the Avenues and Mid-Rise Buildings Study in the evaluation of all new and current mid-rise development proposals on the Avenues and in the implementation of future Avenue Studies and to monitor the effectiveness of the Mid-Rise Performance Standards during a monitoring period of approximately two years”

The objective of the Avenues and Mid-Rise Buildings Study is to ultimately formulate recommendations for urban design, policy and processes to encourage the development of better designed mid-rise buildings on the Avenues, noting that the Avenues are where growth is expected and encouraged. Fundamental to the use of the principles which have been developed is the production of “As-of-Right” zoning, which is intended to encourage the construction of attractive, functional mid-rise buildings on the Avenues.

Within Section 1.1 of the document, Avenues are noted as “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. This section outlines the objectives of the study, including the development of policies and processes that will encourage appropriate development and reurbanization of the Avenues, building on the directions of the City’s Official Plan. Section 1.2 identifies a vision for Mid-Rise Urbanism, including “tree-lined streets and sun-lit sidewalks, framed by carefully articulated mid-rise buildings providing a multiplicity of retail and community uses at the sidewalk level, with residential and commercial units above” creating the setting for a vibrant community life.

Section 2.1 of the Study identifies where the recommendations contained within Section 3 the study are to be applied, noting that the performance standards contained in the study generally apply to Mixed Use Areas and Employment Areas, but noting that “Not all Performance Standards will apply uniformly across the Avenues.”

Section 2.2 identifies how mid-rise building heights are determined, indicating that mid-rise buildings are no taller than the width of the street right-of way or between 5 and 11 storeys. In addition, this section also indicates that the “as of right” height of a mid-rise building should be determined by a series of factors and that the potential maximum height is established based on a 1:1 ratio between the building height and the roadway width.

However, Section 2.3 of the Study clarifies that “there is no ‘one size fits all’ approach to the development of the Avenues. The Avenues differ in many respects, including right-of-way widths, lot dimensions, urban context, historical evolution, prevailing land uses, traffic volumes, transit service and retail environment. It is recognized that not all Avenues or segments of Avenues have, or should be planned to have, the same character.”

It is important to recognize that the focus of the Avenues and Mid-Rise Buildings Study is to produce 'Performance Standards' as outlined in Section 3 of the Study which are intended to assist in the creation of an "As-of-Right" Zoning By-law. The concept of "As-of-Right" Zoning is outlined in Section 4.2.1 of the Study, which states that "Through new as-of-right zoning.....projects can be developed of a size that, while moderate compared to high-rise projects, can be designed, approved, built and marketed in a straightforward and profitable manner". Further, the study indicates that where "As-of-Right" Zoning is in place, "Developers working within this regulatory environment will now know how much they can build and general timeframes for approvals. By forgoing the rezoning process, the benefit to developers will be a significantly reduced approvals timeframe, if development is built within the new as-of-right permissions".

However, the study also acknowledges that there are instances where an as-of-right zoning approach may not be suitable, and notes that these areas would benefit from further study. Section 4.5.7 states that "The recommendations and Performance Standards outlined in this document are intended to be used in many, but not all, situations along the Avenues". In particular, this section identifies that previous Avenue Studies have suggested that areas which are adjacent to or in proximity of subway or LRT stations should be considered for additional height, but notes that proximity to the subway station has not been the only consideration for additional height. Rather, additional height in these areas was considered based on a number of other factors (including the ability for the building to transition in height to adjacent properties, and surrounding uses and form). New buildings must continue to fit into their surrounding context. This Section of the Study notes that "It is therefore reasonable to consider that sites on a subway line or in proximity to a subway or LRT station may have a different set of standards. These sites should be considered on an individual basis or become priorities for future Avenue Studies".

Similarly, very large sites have been treated differently in Avenue Studies and through approved applications. There have been instances where deep lots have been approved for taller buildings "because of the separation distance and ability to fit within an angular plane from the rear". The Study notes that "these sites should be considered on an individual basis or become priorities for future Avenue Studies".

The subject land is located in close proximity to high density apartment residential uses of 17 - 20 storeys; has a large lot depth; and is located near existing express bus service and a planned LRT line and future station. As such, the subject land clearly can be considered an exception to the mid-rise standards and as per the guidance provided in the Avenues and Mid-Rise Buildings Study, "should be considered on an individual basis". Although the study recommends that properties like the subject land should be assessed individually, it is appropriate for the site to be reviewed in the context of this Avenue Study. Further, it is a reasonable assumption that the general principles of development espoused for the mid-rise built form be maintained.

To that end, this analysis includes an overview of the Performance Standards contained in the Avenues and Mid-Rise Buildings Study. An outline of Mid-Rise standards is provided below:

Section 3.2 of the Avenues and Mid-Rise Buildings Study contains performance standards which are directed at creating healthy, livable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. The performance

standards are intended to provide simple, straight-forward guidance for mid-rise projects on the Avenues. Key provisions include moderate height (no taller than the right-of-way is wide), transition in scale to adjacent neighbourhoods, wide sidewalks with at least 5 hours of sunlight from spring to fall, and that can support trees and generate a lively pedestrian culture, and ground floor uses that create safe pedestrian conditions. In addition, key provisions include a public realm which is protected and enhanced through limiting vehicle access and encouraging shared access, streetscape and building design that reflects excellence in sustainability, urban design and architecture and which recognize the important public role of the Avenues in defining the quality of life for the city.

This section of the Study states that “Key recommendations contained in this section are intended to form the basis for a new as-of-right zoning for mid-rise buildings on the Avenues” and anticipates that “this new zoning may reduce the need to prepare area specific studies for all segments. However, certain areas of the Avenues with unique characteristics may continue to require area specific study”. The concept that certain areas of the Avenues may warrant exceptions to the Performance Standards is stressed in this section. In particular, the Study states:

*“When implementing the urban design recommendations of this section, whether through zoning or design guidelines, it is important to recognize that exceptions may sometimes be warranted and that at times a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. It is the responsibility of the designer/developer/builder to demonstrate to the City where this exception exists and it is at the discretion of the City to support or not support a justification.”*

Section 3.1.1 states that “the application of the Performance Standards will vary according to location on the Avenues (i.e. width of the R.O.W., Character Area, Retail Priority Area) as well as physical site characteristics (i.e. lot depth and width, topography), and site location (i.e. corner or mid-block sites)” and provides a set of Key Considerations which are “provided to give users of this document a step-by-step guide to determining which Performance Standards to use, and how they will apply in a site-specific manner”, but recommends that the Performance Standards be read in their entirety.

**Performance Standard #1:**

*“The maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 11 storeys (36 metres).*

*The dimensions of the development lot – particularly lot depth – impact the ability of a given site to be built to its maximum height.*

*Achieving the maximum building heights will be dictated by the required angular planes set out in subsequent Performance Standards.”*

*“The City has generally defined mid-rise buildings as being ‘taller than a typical house or townhouse but no taller than the width of the street’s public right-of-way’.*”

**Proposal:** The use of the term “generally” in the rationale for Performance Standard #1 reinforces statements made throughout the study which indicate that flexibility to reflect individual lot and area characteristics is an important consideration in applying the guidelines contained in the Study. This flexibility is also incorporated into the Tall Buildings Design Guidelines, which define a Tall Building as “generally, a building whose height is greater than the width of the right of way of the principal street on which it is located”. Neither document states that if a building exceeds that dimension, that it must become subject to the Tall Building Guidelines. As indicated earlier in this justification report, the proposed development, although taller than the width of Sheppard Avenue, continues to adhere to all of the other relevant standards contained in the Avenues and Mid-Rise Building Study. Further, the site and locational traits are specifically identified in the Avenues and Mid-Rise Buildings Study as warranting an exception to the height guidelines.

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**Performance Standard #2:**

*“All new buildings on the Avenues must achieve a minimum height of 10.5 metres (3 storeys) at the street frontage.”*

**Proposal:** The proposed development achieves this objective with a 5-storey podium 15.4 metres in height, providing a pedestrian-scale street face.

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**Performance Standard #3:**

*“The minimum floor-to-floor height of the ground floor should be 4.5 metres to facilitate retail uses at grade.”*

**Proposal:** The ground floor of the building has a height of 4.5 metres.

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**Performance Standard #4A:**

*“The building envelope should allow for a minimum of 5-hours of sunlight onto the Avenue sidewalks from March 21st - September 21st.”*

**Proposal:** The requirement to provide a minimum of five hours of sunlight onto the Avenue sidewalk on Sheppard Avenue is met.

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**Performance Standard #4B:**

*“Pedestrian Perception” stepbacks on buildings taller than 23 metres should be required to mitigate the perception of height and create buildings at the street that are of a comfortable scale for pedestrians.”*

**Proposal:** The required stepback for the proposed building is provided at the 5<sup>th</sup> storey podium. The change in facade treatment at the 5<sup>th</sup> Storey aids in the perception of a more comfortable pedestrian height and scale.

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**Performance Standard #4C:**

*“The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.*

*The street wall is defined as the portion of a building’s façade comprised of the building base*

*A building should have a minimum of 75% of its frontage built to the setback for the first 3 storeys at a minimum.”*

**Proposal:** The current design has 63 % of the frontage being covered by building face. To ensure that suitable site access and distance separation from the low density residential uses is available, an increased sideyard has been added to the east edge of the building. As such the massing ratio is not met in this situation, in favour of increased separation from low rise development to the east.

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**Performance Standard #5A:**

*“The transition between a deep Avenue property and areas designated Neighbourhoods... to the rear should be created through setback & angular plane provisions.*

*The transition for deep properties abutting Neighbourhoods will include a minimum setback of 7.5 metres to the building face and a 45-degree angular plane from the property line to a maximum height of 1:1. This provides a lower building at the rear and a gradual transition from the rear property line.”*

**Proposal:** A setback of 20.8 metres has been provided from the rear property line to the rear of the building podium. A greater than 45 degrees angular view plane has been implemented from the rear lot line to the top of the tower.

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**Performance Standards #5A & 5B (cont'd):**

Shadow Testing

**Proposal:** A shadow study for this proposal has been done. The analysis shows that the shadows generated by the proposed buildings pose minimal impact upon the adjacent neighbourhood homes and that the street will receive five hours sunlight daily.

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**Performance Standard #7A:**

*“Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone.*

*Right-of-ways greater than 30 metres should provide a minimum sidewalk dimension of 6.0 metres.*

*Sites on Avenues that are Transit City routes may be required to have additional setbacks from the property line to building face at intersections to accommodate transit infrastructure - this will be determined on a case-by-case basis. ”*

**Proposal:** In addition to the existing City sidewalk and boulevard, an additional 4 metre front yard setback, which matches the front yard setback of the newly redeveloped Shoppers Drug Mart site to the west, has been provided to the property line. This setback produces an overall width of 10.4 m between the building face and the street curb.

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**Performance Standard #7B:**

*“Avenue streetscapes should provide the highest level of urban design treatment to create beautiful, safe and accessible pedestrian environments and great places to shop, work and live.”*

**Proposal:** The street edge of this project has been design to support active, pedestrian activities. Trees, planters, lighting, street furniture and paving treatments along Sheppard Avenue will create a vibrant streetscape.

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**Performance Standard #8A:**

*“Mid-rise buildings should be built to the side property lines, to create continuous façades along the Avenues and avoid blank side walls.”*

**Proposal:** The 5-storey podium has been designed to respect setbacks required to meet planning consideration such as neighbourhood compatibility and access. To negate the effect of poorly designed, blank end walls, the east and west facades contain dwelling units oriented in those directions and the associated glass window treatments associated with such a design.

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**Performance Standard #8B:**

*“Blank sidewalls should be designed as an architecturally finished surface and large expanses of blank sidewalls should be avoided.”*

**Proposal:** As noted above, the proposed development does not include any blank side walls.

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**Performance Standard #9:**

*“Where mid-rise building frontages are more than 60 metres in width, building massing should be articulated or “broken up” to ensure that façades are not overly long.”*

**Proposal:** The building frontage does not exceed 60 meters.

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**Performance Standard #12:**

*“Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.*

*Balconies on the front façade (projecting or inset) should not be located within the first 3 storeys.*

*Balconies on the street-facing façade should be inset behind the street wall within the Pedestrian Perception Stepback zone.*

*Balconies on the rear façade should be setback a minimum of 10 metres from the rear property line.*

*Balconies and other projections (e.g. railings) should be contained within all angular planes. ”*

**Proposal:** Balconies are not provided on the front facade within the 5 storey podium. Balconies on the podium are inset and located on the side facade. Balconies on the rear of the building are setback a minimum of 20 metres from the rear property line. There is encroachment of upper storey balconies within the 45 degree angular view plane to the front of the building, as calculated from the opposite side of Sheppard Avenue. However, development on the opposing side of Sheppard Avenue is high rise residential towers and no impacts from the encroachment into the northern view plane are anticipated.

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**Performance Standard #13:**

*“Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.*

*All mechanical penthouses should be designed and clad with materials to complement the building façades. ”*

**Proposal:** The mechanical penthouses are contained within an architectural feature with a height of 4.57 metres. The feature penetrates into the prescribed angular plane as calculated from the north side of Sheppard Avenue. Development on the north side of



Sheppard Avenue is of a high rise format and no negative impacts from the encroachment of the mechanical penthouse and architectural feature into the view plane are anticipated.

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**Performance Standard #14:**

*“Buildings should utilize high quality materials selected for their permanence, durability and energy efficiency.”*

**Proposal:** The Podium facade is clad in masonry with white metal panel details. The Tower portion is clad in glass with white metal panels to give the appearance of lightness and airiness.

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**Performance Standard #15:**

*“Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well articulated and appropriately scaled façades.”*

**Proposal:** The street wall of the building has been designed to create a comfortable and animated pedestrian environment through the use of several at grade entrances to retail spaces, display windows, canopy overhang and signage. The ground floor of the proposed buildings is highly transparent. Building materials selected are of high quality and contribute to a human-scaled public realm. Glass surfaces have been maximized to facilitate visual connection with the public realm.

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**Performance Standard #16B:**

*“Mid-block vehicular access should be avoided wherever possible. However, there are instances where this is the only point of access for certain Avenue sites. For mid-block sites without rear lane access, a front driveway may be permitted, provided established criteria are met.”*

**Proposal:** Sheppard Avenue East is the only access to the site and the traffic report prepared by Lea Consulting has indicated that the proposed access will have no impact on the function and traffic flows on Sheppard Avenue East.

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**Performance Standard #17:**

*“Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.”*

**Proposal:** Loading, servicing and access to the underground garage has been located at the rear of the buildings hidden from the public realm. Garbage handling is internal to the structure.

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**Performance Standard #18:**

*“Mid-rise buildings will reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role of the Avenues.”*

**Proposal:** The building features an enclosed courtyard that includes a living wall that brings nature and light into the adjacent entrance lobby. The 5-storey podium is clad in a high quality curtain wall with horizontal elements of dark brick masonry and pre-cast concrete. It is topped by an intensive green roof in accordance with current city by-laws. The tower is clad in a high quality window wall system with glass and white metal panels in horizontal bands. The building will incorporate all items in Tier 1 of the Toronto Green Standard.

As indicated previously, Section 4.5.7 of the Avenues & Mid-Rise Buildings Study outlines situations in which additional study or exceptions may be warranted. These situations include proximity of LRT stations, stating that “it is therefore reasonable to consider that sites on a subway lines or in proximity to a subway or LRT station may be viewed in a different light. These sites should be considered on an individual basis or become priorities for future Avenue Studies”. In addition, the Avenues & Mid-Rise Buildings Study also refers to large sites, stating that these sites may be suitable for taller buildings “because of the separation distance and ability to fit within an angular plane from the rear”. The subject land is located within short walking distance to a proposed LRT/Subway station and is located in a cluster of deeper lots, each of which are suitable for taller buildings based on their ability to maintain a 45 degree angular view plane from adjacent residential properties.

## Summary Chart of Compliance to Mid-Rise Guidelines

No.	Performance Standard	Issue	Discussion
1	Maximum Height 11 storeys (36 metres)	Proposed Height is 18 storeys (51.8 metres)	<ul style="list-style-type: none"> <li>• Exceptions are built into the Mid-Rise Guidelines</li> <li>• Intent: Maintain pedestrian scaled development and transition to low density development</li> <li>• 4-storey base building is pedestrian scale</li> <li>• Taller element reflects existing tall buildings on the north side of Sheppard Avenue</li> <li>• Taller element is removed from lower density development to the south</li> </ul>
4C	Minimum of 75% of frontage should be built to the front property line or applicable setback line	63% of frontage is built to front property line	<ul style="list-style-type: none"> <li>• The standard is intended to produce a continuous street wall and direct pedestrian connections</li> <li>• Site access and separation from neighbouring property requires larger sideyard setback</li> <li>• Direct pedestrian connections are provided</li> <li>• To the extent possible, a continuous street wall is provided</li> </ul>
8A	Build to side property line	Side yard setbacks are provided	<ul style="list-style-type: none"> <li>• Side yard setbacks provide site access and respect existing adjacent development</li> </ul>

No.	Performance Standard	Issue	Discussion
12	Balconies and other projections should be contained within all angular planes	Upper floors encroach into angular plane from the north	<ul style="list-style-type: none"> <li>• Development to the north is high rise residential consisting primarily of tall buildings</li> <li>• Overall site density is appropriate</li> <li>• Architectural treatments reduce perception of massing</li> <li>• Angular plane to low density stable residential to the south is fully respected</li> </ul>
13	Mechanical penthouses may not penetrate any angular planes	Mechanical penthouse penetrates angular plane from north side of Sheppard Avenue	<ul style="list-style-type: none"> <li>• Development to the north is high rise</li> <li>• Architectural treatment includes open views through architectural roof features</li> <li>• Impacts due to penetration of mechanical penthouse are not anticipated</li> </ul>

Section 4.5.7 of the Avenues & Mid-Rise Buildings Study states *“Through our review of the Avenues, it is obvious that the corridors are vastly different. The character and function can differ even between blocks on the same Avenue. The recommendations and Performance Standards outlined in this document are intended to be used in many, but not all, situations along the Avenues”*.

The Avenues & Mid-Rise Buildings Study clearly indicates that taller buildings are appropriate on the Avenues in some instances. The subject land is located in an area of taller buildings within walking distance to a proposed LRT/Subway station and existing express bus service; and is deep enough to maintain a 45 degree angular view plane from residential properties to the rear. As such, it would appear that the development of a taller building on the subject land would be appropriate in the context of the Mid-Rise Buildings Study. Correspondingly, an examination of the City’s Tall Buildings Guidelines and policies follows.

### 5.2.3 Tall Buildings Policies

As noted, due to location attributes associated with this property, it is deemed that a building height beyond the width of Sheppard Avenue is appropriate. The basis for this strategy is found in the Avenues and Mid-Rise Buildings Study. Consequently, since the subject land abuts a designated Avenue, the proposed building has been examined on the basis of Mid-Rise Guidelines. However, since the resulting building height can be considered a tall building, the proposed development has also been assessed from the perspective of the Tall Buildings Design Guidelines.

An assessment of how the proposed building satisfies the Tall Buildings Policies is shown below.

#### **Design Criteria 1.1 - Master Plan for Larger Sites**

The subject land has a site area of 3,651 square metres, which is less than the 2.0 hectare threshold for requiring the preparation of a Master Plan. As such, a Master Plan is not required for support of the proposed development.

#### **Design Criteria 1.2 - Transition in Scale**

Transition is achieved through the proportionate massing of the building and providing an appropriate separation from adjacent uses. Means of achieving appropriate scale can include the creation of a base building which possess a relative presence to adjacent buildings and the adjacent street. Articulation and ground floor uses can also be used to effectively transition between lower and higher scaled buildings. In addition, the scale and placement of the taller components of the building on the site can be used to reduce its visible impacts from neighbouring properties. The proposed building provides a 15.46 metre, five-storey podium which is similar in height to the newly developed Shoppers Drug Mart site to the west with its height of 15.72 metres. The taller element of the building is placed closest to Sheppard Avenue East to provide for a dramatic architectural statement on the street. The street scale on Sheppard Avenue East is maintained by complementing taller buildings which are located on the north side of Sheppard Avenue East. The placement of the taller element on the northern portion of the site also ensures that impacts to neighbouring properties to the south and southeast are appropriately mitigated. As previously noted, the building is stepped in two locations and it maintains the 45 degree angular view plane from adjacent low density residential area to the south, with minor encroachments of the podium into the view plane from the east. The design of the proposed development effectively reinforces the objectives of this criteria.

#### **Design Criteria 1.3 - Prominent Sites, Views & Vistas**

Prominent sites are those which terminate a street, are located on a street corner or that frame the edge of a major park or open space. The subject land is not a prominent site, nor does it provide a view or vista to or from surrounding areas.

### **Design Criteria 2.1 - Building Placement & Orientation**

The traditional pattern of urban development in the City is to locate buildings parallel to the street, with a consistent setback from the front property line. This Design Criteria requires that new base buildings frame and support adjacent streets through placement parallel to the street, and aligning with neighbouring buildings to create a pattern of continuous building facades. The subject land is located immediately adjacent to the recently developed Shoppers Drug Mart site, which has a front yard setback of 4.0 metres. The proposed development also proposes a 4.0 metre setback, ensuring the creation of a consistent setback between the two parcels and satisfies the requirements of this criteria.

### **Design Criteria 2.2 - Tall Building Address**

This criterion requires that the main building entrance be directly visible and accessible from the street through the use of clear sight lines and accessible grades. Automobile drop-offs are to be located at the side or rear. The main entrance to the subject development is set back slightly from the street to facilitate a safe, accessible drop-off function to the side of the building. The main entrance to the building is clearly visible and accessible from the street through the use of site lines, architectural treatments and accessible grades.

### **Design Criteria 2.3 - Site Servicing and Parking**

All buildings and developments should be designed to separate “front of house” and “back of house” functions. Garbage storage, parking, loading and ramps are all considered to be “back of house” functions and should be visually separated from the public realm. The proposed development features garbage collection and loading areas which are internal to the building. With the exception of three “convenience” parking spaces at grade, all parking is provided in a four-level underground parking structure. The proposed development satisfies the requirements of this principle.

### **Design Criteria 2.4 - Open Space**

Public and private open spaces are to be located/created within, and surrounding, tall building developments. These open space features are intended to create and enhance pedestrian amenity and ensure the development relates to its context. The proposed development includes a landscaped forecourt, street trees and benches and internal landscaped private green courtyard with living wall.

### **Design Criteria 2.5 - Heritage Buildings**

This criteria is intended to conserve significant heritage resources. As the subject land does not contain any structures, and does not abut any significant heritage resources, this component of the guidelines is not applicable.

### **Design Criteria 3.1 - Scale of the Base Building**

This criteria ensures that the base building recognizes and integrates with the characteristics of the street and is dependent upon the scale of the existing and planned context of the street. A five metre step-back from the base building is required for tall building elements. In this instance, a 4 metre setback from the property line to the base building is provided. An additional two metre step back from the base building produces an overall setback of 6 metres for the tall portion of the building. The lands immediately west of and adjacent to the subject land contains a new retail-office building with a height of 15.72 metres. The base of the proposed building has a height of 15.46 metres and reflects the existing and planned context of the street. The intent of the guideline is fulfilled.

### **Design Criteria 3.2 - Tall Building Floor Plates**

In order to reduce shadowing impacts, improve skyviews and permit views between buildings and through the site, the expanse of the floor plate is limited. To achieve these objectives, the criteria identifies the point tower as the preferred format as it can be located to minimize shadowing, wind and view impacts. East-west oriented buildings should be located on the south side of a block to ensure shadows fall within the block rather than on adjacent neighbourhoods. Residential floor plates larger than 743 m<sup>2</sup> are to be articulated architecturally to minimize shadows, loss of sky views and wind conditions in adjacent open areas. The proposed development is located on the south side of Sheppard Avenue and as such, has limited shadow impacts to surrounding properties. The proposed tower element features a floor plate with a maximum area of 645 square metres, well below the recommended maximum of 743 square metres. As such, the proposed development satisfies this guideline.

### **Design Criteria 3.3 - Spatial Separation**

These criteria identify appropriate spacing between tall building elements on adjacent properties or between two or more tall building elements on a single parcel. The subject land does not abut an existing tall building, or one which is contemplated in this Study or in the Bousfields Study. Further, the design proposed for the subject land consists of only one building. As such, the yards proposed in this design will provide an appropriate separation from existing and future development to the west.

### **Design Criteria 4.1 - Streetscape & Landscape**

It is an objective of the guidelines that new tall building developments make a positive contribution to adjacent public streets. In this case, the proposed building will feature ground level, at-grade access retail units. By providing this opportunity, in an area that is anticipated to eventually generate high levels of pedestrian activity (due to the nearby LRT/Subway station), an active pedestrian area between the street and the building will be created. A proposed setback of 4.0 metres between the building and the public sidewalk will provide sufficient space to allow for the opportunity to animate the streetscape and provide landscaping and street furniture.

#### **Design Criteria 4.2 - Weather Protection**

To provide weather protection to for pedestrian traffic and access/egress to the retail and residential components of the building, a 1.5 m overhang is formed by the balconies above. Uninterrupted weather protection is thereby provided along the full width of the building.

#### **Design Criteria 4.3 - Sun, Shadow and Sky View**

Tall building massing has the potential to negatively impact streets and pedestrian environments through the casting of shadows over adjacent properties. These criteria identify opportunities to reduce the impact from shadows and reduced sky views on the street through the placement of appropriate building mass in the base of a tall building, incorporating small floor plates that allow for more sunlight and sky views and placing the taller part of the building such that the amount of shadow cast by the element is reduced and sky views are increased. The proposed development includes a narrow tall element which is located adjacent to Sheppard Avenue to reduce shadowing impacts on adjacent residential properties. The use of a multi-tiered built form will also alleviate shadowing impacts and enhance an open-sky feel around the building. Shadow Studies have found impacts from the proposed development are narrow in scope, affecting limited adjacent lands at limited times.

#### **Design Criteria 4.4 - Pedestrian Level Wind Effects**

This criteria is intended to reduce negative wind impacts to the street through the use of sensitive design, intended to reduce down drafts and accelerated winds. Mitigation may include good design, sensitive siting and appropriate scale and set backs of building and shaft. Architectural devices can also be incorporated to reduce the effects of high speed winds at the base of buildings. Architectural elements incorporated into the proposed development to reduce the impacts of pedestrian level wind effects include podiums, balconies, parapet walls, canopies, stepped building facades and landscaping which all serve to mitigate pedestrian wind impacts.

#### **Design Criteria 5.0 - Sustainable Design**

This section offers suggestions to ensure that buildings are designed for sustainability. The proposed development has been designed to orient the building from east to west to maximize sunlight penetration, provides a green roof over the base building, and creates an open space courtyard internal to the building which includes a living wall. The proposed development also incorporates alternative transportation opportunities in the form of bicycle parking areas and dedicated car-share spaces.



## Summary Chart of Compliance to Tall Building Design Guidelines

No.	Performance Standard	Issue	Discussion
3.1	5 metre step-back from base building for tall elements	2 metre step-back provided	<ul style="list-style-type: none"> <li>• Intent is to recognize and integrate base building with characteristics of street</li> <li>• Development on north side of Sheppard Avenue is high rise slab</li> <li>• Taller element is drawn as close to street as possible to permit landmark character of building</li> <li>• Base building is setback 4 metres from property line to match neighbouring development. Additional 2 metre stepback produces an overall setback of 6 metres from the property line.</li> </ul>
3.3	Spatial Separation of 25 metres between tall buildings	West side yard setback of 3.6 metres proposed	<ul style="list-style-type: none"> <li>• There is a conflict in terms of side yard setbacks between the tall building guidelines and the mid-rise building guidelines. Midrise guidelines require development to build to the side property line. Tall buildings require a 12.5 metre setback.</li> <li>• No tall building is proposed for the nearest portion of the adjacent site. Conceptual development plans direct very tall elements on the adjacent site to the intersection, nearest to the transit station.</li> </ul>

## **Tall Buildings Design Guidelines Summary**

The Tall Building Guidelines offer policy guidance regarding the form and design of proposed buildings whose height is in excess of the width of the adjacent arterial road. As summarized from the document, a Tall Building includes a base building, which provides definition and support to adjacent streets, a middle which is of a size and shape which is appropriate for the site. The top is intended to contribute to the character of the skyline while integrating roof top mechanical systems. “Front of House” and “Back of House” functions are to be separated and screened and vehicular access to the site is to be consolidated. The guidelines also provide policy direction related to transition in scale, including appropriate horizontal distance between areas of differing height or built forms, articulation and scale and placement of taller elements including the use of a 45 degree angular view plane. Main building entrances are to be located so that they are clearly visible and directly accessible from the public sidewalk with ground floor uses offering views and access to adjacent streets. Site access is to be consolidated with drop off points to the side. Surface parking is to be located to the rear of the building, away from the pedestrian realm and street front, which should be designed to create an attractive, interesting and comfortable pedestrian area through the incorporation of street furniture, landscaping and attractive open spaces.

With respect to the tall building form, the proposed design features a base building drawn to the street, which offers definition to the Sheppard Avenue streetfront and to the pedestrian realm. Above the five-storey podium rises a ten-storey tower focused on Sheppard Avenue. The tower has been located adjacent to Sheppard Avenue to improve the Sheppard Avenue street frontage while offering maximum separation distance to lower density residential uses to the south. Above the main structure of the tower is a three-storey top which has a narrow silhouette to provide for a distinctive character to the skyline which is currently dominated by flat roof slab apartment buildings. Each of the upper three storeys contains only 4 units, each with direct views to the skyline and ample opportunities for infiltration of daylight. The tower is clad in glass, both transparent and translucent, and white metal panels, to promote an appearance of lightness and airiness.

The building design separates “front of house” and “back of house” functions through the use of loading spaces and service areas within the underground garage, accessed from the rear of the property, while public, street-related functions are highlighted at the front of house. The proposed development features ground floor retail uses at grade, addressing Sheppard Avenue. The main building entrance is located adjacent to the pedestrian drop-off area located on the east side of the building. The main pedestrian entrance will be marked by a highly visible entrance feature. It is accessed through a decorative archway which will be highly visible from the street, and the drop-off/entrance pathway will be terminated by a feature stone wall with appropriate graphics.

The building base is to be sited parallel to the street and front property line with a consistent front yard setback. In this instance, the newly developed Shoppers Drug Mart to the west has been built to within four metres of the property boundary. The proposed development features a matching four metre setback which will continue the creation of a consistent street setback.

The main massing of the building is located adjacent to Sheppard Avenue East to ensure that a 45 degree angular view plane is maintained from low density residential areas to the south. The taller element of the building reflects the height and density found on the north side of Sheppard Avenue where development takes the form of high rise slab apartment buildings. The location of the proposed development will serve to provide transition between higher and lower density uses in the neighbourhood while its design successfully fulfils the requirements of the Tall Buildings Guidelines.

5.2.4 City of Scarborough Zoning By-law

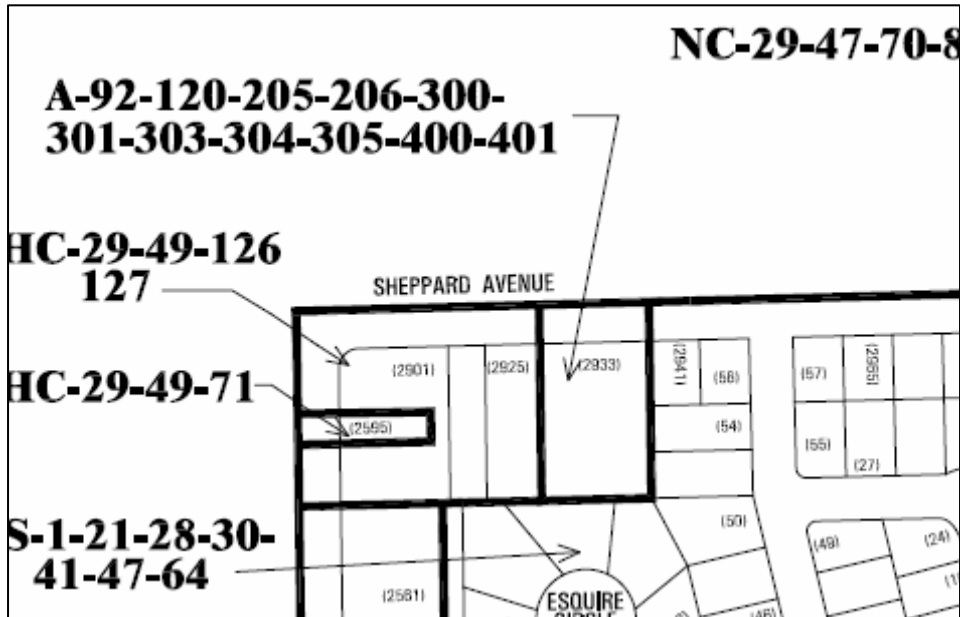


Figure 13: Current zoning

Source: Sullivan Community Zoning By-law No. 10717

Schedule “A” of the Sullivan Community Zoning By-law No. 10717 shows the existing zoning of the subject land as “Apartment Residential (“A”) Zone” with site specific provisions related to setbacks, number of units, height, GFA and landscape strips. The existing zoning on the subject land permits the development of a 23 metre high residential apartment building with a maximum gross floor area of 6,752 square metres.

To facilitate the proposed development, an amendment to the Zoning By-law is required to incorporate modifications to existing site specific provisions for setbacks, number of units, height and GFA and to add provisions related to coverage and permitted uses. Modifications to the existing parking standards are also proposed to reflect newer city standards as outlined in the new Draft City of Toronto Zoning By-law which is to be applied on a site-specific basis.

As indicated in the Transportation Impact Study prepared by Lea Consulting, the proposed development will provide 173 residential spaces (including two car-share spaces) to yield an effective parking supply of 179 parking spaces, refer to Section 4.8.2 of this report, above). The effective parking supply is four spaces short of the by-law requirements, representing a 3% reduction from the overall parking requirements. Understanding that it is the City’s intent to provide rapid transit services in the area, the

minor reduction in parking supply will serve to reduce auto-dependency and promote future transit usage in the area. Lea Consulting has indicated that the proposed vehicular parking supply provided is expected to be appropriate for the proposed development.

## **6.0 PLANNING AND URBAN DESIGN ANALYSIS**

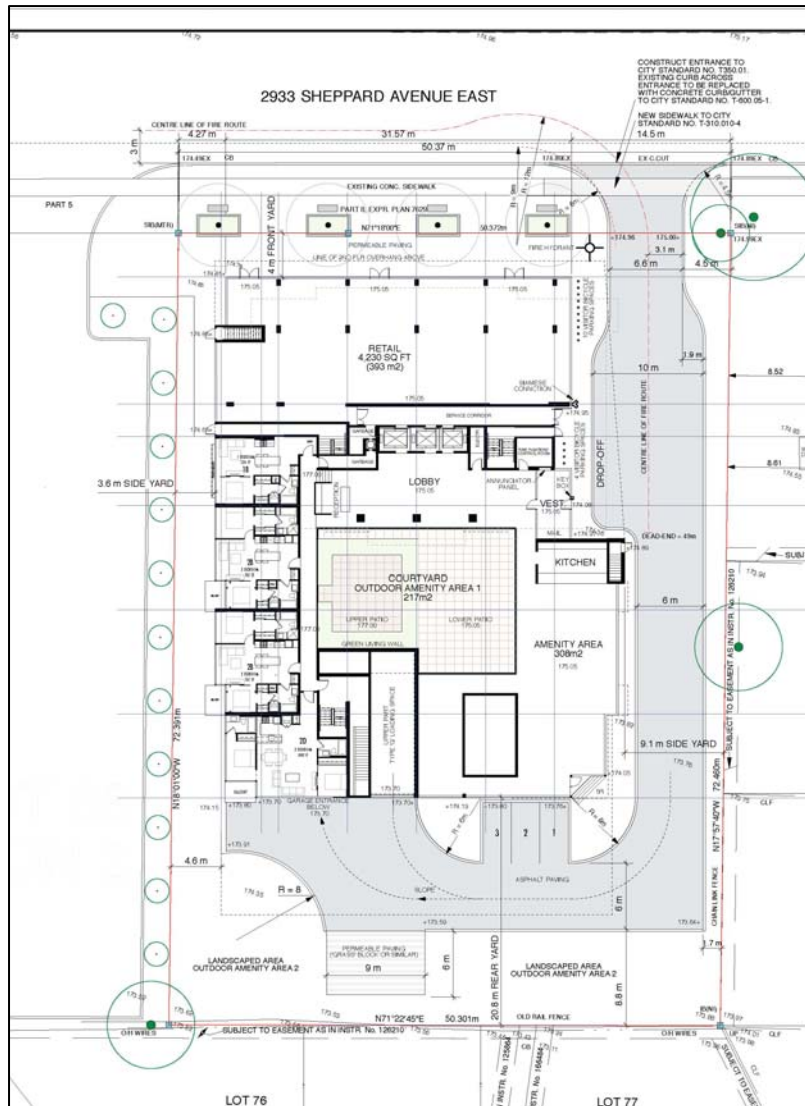
### **6.1 General**

Relatively recent provincial and municipal initiatives have been focused on promoting efficient, organized population growth. To this end, the Province has created various policy documents designed to encourage the intensification of urban spaces while protecting a significant portion of the undeveloped areas surrounding the Greater Toronto Area. New development must be sustainable, municipal infrastructure is to be utilized more efficiently, public transit is to be made a competitive alternative to the automobile, and a mixture of uses and densities is to be encouraged when considering new development and redevelopment. The City, through Official Plan policies and technical documents, has established a basis to further these “big picture” objectives.

Due to the location of the subject land as an emerging transportation focus and the designation of Sheppard Avenue as a target location for population growth, the policy regime exists to promote intensification in the Sheppard-Victoria Park area. While the “big picture” objectives are furthered, it is also necessary to ensure that appropriate, livable environments are created. This latter aspect can be addressed in two manners: the first being the determination of an appropriate land use and the second being the implementation of effective built form.

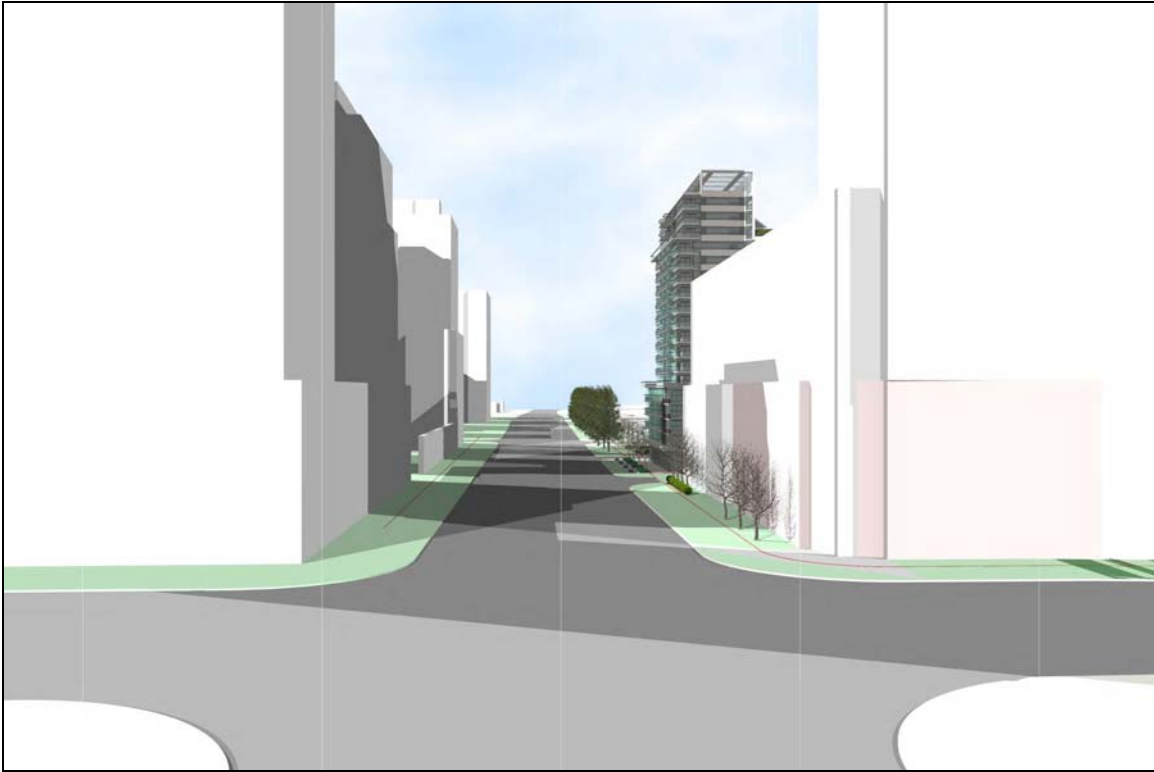
The review of the land uses - namely density and height—has taken place earlier in this document. This latter section of the analysis expands upon earlier commentaries related to the design attributes of the proposed building.

## 6.2 Site Plan



**Figure 14: Site plan**

The design of the building incorporates many elements which are important to the creation of an appropriate, attractive and inviting pedestrian streetscape, including at-grade retail, active streetscape, separation of pedestrian and vehicular traffic and the removal of vehicular and maintenance functions to the rear of the site. The building itself serves to advance the environmental objectives of the city through the incorporation of a living wall, green roof and garden spaces for residents. Setbacks serve to provide appropriate separation from neighbouring uses and the preservation of sky views and the 45 degree angular view plane.



**Figure 15: Three dimensional street view (looking east from the intersection of Sheppard Avenue East and Victoria Park Avenue)**

The proposed development has been carefully designed to fit within the context of its location, adjacent to both a Transit Corridor/Apartment Neighbourhood and a lower density area. Locating the building face immediately adjacent to the street line serves to create an active and animated pedestrian streetscape, utilizing ground floor commercial uses to create interest at street level. The lower building height to the south ensures minimal impacts to existing neighbourhoods while the higher tower element adjacent to Sheppard Avenue East ensures the building provides an appropriate architectural presence to the street.

Direct pedestrian access is provided from the street to the retail portion of the development and to the main entrance of the residential development. Along Sheppard Avenue, pedestrian access routes are proposed to be fully landscaped in an urban style, and will include trees, distinctive street furniture and lighting fixtures. The at-grade parking area to the rear of the building features additional landscaping and tree plantings.

### **6.3 Intensification**

The proposed development represents the intensification of the existing undeveloped site and offers the opportunity to implement policy directions outlined by the Province and the City. As discussed previously in this report, the proposed development meets the intensification requirements of the *PPS*, the *Growth Plan*, and the City of Toronto Official Plan. The subject land is ideally situated to offer additional intensification opportunities given the existing and proposed public transit infrastructure in this area.

### **6.4 Land use**

The use of this land as a mixed use, high density residential-commercial development is provided for within the “Mixed Use” and “Avenues” designations of City of Toronto Official Plan. The proposed mixed use development is intended to encourage pedestrian-related activity on this primarily automobile-dominated street. The proposed development will be compatible with the surrounding area and provide additional housing opportunities within an area well-served by existing and planned public transit.

Surrounding land uses include high density residential, retail, commercial, office and service uses along the Sheppard Avenue and Victoria Park Avenue Corridors and low density residential uses to the south and east, which have been experiencing some redevelopment for business and professional offices through the conversion of existing single detached residential units fronting on Sheppard Avenue East.

Design objectives of this building have primarily been focused on two key issues. The first of these issues is the protection of the stable residential neighbourhood to the south. Secondly, the design has attempted to reinforce the City’s objectives of promoting intensified growth in a manner which has a high level of architectural and contextual quality.

Through use of separation, angular plans, tiering and streetscape treatments, the design of this building has achieved these objectives.

The project represents a strong example of mixed use, transit supportive development as envisioned by provincial and City intensification policies while ensuring compatibility with existing land uses in the surrounding area.

### **6.5 Height and Shadowing**

As discussed in Section 4.8 above, the proposed development will have minimal shadowing impacts on adjacent properties, affecting only two units fronting onto Sheppard Avenue East. These two units form part of a series of single detached dwellings, some of which have been subject to rezoning to permit commercial and business uses. There are no shadow impacts to the residential area located south of the subject land, internal to the block.

## **6.6 Servicing**

### **6.6.1 Storm Servicing**

Information pertaining to existing flows or capacity was not available for the storm sewer on Sheppard Avenue East. As specified in the Wet Weather Flow Management Guidelines (WWFMG), post-development 100-year flows will be controlled to pre-development 2-year flows. As such, it is concluded the proposed development will not adversely affect upstream or downstream flows along Sheppard Avenue East.

Storm flow from the site will be pumped internally at no more than 45 L/s to a control manhole located at the property line. From this control manhole the proposed development will connect to an existing 675 mm concrete storm sewer on Sheppard Avenue East via a proposed 200 mm diameter storm pipe. In order to achieve a gravity flow connection from the site, the 200 mm storm pipe will need to pass over a 1350 mm diameter distribution watermain on Sheppard Avenue East. In passing over the watermain, depth of cover will be compromised for the storm sewer lateral. Concrete encasement and/or insulation will be implemented to remedy the lack of cover.

### **6.6.2 Sanitary Servicing**

The total sanitary discharge flow from the site is estimated at 6 L/s. The existing 250 mm diameter concrete sanitary sewer on Sheppard Avenue East has the capacity to convey 0.06 m<sup>3</sup>/s at its present slope of 1.0%. Additional flow from the proposed development will increase flow by no more than 10% of the pipe's total capacity. Therefore, it is assumed the 250 mm diameter sewer on Sheppard Avenue East has the capacity to accommodate an additional 10% flow from the proposed development.

The proposed development will outlet into the existing 250 mm sanitary sewer on Sheppard Avenue East. In order to achieve a gravity flow connection from the site, a 200 mm diameter pipe sloped at a minimum of 2.0 % grade will need to pass over a 1350 mm diameter distribution watermain on Sheppard Avenue East. Concrete encasement and/or insulation will be implemented for the sanitary sewer lateral.

## **6.7 Traffic**

A traffic study prepared by Lea Consulting concludes that whether LRT transit improvements occur on Sheppard Avenue or not, all movements of the unsignalized intersections will operate below capacity levels. The proposed site access will also operate with minimal delays during the peak hours.

Further, Lea Consulting also concludes that given the level of site trips generated under both traffic scenarios (with and without LRT), "it is expected that the proposed development will have a relatively minor impact upon intersection operations"

## **6.8 Wind Impacts**

A pedestrian level wind preliminary assessment prepared by Theakston Environmental Consulting Engineers was produced to estimate pedestrian level wind conditions resulting from the inclusion of the proposed development. The assessment utilized



analysis of local wind data predicated at the site and provides a synopsis of pedestrian comfort conditions anticipated on and adjacent to the property.

The study concludes that the proposed development utilizes wind friendly design elements to counteract the exacerbating effects of the surroundings, including the orientation of the building relative to the surroundings and prevailing wind directions, stepped conditions, small tower footprint, podiums, landscaping and other elements which effectively reduce the incidence of downwash and related pedestrian level wind effects. The study predicts wind conditions which are reasonably comfortable and suitable for walking, standing or better, year round, under normal to high ambient wind conditions. Under strong or gusty conditions, the building and immediate surroundings are expected to retain a rating as suitable for walking during the winter months under normal wind conditions and walking or better for the balance of the seasons. Comfort conditions expected at the development site are considered better than those required to suit the urban context and additional wind mitigation is not required.

## **7.0 SUMMARY AND CONCLUSION**

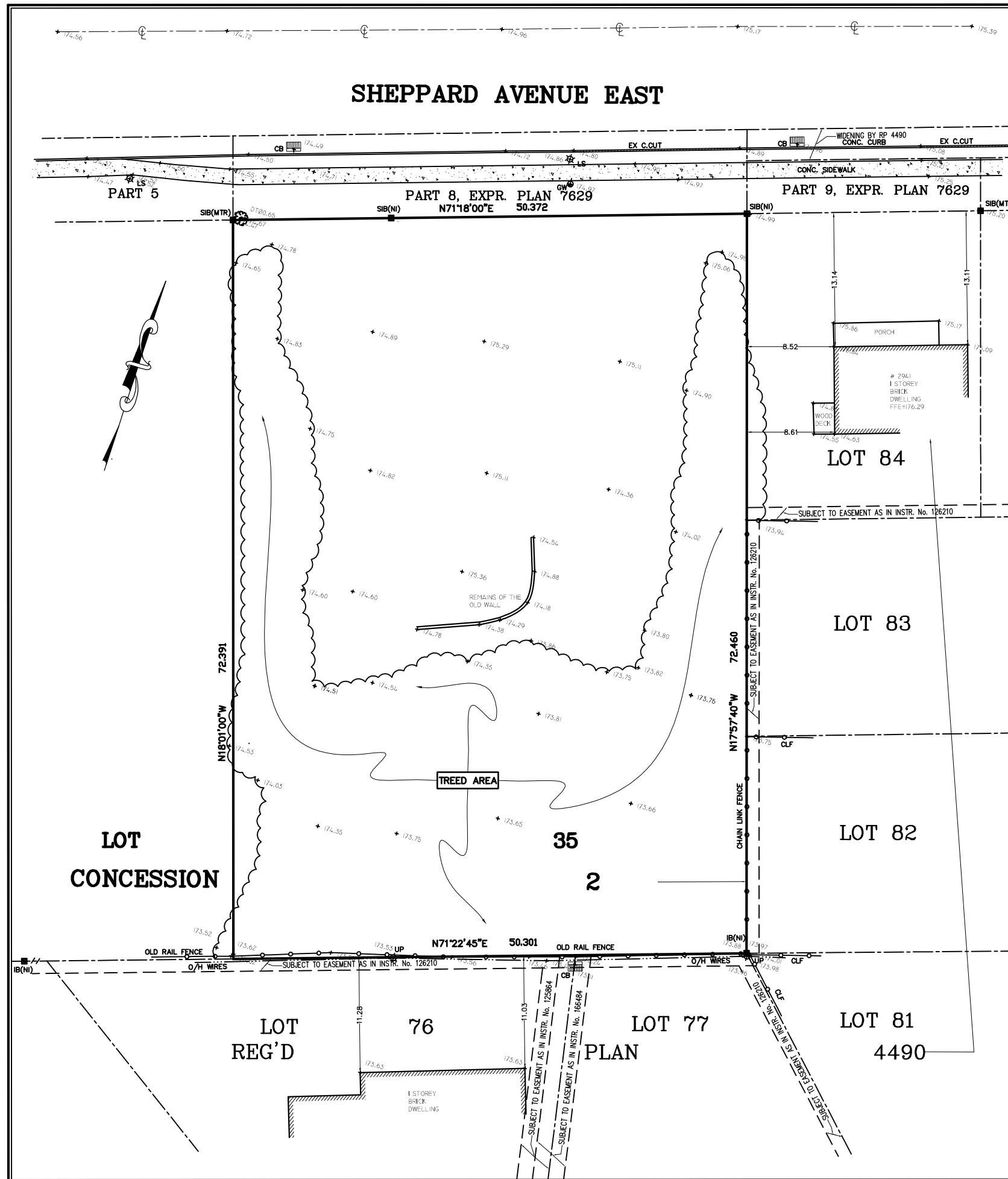
The proposed mixed-use development is consistent with the applicable policy documents, including the 2005 Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and City of Toronto Official Plan. The proposed development will provide for intensification in a location well served by municipal infrastructure, and in particular public transit. The proposal to develop an eighteen storey building on this property is considered reasonable given the focus on transit service improvement in this area and the land uses which have been contemplated within the Avenue Study and a similar exercise completed for the south-west corner of the Sheppard-Victoria Park intersection.

The built form of the project has endeavoured to produce a high level architectural statement oriented to a designated City Avenue, while respecting the adjacent stable residential neighbourhood. On this basis the proposed height, density and built form treatment are considered appropriate for this land.

# **Appendix “A”**

## **2933 Sheppard Avenue East Property Survey**

# SHEPPARD AVENUE EAST



TOPOGRAPHIC SURVEY OF  
PART OF LOT 35, CONCESSION 2  
**CITY OF TORONTO**  
(FORMERLY CITY OF SCARBOROUGH)

0 1 2 3 4 5 10 15 METRES

SCALE 1:300

C. STANCIU, O.L.S.

METRIC DISTANCES SHOWN ON THIS PLAN ARE IN METRES  
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

### LEGEND

- DENOTES SURVEY MONUMENT SET
- SURVEY MONUMENT FOUND
- IB IRON BAR
- SIB STANDARD IRON BAR
- INV INVERT ELEVATION
- HP HIGH POINT
- ⊙ DECIDUOUS TREE
- ⊛ CONIFEROUS TREE
- ★ EXISTING ELEVATION
- 999.99 PROPOSED ELEVATION
- 899.99 FINISHED FIRST FLOOR ELEVATION
- FFE FINISHED FIRST FLOOR ELEVATION
- TW TOP OF WALL ELEVATION
- BS BASEMENT SLAB
- USF UNDERSIDE OF FOOTING ELEVATION
- STY STOREY
- DWL DWELLING
- HLP HYDRO LIGHT STANDARD

### UNDERGROUND SERVICES

THE LOCATION OF UNDERGROUND SERVICES SHOWN ON THIS PLAN IS ONLY APPROXIMATE AND IS FOR PLANNING AND DESIGN PURPOSES ONLY. THIS INFORMATION MUST NOT BE ASSUMED TO BE COMPLETE OR UP-TO-DATE. THE UNDERSIGNED COMPANY AND EACH UTILITY ACCEPTS NO RESPONSIBILITY FOR ANY CLAIMS OR LOSSES DUE TO IMPROPER USE OF THE INFORMATION SHOWN HEREON AND EACH UTILITY MUST BE CONTACTED FOR AN ON-SITE LOCATE PRIOR TO ANY EXCAVATION.

### NOTES

1. BOUNDARY INFORMATION WAS TAKEN FROM SURVEY BY D.S. McINTOSH O.L.S., DATED JULY 24, 1978
2. ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE REFERRED TO THE CITY OF TORONTO BENCHMARK No. S-269 HAVING AN ELEVATION OF 177.107m.

DATE : MARCH 15, 2011

C. STANCIU  
ONTARIO LAND SURVEYOR

**ROWAN-STANCIU LTD**  
ONTARIO LAND SURVEYORS  
24 Lorne Avenue, Richmond Hill, L4C 1C1  
Tel. (905) 780-0227 Fax. (905) 508-0239

Drawn : F.Y. File No. 2011-067 DWG: SheppardE 2933\_TP Checked : C. Stanciu, O.L.S.

# **Appendix “B”**

## **Area Property Statistics**

<b>Address</b>	<b>Owner</b>	<b>Property Information</b>	<b>Property Details</b>
2561 Victoria Park Ave	Steele Valley Development Limited	Esquire Plaza: 1 storey strip plaza (TD, Bakery, Optical, Convenience Store, Fast Food, Restaurant, Money Mark) Row of parking, aisle, row of parking. A servicing driveway at the east end of the building 4m landscaping, 6ft high fence.	Frontage: 240 ft Area: 0.84 ac
2595 Victoria Park Ave	Fotis Sklavos and J Sklavos	Johnny's Burger	Frontage: 45.1 ft Depth: 138 ft Area: 0.14 ac
2721 Victoria Park Ave		Apartment building: underground parking, landscaping and drop off area in front yard, play area to the east of the building.	Height: 15 storeys Front yard setback: 19 m (sidewalk to building)
2727 Victoria Park Ave	Double Z Investments Ltd	Apartment building: drop off turn around circle in front yard, underground parking, dumpster in front yard, rear yard surface parking to the east.	Frontage: 374.9 ft Area: 3.06 ac Height: 13 storeys Front Yard Setback: 29 m (sidewalk to building)
2739 Victoria Park Ave	Toronto Community Housing Corporation Finance	Apartment building: front yard landscaping, drop off area in front.	Frontage: 625.5 ft Area: 6.93 ac Height: 15 storeys Front Yard Setback: 32 m
2901 Sheppard Ave E	1812159 Ontario Inc.	Shopper Drug Mart: built to street intersection, surface parking on the east side of the building.	Frontage: 292.7 ft Area: 1.04 ac Height: 3 storeys
2500 Sheppard Ave E	Petro Canada	Petro Canada Gas Station with Car Wash	Frontage: 231 ft Depth: 163.2 ft Area: 0.87 ac
2904 Sheppard Ave E	1355105 Ontario Inc.	Plaza (Coffee Time and CIBC Bank)	Frontage: 138 ft Depth: 237 ft Area: 0.75 ac Height: 2 storeys

2914 Sheppard Ave E	Mauricio Laufer, Joseph and Rachel Zabner	Strip Plaza: front yard parking	Frontage: 165 ft Depth: 235 ft Area: 0.89 ac Height: 2 storeys Front Yard Setback: 32 m
2933 Shepard Ave	Subject	Vacant Zoned to permit 8 storey apartment building	
2941 Sheppard Ave E	Edward Nimer	Single Family Bungalow	Frontage: 75.21 ft Depth: 98 ft Area: 0.17 ac
2965 Sheppard Ave E	Tinnie So-Chung Hui and Victor Yee-Wing Hui	Dwelling, side split driveway	Frontage: 75 ft Depth: 98 ft Area: 0.17 ac
2967 Sheppard Ave E	Melles De Reus and Reppas Holdings Inc	Converted dwelling (physiotherapy), front yard parking with two access points on Sheppard (3 year Temporary Zoning)	Frontage: 22.86 m (75 ft) Depth: 30 m (98 ft) Area: 683.51 m <sup>2</sup> (0.17 ac) Parking: 10 surface Ground Floor Area: 109.35 m <sup>2</sup> GFA: 197.24 m <sup>2</sup> Coverage 16% FSI 0.28
2969 Sheppard Ave E	2030578 Ontario Inc	Business office, horseshoe driveway with two access points on Sheppard.	Frontage: 75 ft Depth: 98 ft Area: 0.17 ac Height: 1 ½ Storey side split
2971 Sheppard Ave E	Tina Ling	Single family dwelling with one driveway to Sheppard	Frontage: 75 ft Depth: 98 ft Area: 0.17 ac Height: 1 ½ Storey side split
2973 Sheppard Ave E	Cornelia Monaru	Single family dwelling with one driveway to Sheppard	Frontage: 87.25 ft Depth: 98 ft Area: 0.20 ac Height: 1 ½ storey side split

2993-3011 Sheppard Ave E	Irving Pomeranz and Gittel Weiss	Strip Plaza	Frontage:215.2 ft Area: 0.22 ac Height: 1 storey partial 2 <sup>nd</sup> storey
3105-3133 Sheppard Ave E	Wishing Well Parkway Ltd	Strip Plaza with three rows of front yard parking	Frontage: 268.9 ft Depth: 200 ft Area: 1.23 ac Height: 1 storey partial 2 <sup>nd</sup> storey
3110 Sheppard Ave E	Bridle Manor Co-operative	Apartment Building, drop off area at the front of the building (west side), parking to the north	Frontage: 216 ft Area: 1.01 ac Height: 11 storeys Front yard Setback: 16 m
2450-2452 Sheppard Ave E	Jarel Investments Limited, Nuberg and Dale Construction Ltd. And Nuyork Investments Limited	Victoria Park Square: Strip Plaza (Food Basics, BMO, Restaurant, Winners, and Chucky Cheese) Loading area to the north edge of the building, two storeys singles along north lot line, two storeys singles to the west, singles to the north front on a window street, between the plaza and homes there is a row of trees.	Frontage: 452.3 ft Area: 7.31 ac
56 Commons Drive	Hyang Woo Oh and Taein Oh	Single Family dwelling, exterior flankage to Sheppard, driveway to Commons Drive	
57 Commons Drive	Min Ja Oh	Single family dwelling, exterior flankage to Sheppard, driveway to Commons	Frontage: 75 ft Depth: 98 ft Height: 1 ½ storey side split
1800-1814 Pharmacy Ave	Wing Hang Corporation Ltd	Strip Plaza with front yard parking	Frontage: 165 ft Depth: 264 ft Area: 0.87 ac
2008 Pharmacy Ave	Toronto Community Housing	Apartment Building, with 4 rows of parking between buildings and Pharmacy Ave. Sheppard Ave exposure, rod iron fencing with 4 storey high trees.	Frontage: 100 ft Area: 1.65 ac Height: 13 Storeys Front Yard Setback: 19 m

2002 Pharmacy Ave 2992 Sheppard Ave	Hujade Investment Ltd.	Redevelopment application. Apartment Building including ground floor retail and two integrated townhouse units.	Frontage:45.7 m (150 ft) Sheppard/ 38.9 m (128 ft) Pharmacy Depth: 38.98 m (128.5 ft) Area: 0.18 ha (0.44 ac) Height: 14 storey Tenure: 141 condominium Apt units and 2 Townhouse units Ground Floor Retail: 141 m <sup>2</sup> Ground Floor Area: 1,134.23 m <sup>2</sup> Total res GFA: 10,562.21 m <sup>2</sup> Total non-Res GFA: 371.48 m <sup>2</sup> (Incl. 230.52m <sup>2</sup> indoor amenity) Total GFA 10,703.17 m <sup>2</sup> Right-in, Right-out access FSI: 6.0 Parking: 169 spaces (1.15/unit) Setbacks: west: 6.5 m; South: 5.7 m; East: 1.7 m; North: 5.2 m at 2 <sup>nd</sup> floor Coverage 66.93% FSI 5.98
40 Chichester Place	Separate Owners	Condo building, grass and treed area, with rod iron fencing.	Height: 10 storeys Front Yard Setback: 21 m
30 Chichester place	Separate Owners	Condo townhouse units behind condo complex	Height: 3 storeys
20 Chichester place	Park Property Management Inc.	Apartment building	Frontage: 100.8 ft Area: 3.17 ac Height: 14 storeys Parking: 1.0 per unit



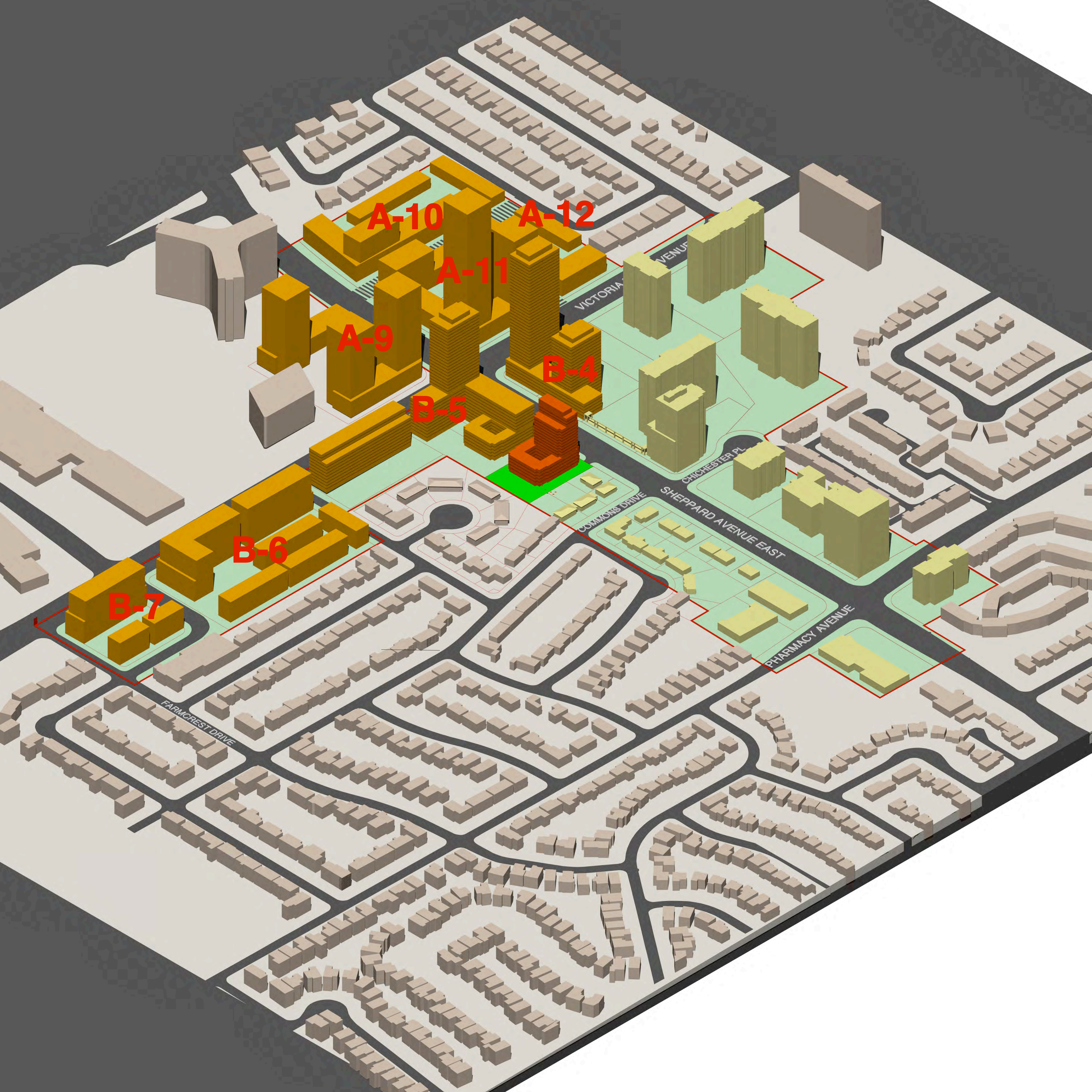
10 Chichester Place	Verbana Construction Ltd	Apartment building, parking access from Victoria park Avenue	Frontage: 197.8 ft Height: 16 storeys Tenure: 220 unit Rental Lot Area: 15,142 m <sup>2</sup> (Including site for 8 Chichester) Ground Floor Area: 1,240 m <sup>2</sup> Total Residential GFA: 23,000 m <sup>2</sup> Coverage: 13.8% including 8 Chichester FSI: 2.6 (Including 8 Chichester)
8 Chichester Place	Remington Group Inc.	Apartment building (*)	Frontage: 145.9 ft Area: 1 ac Front Yard Setback: approx 2 m Height: 20 Storey Tenure: 210 Condominium Parking: 1.2 per unit GFA: 850 m <sup>2</sup> Total Residential GFA: 16,500 m <sup>2</sup>

(\*) The approval of 8 Chichester Place includes the installation of signals at Chichester Place and Sheppard Ave. E.

# **Appendix “C”**

## **Soft Site Development Analysis**





A-10

A-12

A-11

A-9

B-4

B-5

B-6

B-7

VICTORIA AVENUE

CHICHESTER PL

COMMONS DRIVE

SHEPPARD AVENUE EAST

PHARMACY AVENUE

FARMCREST DRIVE





VICTORIA PARK AVENUE

CHESTER PL

SHEPPARD AVENUE EAST

COMMONS DRIVE

PHARMACY AVENUE

FARMCREST DRIVE

**A-12**

**A-10**

**A-11**

**B-4**

**A-9**

**B-5**

**B-6**

**B-7**

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3

3

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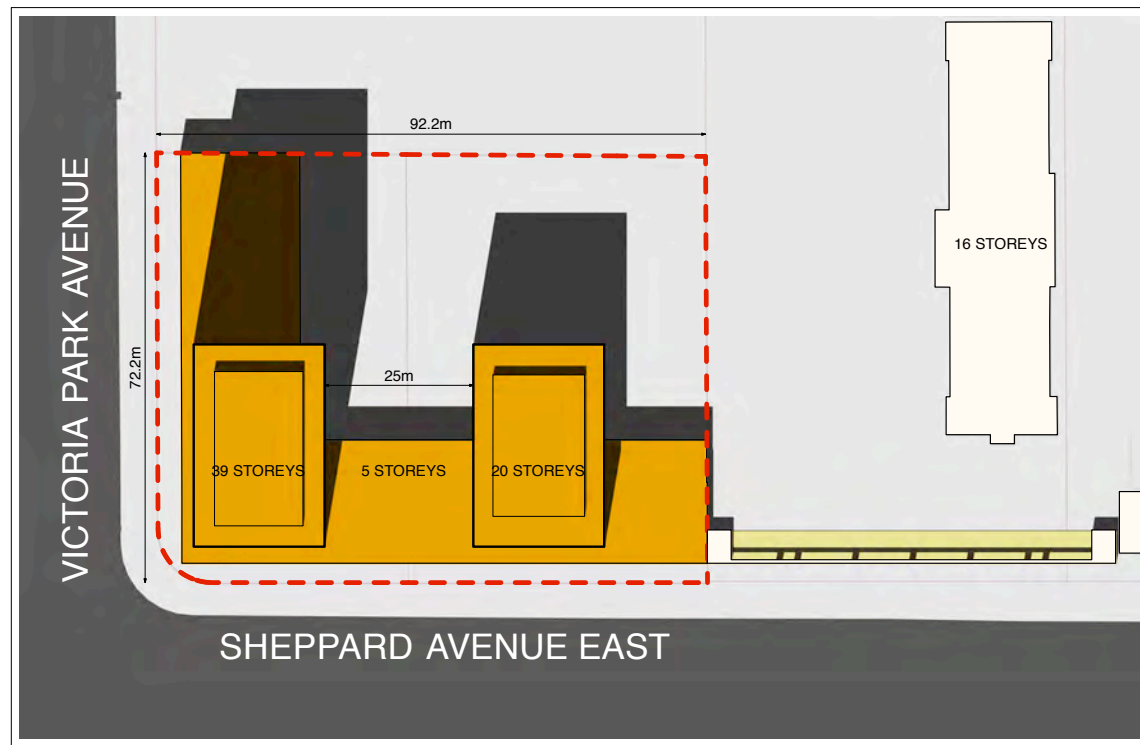
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**SOFT SITE #1 (Bousfields B4)**  
 AREA: 6,615 m<sup>2</sup>

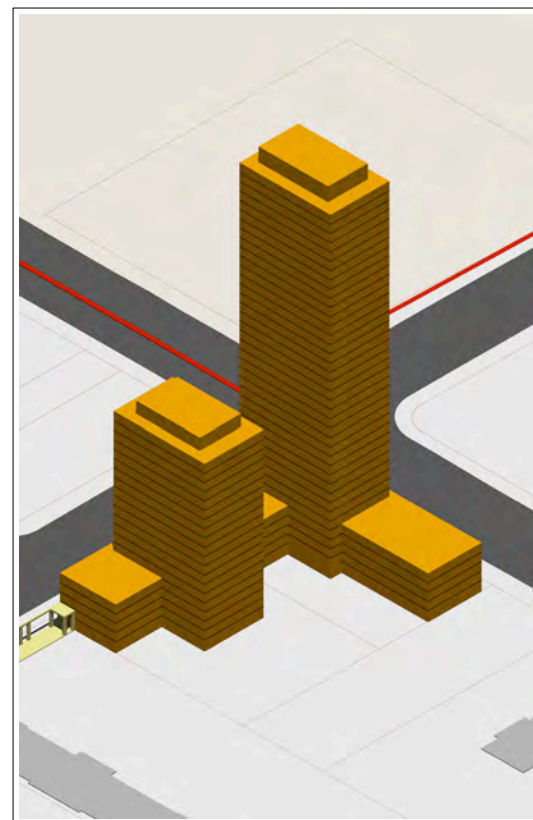
This site is located at the north-east corner of Sheppard Avenue East and Victoria Park Avenue, and across the street and to the west of the subject site. The site is currently under-utilized - a small commercial plaza, a bank and a fast food coffee shop - and is considered to have redevelopment potential, especially if the lands can be consolidated.

Adjacent uses include a 16 storey residential building to the east, and an open air parking lot to the north serving the residential building.

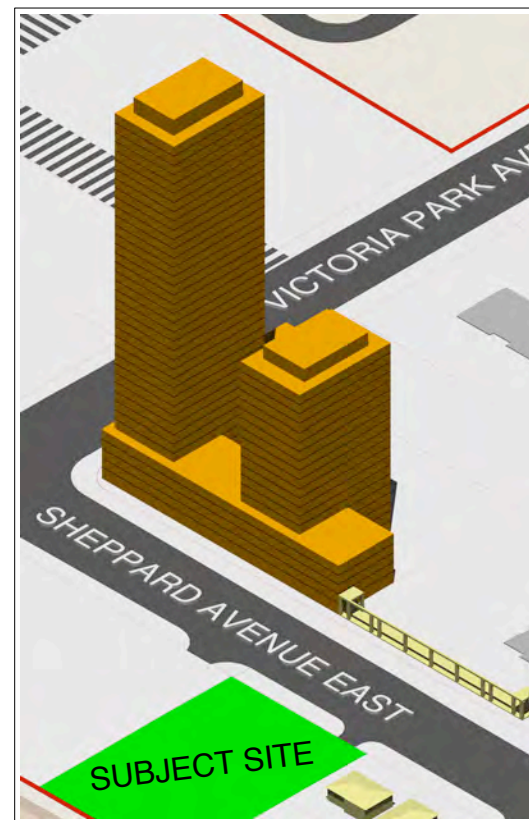
The proposed development includes a 5 storey base abutting the streets, a 39 storey tower at the intersection and a 20 storey tower located 25 metres to the east along Sheppard Avenue.

**SOFT SITE #1 (Bousfields B4) - PROPOSED STATISTICS**

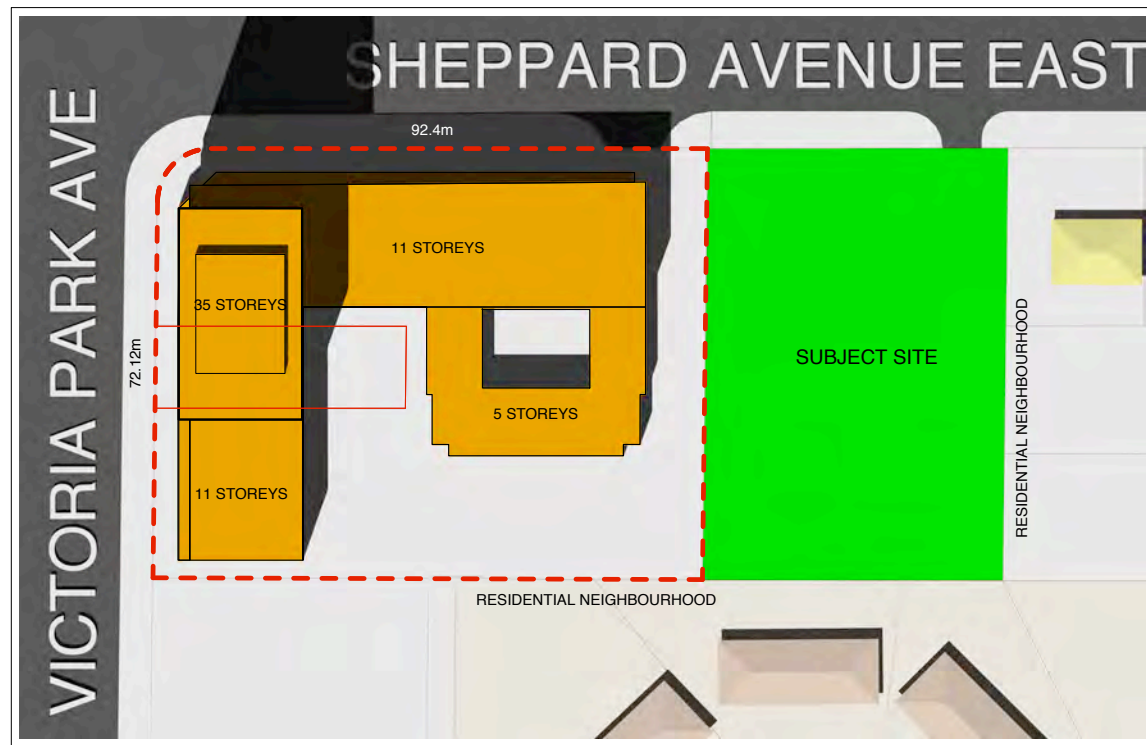
BUILDING GFA:	52,700 m <sup>2</sup>
RETAIL GFA:	2,000 m <sup>2</sup>
RESIDENTIAL GFA:	44,000 m <sup>2</sup>
RESIDENTIAL UNITS:	550
SITE AREA:	6,615 m <sup>2</sup>
FSI GROSS:	11.81
NO. OF STOREYS:	5 STOREY BASE 39 STOREY TOWER 20 STOREY TOWER
BLDG FOOTPRINT:	3,213 m <sup>2</sup>
BUILDING HEIGHT:	120 m
SITE COVERAGE:	48.57%



**ISOMETRIC  
 LOOKING SOUTH-WEST**



**ISOMETRIC  
 LOOKING NORTH-WEST**

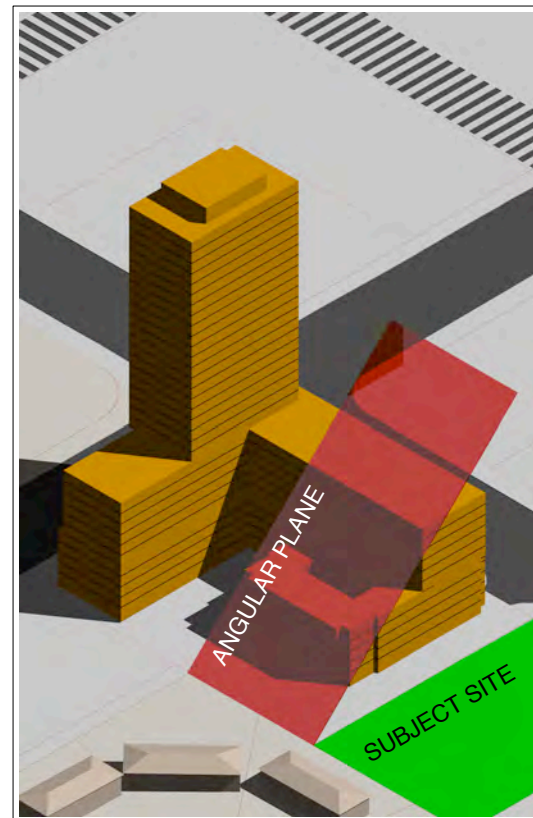


**SOFT SITE #2 (Part of Bousfields B5)**  
**AREA: 6,615 m<sup>2</sup>**

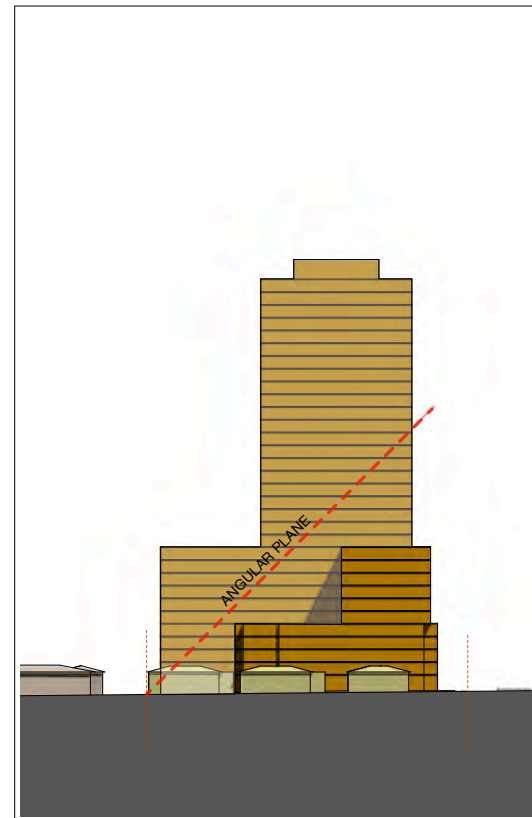
This site is located at the south-east corner of Sheppard Avenue East and Victoria Park Avenue, and immediately west of the subject site. The site was recently redeveloped as a Shoppers Drug Mart, but a portion facing Victoria Park Avenue remains as a fast food outlet (Johnny's Hamburgers). It is assumed that this site will be assembled and redeveloped in the longer term.

Adjacent uses include the subject site to the east, and a strip plaza (Soft Site #3) to the south.

The proposed development includes a 11 storey base abutting the streets, with a stepback at the 5th floor level, a 35 storey tower at the intersection and a 5 storey extension to the east, and within the 45 degree angular plane respecting the low-rise residential neighbourhood to the south.



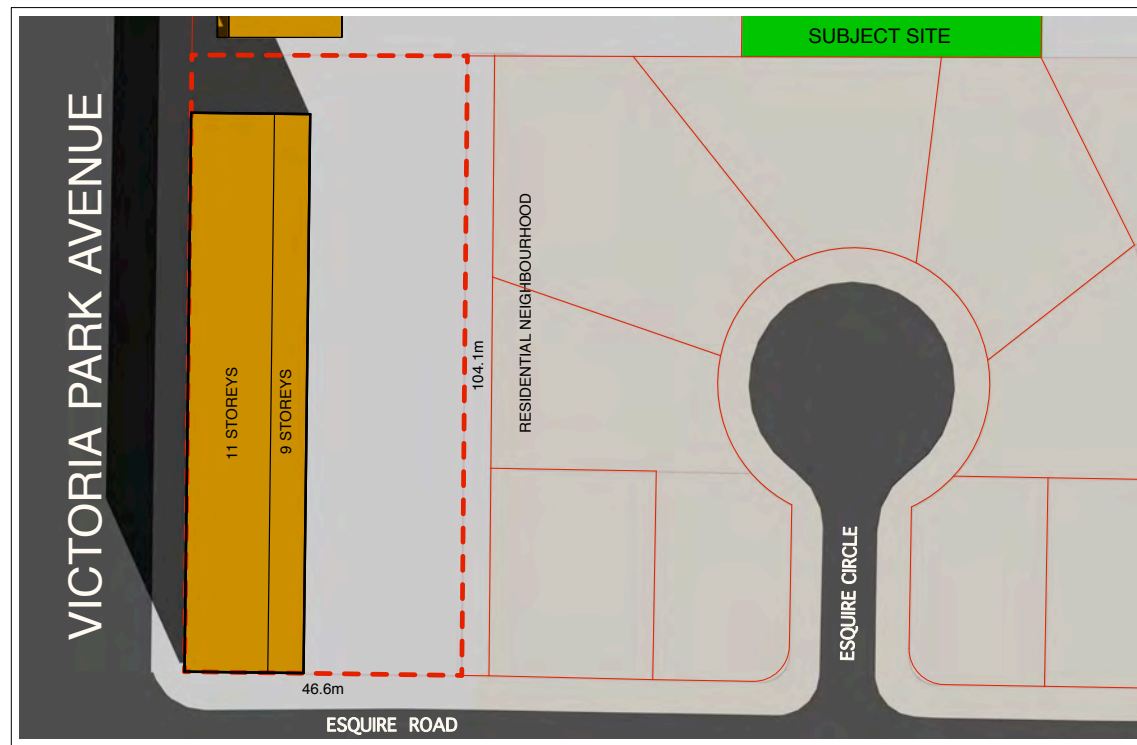
**ISOMETRIC**  
**LOOKING NORTH-WEST**



**EAST ELEVATION**

**SOFT SITE #2 (Part of Bousfields B5) - PROPOSED STATISTICS**

BUILDING GFA:	48,000 m <sup>2</sup>
RETAIL GFA:	2,000 m <sup>2</sup>
RESIDENTIAL GFA:	46,000 m <sup>2</sup>
RESIDENTIAL UNITS:	575
SITE AREA:	6,643 m <sup>2</sup>
FSI GROSS:	7.23
NO. OF STOREYS:	5 STOREY BASE WITH 11 STOREY STEP-BACK 35 STOREY TOWER
BLDG FOOTPRINT:	3,290 m <sup>2</sup>
BUILDING HEIGHT:	96 m
SITE COVERAGE:	49.52%



**SOFT SITE #3 (Part of Bousfields B5)**  
**AREA: 4,826 m<sup>2</sup>**

This site is currently a strip plaza, located on the east side of Victoria Park Avenue, and south of Sheppard Avenue East. The site does not require assembly, and could be developed in the short to medium term.

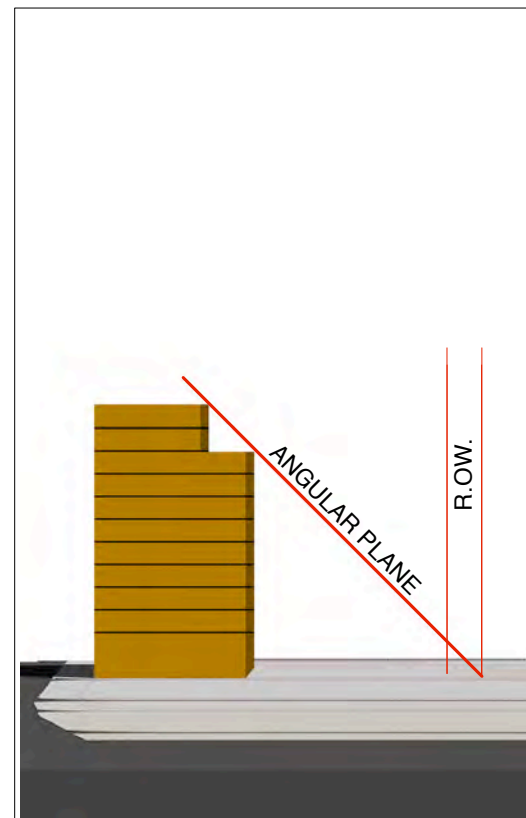
Adjacent uses include Soft Site #2 to the north, and a single family residential neighbourhood to the east.

The proposed development includes a 11 storey building abutting the street with a rear stepback at the 10th floor level, to ensure that the building form remains within the 45 degree angular plane respecting the single family residential neighbourhood to the east.

The building would include retail commercial at the ground floor level, and residential above.



**ISOMETRIC**  
**LOOKING NORTH-WEST**

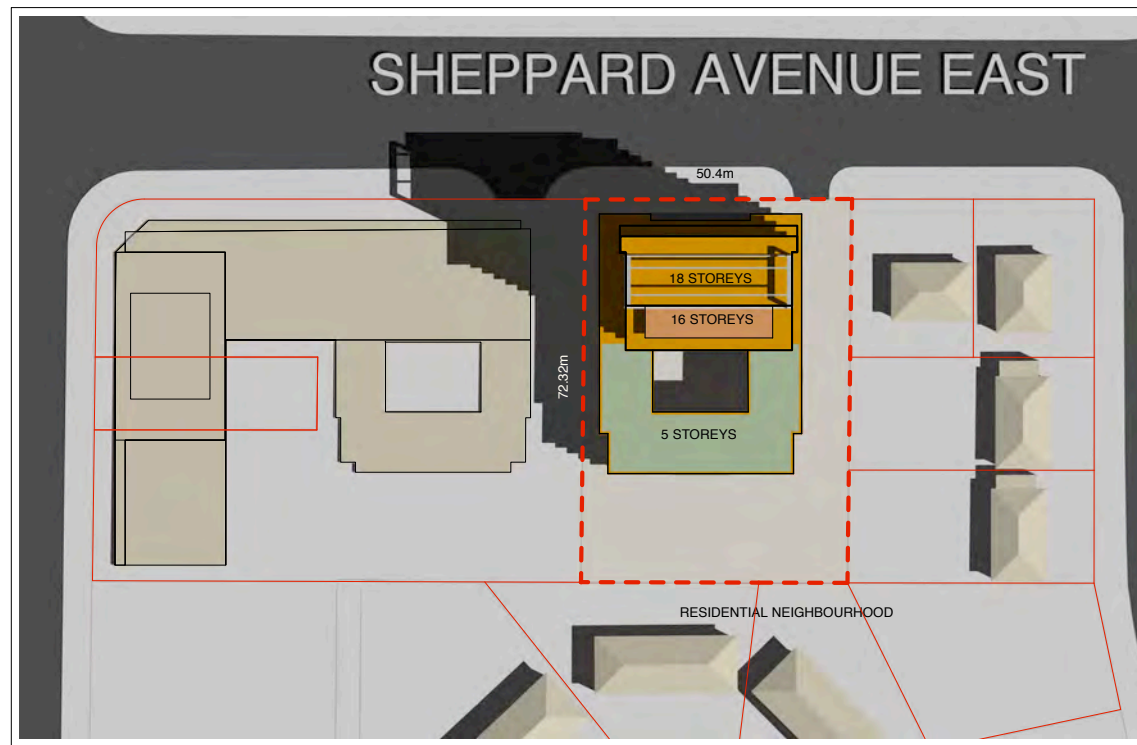


**SOUTH ELEVATION**

**SOFT SITE #3 (Part of Bousfields B5) - PROPOSED STATISTICS**

BUILDING GFA:	19,500 m <sup>2</sup>
RETAIL GFA:	1,500 m <sup>2</sup>
RESIDENTIAL GFA:	18,000 m <sup>2</sup>
RESIDENTIAL UNITS:	225
SITE AREA:	4,826 m <sup>2</sup>
FSI GROSS:	4.04
NO. OF STOREYS:	11 STOREYS
	REAR STEP-BACK AT 10TH FLOOR
BLDG FOOTPRINT:	1,878 m <sup>2</sup>
BUILDING HEIGHT:	38 m
SITE COVERAGE:	38.91%





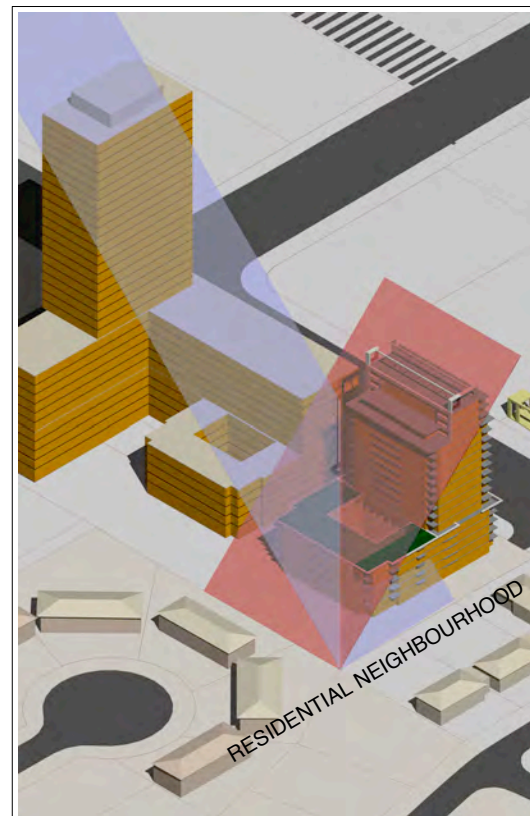
**SOFT SITE #4 (Part of Bousfields B5) - THE SUBJECT SITE**  
**AREA: 3,650.51 m<sup>2</sup>**

This is the subject site, located on the south side of Sheppard Avenue East, and east of Victoria Park Avenue. The site is vacant, does not require assembly, and the owner is making this development proposal.

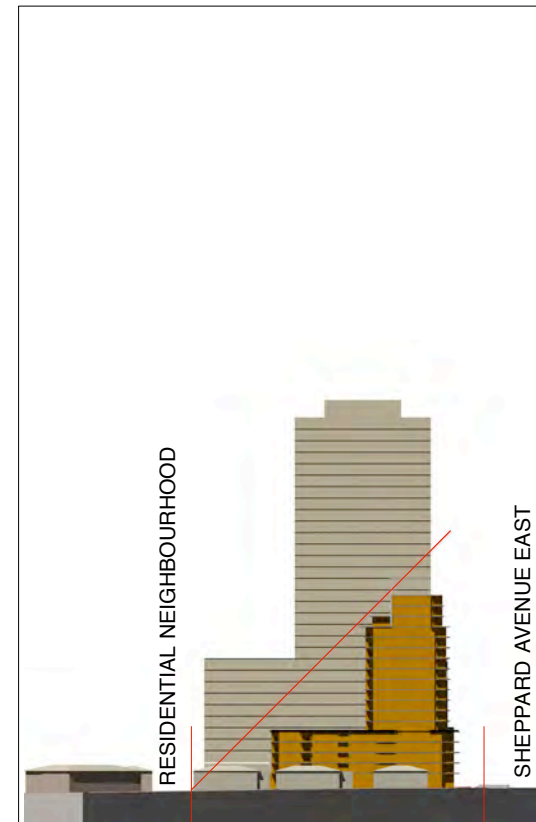
Adjacent uses include Soft Site #2 to the west, and single family residential neighbourhoods to the east and south. The angular plane to the east is breached somewhat by the 5 storey podium. However, the focus of the Mid-rise Guidelines is on the preservation of the 45 degree angular plane from the rear and front property lines. Guideline 8A recommends that mid-rise buildings should be built to the side property lines for mid-block sites.

The proposed development includes an 18 storey building with a 5 storey podium, abutting the street. A rear stepback occurs at the 16th floor level, to ensure that the building form remains within the 45 degree angular plane respecting the single family residential neighbourhood to the south.

The building would include retail commercial in the portion of ground floor level that abuts Sheppard Avenue, and residential units in the remainder of the building. Parking is generally located in an underground parking garage on three levels.



**ISOMETRIC**  
**LOOKING NORTH-WEST**



**EAST ELEVATION**

**SOFT SITE #4 (Part of Bousfields B5) - THE SUBJECT SITE**  
**PROPOSED STATISTICS**

BUILDING GFA:	15,135 m <sup>2</sup>
RETAIL GFA:	393 m <sup>2</sup>
RESIDENTIAL GFA:	14,742 m <sup>2</sup>
RESIDENTIAL UNITS:	178
SITE AREA:	3,650.51 m <sup>2</sup>
FSI GROSS:	4.15
NO. OF STOREYS:	18 STOREYS
	5 STOREY PODIUM
BLDG FOOTPRINT:	1,389 m <sup>2</sup>
BUILDING HEIGHT:	52 m
SITE COVERAGE:	38.05%



# **Appendix “D”**

## **2933 Sheppard Avenue East Proposed Site Plan**

