

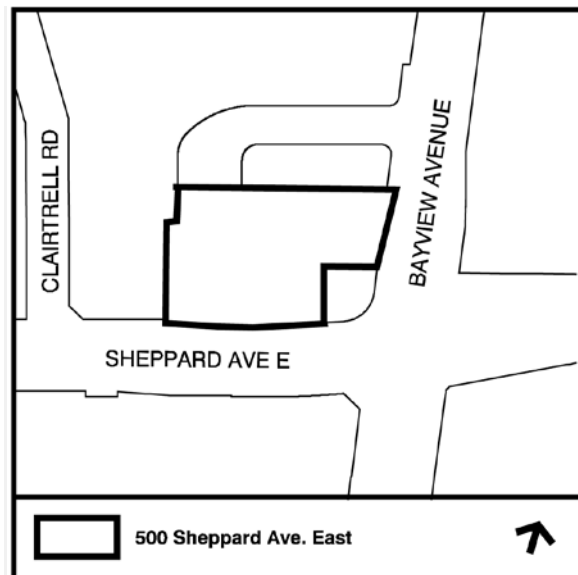
500 Sheppard Avenue East - Official Plan and Zoning By-law Amendment Application – Request for Direction Report

Date:	April 24, 2015
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 23 – Willowdale
Reference Number:	11 173715 NNY 23 OZ

SUMMARY

The application proposes a 29-storey mixed-use building, 91 metres high with 310 dwelling units (including 5 live-work units) and 3,364 square metres of commercial floor space at 500 Sheppard Avenue East. The gross floor area proposed is 26,543 square metres resulting in a proposed density of 4.63 times the area of the lot. The applicant has appealed the application to the Ontario Municipal Board (OMB) due to Council's failure to make a decision within the prescribed period under the *Planning Act*. A prehearing was held on July 15, 2014. A full hearing is scheduled for June 14 to July 3, 2015.

This report seeks Council's direction to oppose the proposed development at the Ontario Municipal Board in its current form. The application is contrary to the Sheppard East Subway Corridor Secondary Plan, and Clairtrell Area Context Plan. The height and density of the development are not consistent with the existing and planned context. This report also recommends continuing discussions with the applicant to resolve outstanding issues in relation to building height and density, parkland dedication and servicing.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council authorize the City Solicitor together with City Planning staff and other staff as appropriate to oppose the applicant's appeal respecting Official Plan and Zoning By-law Amendment application No. 11 173715 NNY 23 OZ at 500 Sheppard Avenue East and attend any Ontario Municipal Board hearing in opposition to such appeal, for the reasons discussed in this report including:
 - a) the proposal does not conform to the Official Plan and Sheppard East Subway Corridor Secondary Plan including but not limited to policies related to built form, *Mixed-Use Areas*, Development Nodes and Density;
 - b) the proposal does not adequately address Council's approved Clairtrell Area Context Plan including but not limited to guidelines related to Parks and Open Space, and Building Massing and Height;
 - c) the height and density of the development are not consistent with the existing and planned context; and
 - d) the proposal would adversely impact the future development along the Sheppard Avenue East corridor.
2. City Council authorize City staff to continue discussions with the applicant on a revised proposal which addresses the issues set out in this report.
3. In the event that the Ontario Municipal Board allows the appeal in whole or in part, City council direct staff to request that the board withhold any order to approve an Official Plan or Zoning By-law amendment for the subject lands until such time as the City and the owner have presented a draft by-law to the Board that secures community benefits through a Section 37 Agreement.
4. City Council direct the City Solicitor to advise the OMB that the zoning by-law should not be approved without the provision of such services, facilities or matters pursuant to Section 37 of the Planning Act as may be considered appropriate by the Chief Planner in consultation with the applicant and the ward councillor.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In 2002 the Ontario Municipal Board (OMB) approved OPA 392, the Sheppard East Subway Corridor Secondary Plan along with OPA 517 that modified OPA 392, to include lands in the northwest quadrant of the intersection of Bayview Avenue and Sheppard

Avenue East as a Key Development Area and introduced policy criteria including the preparation of a Context Plan, to guide development on lands within this quadrant. The subject site located in the northwest quadrant of the intersection of Bayview Avenue and Sheppard Avenue East is included in the Key Development Area introduced for this area.

At its meeting of June 19, 2013 North York Community Council (NYCC) considered a Preliminary Report on the Official Plan and Zoning By-law Amendment application. NYCC directed that staff hold a community consultation meeting with landowners and residents within 120 metres of the site and that the notice area be extended to the area bounded along both sides of Empress Avenue to the north, Willowdale Avenue to the west, Highway 401 to the south, and Bayview Avenue to the east, as well as the area bounded by Highway 401 to the south, the railway line to the east, Citation Drive to the north and Bayview Avenue to the west, and that the applicant pay the City for the costs associated with extending the notice area. The Preliminary Report is available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY8.27>

The application was appealed by the applicant due to Council's failure to make a decision within the prescribed period under the *Planning Act*. A prehearing was held on July 15, 2014 and a full hearing is to commence on June 15, 2015.

At its meeting of August 25, 26, 27, and 28, 2014 Council considered a Status Report on the application. Council authorized City staff to continue discussions with the applicant on a revised proposal which addressed the issues set out in the Status Report and any other issues that were identified through the continuing review of the application and to report back to North York Community Council prior to the start of the Ontario Municipal Board hearing.

The Status Report is available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY34.70>

At its meeting of December 16, 17, and 18, 2013 City Council adopted amendments to the Official Plan (OPA 231) to implement the results of the Official Plan and Municipal Comprehensive Review for Economic Health and Employment Lands Policies and Designations and Recommendations of Conversion Requests. Among other matters, OPA 231 introduced amendments aimed to stimulate the growth of new office space and maintain current concentrations of office space near rapid transit. When it adopted OPA 231, Council also directed staff to report to the Planning and Growth Committee on additional incentives that the City may consider to promote the development and maintenance of office space in the Downtown, Centres and within walking distance of rapid transit stations. The report and Council direction are available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

At its meeting of August 25, 26, 27, and 28, 2014 City Council considered a report on proposed incentives to support the replacement of office space in new mixed use

development including density incentives. City Council directed that staff consult with the public and stakeholders on the incentives and report further to Planning and Growth Management Committee on the results of the consultation process. The report is available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.16>

ISSUE BACKGROUND

Proposal

The application proposes a 29-storey mixed-use building, 91 metres high (excluding roof top mechanicals and architectural element) with 310 dwelling units and 3,364 m² of commercial floor space (Attachments 1, 2, 3, and 4). The mix of dwelling units includes 186 one-bedroom, 119 two-bedroom and 5 live-work units. The proposed tenure of the dwelling units is condominium. The gross floor area proposed is 26,543 square metres resulting in a proposed density of 4.63 times the area of the lot.

The building design includes a 1, 2 and 5 storey base building with the 5-storey portion generally along Sheppard Avenue East and the 1 and 2-storey portions facing Bayview Avenue, and the 27-storey tower above it. A total of 379 parking spaces are proposed for residents (279), commercial uses (38) and resident and commercial visitors (62) in 3 levels of below grade parking and a surface parking area to the north of the building (26 parking spaces). Two hundred and forty-nine (249) bicycle parking spaces are proposed in bicycles rooms for the residents, visitor, and non-residential uses on the lower ground floor, and outside along the west side of the driveway and along Sheppard Avenue East. Two driveway accesses each 6 metres wide are proposed; one at the north end of the site from Bayview Avenue, the other near the west edge of the site from Sheppard Avenue East.

The application includes the dedication of 381 m² of public parkland on site, located along the east side of the site adjacent to Bayview Avenue, north of the existing public parkette at the corner of Bayview Avenue and Sheppard Avenue East. Proposed common indoor residential amenity space includes 760 m² in two areas on the upper ground floor and on the 6th floor. Outdoor amenity space includes a 620 m² outdoor terrace adjacent to the indoor amenity room on the 6th level. An outdoor terrace is proposed for the office uses above the single-storey portion of the building situated along the north side of the park.

The proposal has been revised since the Status Report was considered by Council in August 2014. The applicant has reduced the overall gross floor area, and has requested a density incentive for the ground floor retail space. Changes to the location and organization of the building include increased setbacks along Sheppard Avenue East, and adjacent to the Park and from Bayview Avenue. The service area has been redesigned, and the residential and retail lobbies have been relocated. The massing of the base building has also been modified and the building extended along the north side of the park to screen the driveway access ramp from Bayview Avenue. Retail uses are proposed in this portion of the building. The height and number of storeys of the tower

has not changed. A summary of the proposal considered by Council in August 2014 and the revised submission is outlined in the table below.

Table 1 - Summary of Proposal - August 2014 and February 2015		
	Submission considered by Council August 2014	Revised Submission February 2015
Storeys (height in metres) (* Architectural element)	29 (91 m) (103 m*)	29 (91 m) (103 m*)
Dwelling Units	310	310
Residential Gross Floor Area (excluding amenity area)	24,297 m ²	23,179 m ²
Office Gross Floor Area	2,520 m ²	2,452 m ²
Retail Gross Floor Area	478 m ²	912 m ²
Total Office & Retail Gross Floor Area	2,998 m ²	3,364 m ²
Total Gross Floor Area	27,295 m ²	26,543 m ²
Density – Floor Space Index	4.76 x lot area	4.63 x lot area
Parking Spaces	364	379
Bicycle Parking Spaces	242	249
Indoor Amenity Space	763 m ²	760 m ²
Outdoor Amenity Space	620 m ²	620 m ²
Tower Floorplate	750 m ²	757 m ²
On-site Parkland dedication	700 m ²	381 m ²

Site and Surrounding Area

The site is located adjacent to the existing Bayview Parkette and Sheppard subway entrance at the northwest corner of Sheppard Avenue East and Bayview Avenue. The site is 5,730.5 square metres in size with approximately 60 metres of frontage along Bayview Avenue and 95 metres of frontage along Sheppard Avenue East. The site has a small frontage along the north property line at the turning bulb of Mallingham Court. The site is irregular in shape with grade changes of up to 3.7 metres across the site from Bayview Avenue down to the west boundary and from Sheppard Avenue East rising to the north. The site is currently occupied with a 3-storey commercial building, (3,821 m²) and an associated surface parking lot with 107 parking spaces behind the building.

Surrounding uses include:

West: There are two 14-storey apartment buildings at the northeast and northwest corners of Clairtrell Avenue and Sheppard Avenue East west of the site. There are also 3-storey townhouses west of the site that extend north along the east and west sides of Clairtrell Avenue.

North: Abutting to the north are 3-storey townhouses that front along the north and south sides of Mallingham Court. Further north is a Place of Worship and a mix of low rise residential buildings. There are two new mid-rise buildings on the south side of Spring Garden Avenue north of the site. St. Gabriel Catholic elementary school is on the north side of Spring Garden Avenue.

East: Immediately east of the site along Sheppard Avenue East is an entrance to the Sheppard Subway Station. Opposite the site on the east of side of Bayview Avenue is a 15-storey mixed use residential and commercial building (ARC).

Further east is the Bayview Village Shopping Centre. The southeast quadrant of the intersection of Bayview Avenue and Sheppard Avenue East contains a service station, YMCA and a mix of newer mid-rise and highrise residential developments as well as a pedestrian entrance to the Sheppard subway.

South: There is a public parkette at the northwest corner of Bayview Avenue and Sheppard Avenue East abutting the site. There is a service station at the southwest corner of Sheppard Avenue East and Bayview Avenue, as well 2 and 3-storey commercial building and dwellings that have been converted to office uses opposite the site.

Provincial Policy Statement and Provincial Plans

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

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

Official Plan

The subject property is located on an *Avenue* and is designated *Mixed Use Areas* in the Official Plan (Attachment 6). It is also located within the Sheppard East Subway Corridor Secondary Plan (Attachments 7 and 8).

Avenues Policies

The growth management strategy for the City steers growth to some parts of the City, while protecting neighbourhoods and green spaces from development pressures. Section 2.2.2 of the Official Plan identifies five areas that can best accommodate growth including the *Downtown, Central Waterfront, Centres, Avenues* and *Employment Districts*. The Official Plan directs growth to these areas in order to achieve multiple City objectives. Among other matters, it promotes the efficient use of municipal services and infrastructure, concentrates jobs and people in areas well served by transit, promotes mixed-use development to increase opportunities for living close to work and to encourage walking and cycling, and protects neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

Avenues are considered 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 Plan recognizes that the *Avenues* will be transformed incrementally, that each is different and that there is no one size fits all approach to reurbanizing them.

Mixed Use Areas Policies

A broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities are permitted within the *Mixed Use Areas* designation. The Official Plan recognizes that *Mixed Use Areas* achieve a number of planning objectives by combining a broad array of uses. The Plan notes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

Where there is new development proposed in *Mixed-Use Areas*, proposals are assessed against development criteria included in Section 4.5.2 of the Official Plan. These criteria include among other matters:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- locating and massing new buildings to provide a transition between areas of differing development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing setbacks from and/or stepping down of heights toward lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods* particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors; and
- locating and screening service areas, ramps, and garbage storage to minimize the impact on adjacent streets and residents.

Public Realm and Built Form Policies

The public realm policies of Section 3.1.1 of the Official Plan recognize the essential role of our streets, open spaces, parks and other key shared public assets in creating a great

City. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

The Official Plan recognizes that most of the City's future development will be infill and as such will need to fit in, respect and improve the character of the surrounding area. As a result, the built form policies of Section 3.1.2 seek to ensure that new development is located, organized and massed to fit harmoniously with the existing and/or planned context and will limit its impacts on neighbouring streets, parks, open spaces and properties. Among other things this harmony is achieved by: massing new buildings to frame adjacent streets in a way that respects the existing and/or planned street proportion; creating appropriate transitions in scale to neighbouring or existing planned buildings, providing for adequate light and privacy and adequately limiting any resulting shadowing of, and uncomfortable wind conditions, on neighbouring streets and properties.

To minimize impacts on the property and on surrounding properties, and improve the safety and attractiveness of adjacent streets, Section 3.1.2.2 provides that new development minimize the width of driveways and curb cuts across the public sidewalks, and integrate services and utility functions within buildings where possible. Section 3.1.2.4 of the Plan requires that new development provide amenity to adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

Due to the larger civic responsibility and obligations associated with tall buildings, the built form policies of Section 3.1.3 provide additional design direction to ensure that they fit into the existing and planned context and limit local impacts. The Official Plan states that although tall buildings are desirable in the right places they do not belong everywhere and are only one form of intensification. 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, Centres* and others areas in which they are permitted by a Secondary Plan, an area specific policy, or a zoning by-law. Policy 3.1.3.2 requires new tall building developments to address key urban design considerations set out in the Plan.

Sheppard East Subway Corridor Secondary Plan

Section 5 of the Official Plan provides that Secondary Plans will set the stage for reurbanization in defined areas to stimulate and guide development in keeping with the objectives of the Official Plan. They are intended to promote the desired type and form of physical development for an area. The Sheppard East Subway Corridor Secondary Plan provides a locally focussed policy framework for guiding growth and change in the Secondary Plan Area.

The Sheppard East Subway Corridor Secondary Plan provides a policy framework to manage, direct and ensure quality development in support of the significant public investment in the Sheppard Subway. It directs development to Key Development Areas

which are primarily designated *Mixed Use Areas*, and establishes the planning context for long term growth within the larger Secondary Plan area. Section 2 provides that development will be transit supportive with the highest densities generally located closest to the rapid transit stations and to a lesser extent along arterial road frontages. The Plan identifies four Key Development Areas centred on the subway stations and Section 4.1 provides that development within these Key Development Areas should reflect the nature and character of the community around the subway stations, including the mix and range of uses and the level of development potential.

The subject site is located in the northwest quadrant of the Bayview Node Key Development Area that includes the four quadrants at the intersection of Bayview Avenue and Sheppard Avenue East (Attachment 7). The policies of Section 4.2 provide that the Bayview Node will be primarily a residential development node. Subject to the approval of a Context Plan, mixed-use and multiple family development may occur and are required to address additional policy criteria. Among other matters these criteria encourage the consolidation of lands in order to achieve maximum permitted densities and to prevent piecemeal development, provide for the establishment of a park within the Key Development Area, require that new development be sensitive to the remaining lands within the Key Development Area and existing uses and built forms, and that all development meet the urban design principles of the Plan.

The site is also subject to policy 4.2.2.1 for the Teagarden/Mallingham Court/Clairtrell Road Area (Attachment 8). This policy provides that the lands closest to the arterial roads and rapid transit stations are assigned a *Mixed-Use Areas* designation and a density of 3.0 times the area of the lot. This includes the subject site. The policies of Section 4.2.2.1 also provide that density incentives outlined in the Secondary Plan may be utilized on lands within the *Mixed-Use Areas* and Section 4.3.3 sets out the uses and facilities that are eligible for density incentives. These include uses and facilities such as; private recreation uses, community centres, social facilities as well as direct underground pedestrian connections to transit terminals.

Section 4.4 of the Secondary Plan sets out the urban design principles to guide development along the Sheppard corridor including the promotion of street oriented development which provides pedestrian comfort and activity along streets. These principles ask for buildings to be setback along Sheppard Avenue to accommodate road widening and streetscape initiatives such as the Council approved Sheppard Avenue Streetscape Plan.

For buildings along the Sheppard Avenue frontage that are not in proximity to subway stations, the Plan provides that the maximum height will generally be 6 storeys, with 1 and 2 storey podiums encouraged. The Secondary Plan intends that buildings with the greatest density, height and mass will be along Highway 401, at major intersections and at locations with the greatest accessibility to public transit. Exceptions to this may be considered where building design including architectural features, such as terracing and detailed elevation articulation results in a built form that enhances the Sheppard Avenue street edge.

Clairtrell Area Context Plan

As required by the Secondary Plan, a Context Plan has been completed for this quadrant of the Key Development Area and was adopted by Council in 2005. The Clairtrell Area Context Plan provides a more detailed planning framework for development within this area including providing guidance on matters such as appropriate building heights, massing, setbacks and density, and a framework for public realm improvements.

The subject site is identified as a gateway site and Section 3.3 of the Context Plan encourages a distinctive built form and complementary streetscape for new development on this site to reinforce the building's role as a visual gateway into the community. The Context Plan provides that buildings on this site should have a height generally in the range of 14 to 15 storeys and 42.5 metres high (Attachment 9). To promote a pedestrian scaled street wall along Sheppard Avenue East and Bayview Avenue, a 2-storey expression in the base building is encouraged with stepbacks above this level and again at the 6th level.

Street related retail and service uses are encouraged for new development at this intersection with a fine grain fabric of retail entrances accessible at grade along Bayview Avenue and Sheppard Avenue East to animate these frontages. Minimum setbacks of 5 metres are recommended to ensure that there is sufficient space for streetscape and landscape improvements on setbacks in accordance with the Council approved Sheppard Avenue Streetscape Plan.

Tall Building Design Guidelines

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

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=80a70621f3161410VgnVCM10000071d60f89RCRD>

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building of the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design Guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas". The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment and other policies within the Plan related to the design and development of tall buildings in Toronto.

Zoning

The site is zoned Commercial (C1) in the former City of North York Zoning By-law No. 7625 (Attachment 10). Subject to certain restrictions, a variety of residential uses including apartment buildings, and a mix of commercial uses; such as restaurants, retail

stores, banks, business and professional offices, theatres, funeral establishments, parking lots, service stations and accessory uses are permitted on the site. The maximum permitted height is 9.2 metres with the exception of apartment buildings where a maximum height of 11.5 metres is permitted.

Site Plan Control

The proposed development is subject to site plan control. A site plan control application has not been submitted.

Reasons for Application

The Official Plan Amendment is required as the permitted density on the site is 3.0 times the area of the lot and the application proposes a density of 4.63 times the area of the lot. The application also proposes to amend the Sheppard East Subway Corridor Secondary Plan to remove the site from Policy Section 4.2.2.1 for the Teagarden Court/Mallingham Court/Clairetrell Road Area and introduce a site specific policy for the lands.

The Zoning By-law Amendment is required to establish the permitted uses and development standards for the proposed development related to gross floor area (residential and non-residential), height, setbacks, number of dwelling units, parking, loading, bicycle parking, amenity space and landscape open space. The Zoning By-law Amendment also proposes to rezone the lands proposed to be dedicated as parkland from Commercial to Open Space.

Community Consultation

A community consultation meeting was held on June 19, 2013. Planning and Transportation Services staff, the Ward councillor and approximately 100 members of the public attended the meeting. Main issues raised included concerns with the traffic impacts of the development in this area that is experiencing significant congestion including; ingress and egress to the site, capacity at intersections, potential for traffic infiltration into the surrounding neighbourhoods and spill over parking on local streets. The proposed height of the building and density of the development, shadow impacts, the capacity of community services and facilities, and impacts on the pedestrian realm were also identified as issues of concern by the public.

A second community meeting was held by the Ward councillor on July 10, 2014. Planning and Legal Services staff, a representative from the councillor's office, and approximately 20 members of the public attended the meeting. Residents raised the same issues that had been noted at the previous meeting. Additional comments included concern with the building height and its proximity to the rear yard of the adjacent townhouses and overlook and privacy issues, concern that the building would set a precedent for additional tall buildings in the area, the impacts from noise, wind and shadow and concern about impacts on property values. Participants expressed concern about the materiality of the building and its high reflectivity, and safety concerns that building materials may fall from the tower or be thrown from balconies onto adjacent properties, as well as concerns about impacts during construction. Participants also discussed procedures for the Ontario Municipal Hearing.

Agency Circulation

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

COMMENTS

Since the consideration of the Status Report by Council in August 2014, staff had a number of meetings with the applicant to discuss revisions to the proposal to address the issues set out in the Status Report. In response the applicant submitted a revised proposal in February of 2015. The revised submission includes design changes to the building location, organization and massing. This includes changes to the park size and shape and other open spaces on site. Changes to the built form and public realm adjacent to the park and along Sheppard Avenue East, and revised floor plan layouts for the upper and lower ground floors are also proposed. The residential and office lobbies have been relocated within the building with additional retail floor area in the ground floor adjacent to the park and streets.

To screen the access ramp from Bayview Avenue along the north side of the site, the revised proposal includes a single storey extension of the building along the north side of the new parkland, with retail uses in this location at grade and a terrace for the office uses on the roof. The building will be set back from the park by a publicly accessible walkway along the edge of the park connecting the Bayview Avenue and Sheppard Avenue East sidewalks. This change results in a reduction in the parkland proposed to be dedicated on site from 700 to 381 m² and an increase in the overall non-residential floor area from 2,998 to 3,364 m². There has also been reduction in the overall gross floor area with the redesign of floor plans from 27,295 to 26,543 m².

A publicly accessible pedestrian walkway is now proposed along the west side of the property connecting from Sheppard Avenue East north to Mallingham Court with bicycle parking spaces and landscaping adjacent to the walkway along the west side of the site. The entrance to the below grade garage at the north end of the site is now proposed to be covered with a deck elevated to match the grade of the adjacent Mallingham Court with landscaping proposed along this interface. The required road widening along Sheppard Avenue East is included in the revised proposal with a 5 metre building setback from the widened right-of-way.

The impacts of the revisions and outstanding issues are discussed in further detail below.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 contains policies related to managing and directing development. It requires that sufficient land be made available for intensification and redevelopment, that planning authorities identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account, among other things, the existing building stock and areas, and that they establish and implement minimum targets for intensification and redevelopment within built up areas.

Within this framework, the PPS recognizes that the Official Plan is the most important vehicle for implementing PPS requirements and that comprehensive, integrated and long term planning is best achieved through municipal official plans. The City's Official Plan and Sheppard East Subway Corridor Secondary Plan meet the requirements of the PPS.

The Official Plan and Sheppard East Subway Corridor Secondary Plan contain clear, reasonable and attainable policies that protect provincial interest and direct development and intensification to suitable areas. In this area intensification is promoted through development that respects and reinforces the existing and planned context along Sheppard Avenue East. The proposal does not conform to the Official Plan and Sheppard East Subway Corridor Secondary Plan and is not consistent with the way in which the Official Plan and Secondary Plan implement the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe requires that Official Plans provide a strategy and policies to achieve intensification and to identify the appropriate type and scale of development in intensification areas. The proposal is not consistent with the way in which the Official Plan and Secondary Plan implement the Growth Plan for the Greater Golden Horseshoe.

Land Use

The site is currently occupied with a commercial building with approximately 3,821 m² of non-residential floor area occupied by office, retail and service commercial uses. The applicant has advised that in general the mix of uses is approximately 65% office and 35% retail and service commercial, although some units are currently vacant and the mix of uses fluctuates. The application proposes a mixed-use building with office, retail and residential uses. The *Mixed-Use Area* designation on the site provides for these uses. In reviewing the previous submission staff identified a concern with the reduction in overall non-residential floor area on the site.

Official Plan Amendment 231 promotes new office development within *Mixed-Use Areas* within 500 metres of existing or approved and funded subway, light rapid transit or GO Station. Section 3.1.5.4 of the Official Plan as amended, provides that programs and incentives will be established to grow employment and investment consistent with the policies of the Official Plan, particularly targeting key economic clusters and the development of offices and industries. Section 3.1.5.9 of the Official Plan as amended, provides that new development in *Mixed-Use Areas* within 500 metres of an existing or an approved and funded subway, light rapid transit or GO train station, that includes residential units on a property with at least 1,000 square metres of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area. City Council has also approved a consultation process with respect to financial and planning incentives to support replacement of office space, including density incentives in new mixed-use development.

The revised submission introduces additional retail floor space (366 m²) in the development through the extension of the building along the north side of the parkland. This additional retail floor space results in an increase on the overall non-residential floor

spaces from the previous submission from 2,998 to 3,364 m² of which 2,452 m² is proposed for office uses a reduction from the previous submission that included 2,520 m² of office floor area.

Planning staff have reviewed the proposal and are generally satisfied with the overall amount of non-residential floor area proposed. The revised design of the building provides for additional non-residential floor area, including the replacement of some of the office space consistent with Official Plan objectives in *Mixed-Use Areas*.

Density

The Secondary Plan assigns a base density of 3.0 times the area of the lot for this site and provides that density incentives may be utilized for lands within the *Mixed Use Areas* designation such as the subject site. The density incentives include among other things, private recreational uses, community centres, and social facilities and uses that would be needed to support intensification above the levels identified in the Secondary Plan.

For the site, the permitted gross floor area without density incentives is 17,191.5 m². The proposed gross floor area is 27,303 m², approximately 10,112 m² above the gross floor area currently permitted. The application proposes that a density incentive be provided for the 760 m² of recreational amenity space proposed within the building. This is consistent with the Secondary Plan that permits density incentives for private recreational uses on the site. As a result, the overall density of 4.63 times the area of the lot on the site is proposed, approximately 9,352 m² above the gross floor area currently permitted.

The applicant has also requested that 912 m² of ground floor retail uses along the east side of the building adjacent to the parkland and Sheppard Avenue East be exempted from overall gross floor area. The land use and design objectives of the Sheppard East Subway Corridor Secondary Plan and Clairtrell Context Plan seek to transform Bayview Avenue and Sheppard Avenue East into main streets in this area with uses at grade that animate the streets and promote pedestrian activity. There is an existing public parkette at the northwest corner of Bayview Avenue and Sheppard Avenue East that is proposed to be expanded through additional parkland dedication on-site, and the building is proposed to front along the north and west sides of this expanded parkette with ground floor retail uses facing onto the park and along a portion of Sheppard Avenue East. The current Secondary Plan policies do not include grade related retail uses as eligible for density incentives. With the density incentive proposed the application would continue to exceed the gross floor area permissions for the site by 8,440 m². This represents a Floor Space Index (FSI) of 1.47 times over the current FSI of 3.0 times that is permitted on the site.

The application proposes 2,452 m² of office floor area and this represents a FSI of 0.43 times the area of the lot. Although the applicant does not propose a density incentive for the proposed office replacement, they have noted Council's direction concerning consultation on density incentives for office replacement on sites such as the subject site that are within 500 metres of a subway station. Should the office space be permitted as a density incentive the FSI would be reduced from 1.63 to 1.20 times what is currently

permitted on the site. With the office floor area permitted as a density incentive the application would continue to exceed the gross floor area permissions by 6,900 m².

OPA 231 recognizes that a large amount of the City's employment will be in offices and a key element of the policies respecting office retention and replacement is the longer term importance of maintaining and increasing the supply of offices across the City and not just in Downtown. The underlying objectives of the policy are to: ensure ongoing adequate job opportunities for residents that can be reached by public transit, support transit ridership and support a strong civic economy. There is currently an access to the Sheppard subway adjacent to the site on the west side of Bayview Avenue making this an important location to promote and support mixed-use development that includes office space. Should it be considered as a density incentive, the office space would be secured through a Section 37 agreement ensuring the long term retention of this office space. Planning Staff recommend further discussion with the applicant concerning the office floor area as a density incentive.

Although the density could be reduced through incentives, the proposed FSI of 1.63 over what is currently permitted continues to be out of keeping with the Key Development Area density permissions of the Secondary Plan. As well, community or social services or facilities have not been proposed to address the services or facilities that would be needed to support the proposed intensification as outlined in the Secondary Plan. For other developments within this quadrant, and in other Key Development Areas along the Sheppard corridor, developments that exceed the assigned density levels have provided or have contributed to the provision of community services or facilities and other improvements needed to support new development in keeping with the Secondary Plan.

Height and Massing

The Clairtrell Area Context Plan recommends a building height generally in the range of 14 to 15 storeys on the subject site which is also identified as a gateway site. A height limit of 42.5 metres is also included. The application proposes a 29-storey building with a height of 91 metres. A rooftop mechanical of 9 metres is also proposed above this level as well as an architectural feature on the east side of the building that extends to 103 metres high.

The Secondary Plan sets out the desired type and form of development for this area and the Clairtrell Area Context Plan provides a further layer of detail in the context of the Secondary Plan, including establishing the appropriate building types and heights for this quadrant in the larger Bayview Node.

The existing development along Bayview Avenue and Sheppard Avenue East at this intersection includes the newer 15-storey mixed-use building opposite the site on the northeast corner of Bayview Avenue and Sheppard Avenue East (ARC), and the two 14-storey apartment buildings to the west of the site at the northeast and northwest corners of Clairtrell Avenue and Sheppard Avenue East. A 15-storey building is also proposed, but not yet constructed, adjacent to the east subway entrance on the north side of Sheppard Avenue East. There are also recently constructed 3-storey townhouses adjacent to the

west of the site extending north along the east and west sides of Clairtrell Avenue. There are older 3-storey townhouses adjacent to the north of the site, on the north and south sides of Mallingham Court. The Context Plan also provides for new development on the lands along Mallingham Court with building heights in the range of 12-14 storeys and 38 to 44 metres high. The Secondary Plan policies for the lands along the south side of Sheppard Avenue East within the southeast quadrant of the Bayview Node are intended for midrise buildings and the Southeast Bayview Node Context Plan that applies in that quadrant, provides for building heights of generally 10 storeys on the south side of Sheppard Avenue East at the intersection of Bayview Avenue stepping down to 6 storeys further east along Sheppard Avenue East. This also includes the gateway sites identified in this quadrant of the Bayview Node - Key Development Area.

The built form policies of the Official Plan provide that new development should fit harmoniously within its existing and/or planned context, and the *Mixed-Use Areas* policies of the Official Plan and Secondary Plan seek to ensure a compatible physical relationship with new development. The Tall Building Design Guidelines support these Official Plan policies. Tall buildings should respect the scale of the local existing and planned context and display an appropriate transition in height and intensity, especially when adjacent to areas of differing land use, or lower scale built form. The guidelines provide that in general appropriate fit and transition is achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings, reinforce the broader city structure, provide horizontal separation and transition down to lower-scale buildings and open space, and maintain access to sunlight and sky view for surrounding streets, parks, public or private open spaces and neighbouring properties.

The City's Tall Building Design Guidelines recommend building massing be treated in three parts, a base, a tower and a top, each with its own civic role. The base building along Sheppard Avenue East is proposed at 5 and 6 storeys (18.6 to 21 metres). Adjacent to the park the base building is proposed at 1 and 2 storeys with a maximum height of 10.5 metres and a minimum ground floor height of 4.5 metres. The base building generally fits appropriately within the existing and planned context consistent with the Secondary Plan and Clairtrell Area Context Plan as well as the Tall Building Design Guidelines. Above the base building the Tall Building Design Guidelines recommend tower floorplates of 750 m² or less, to ensure that tall buildings minimize local impacts, such as shadowing, diminished sky view, loss of privacy, and limited interior day lighting. The revised proposal includes a tower floorplate of approximately 760 m² which is marginally larger than the recommended floorplate size in the Tall Building Design Guidelines. Staff are generally satisfied with the revisions to the base building height and massing and tower floorplate size.

The site is a terminating site to west bound views along Sheppard Avenue East and is identified as a gateway site within the Clairtrell Area Context Plan. The Context Plan encourages a distinctive built form and complementary streetscape for new development on this site to reinforce its role as a visual gateway into the community. The tower design includes a unique penthouse and architectural feature. Staff consider these important elements of the building design that support its role as a gateway site.

The design of the base building and the location of the building on the site are generally acceptable. Staff are of the opinion that the proposed building height is too high and not consistent with the existing and planned built form context for this Key Development Area.

Traffic Impact, Access, and Loading

An updated Traffic Impact Study was submitted with the revised proposal and has been reviewed by City staff. Transportation Services staff have expressed concern with the cumulative traffic impacts of developments along the Sheppard Avenue East corridor more generally, and specifically at the Bayview Avenue and Sheppard Avenue East intersection. Staff note that the proposed density of the development exceeds the Official Plan in this area and that a reduction in the proposed density would result in a reduction in traffic generated. Transportation Services staff assessment of the revisions in relation to traffic certification, road widening requirements, access and loading are discussed below.

Traffic Impact Study – Traffic Certification

The Sheppard East Subway Corridor Secondary Plan requires traffic certification for zoning amendment applications for developments of more than 5,000 square metres. In order to obtain traffic certification, matters such as the level of service on existing streets and potential impacts from new development, parking demand and parking requirements as well as site layout and issues of pedestrian and vehicle movement, must be addressed.

The traffic study update submitted with the revised application assessed the impacts of the development on traffic operations in the area and included a Traffic Certification as required by the Secondary Plan. Transportation Services Staff have reviewed the study and find the Traffic Certification to be acceptable.

Road Widening

A road widening ranging from approximately 1.3 to 2.0 metres is required along the Sheppard Avenue East frontage of the site. The revised plans have incorporated the road widening but it has not been dimensioned on the drawings. Revisions are needed to the drawings to dimension the required road widening. In addition the survey submitted with the application does not clearly identify property boundaries and easements on the site, particularly along the Bayview Avenue and Sheppard Avenue East frontages of the property. A new survey is required.

Access

Two driveways are proposed to service the site, one at the north end of the site along Bayview Avenue and one near the west edge of the site along Sheppard Avenue East. Transportation Services staff continue to recommend that restrictions be placed on both accesses, limiting the Bayview Avenue access to a right-in-right-out configuration through an extension of the median on Bayview Avenue, and that outbound left hand turning prohibitions be required for the Sheppard Avenue East access during the afternoon peak traffic period based on the results of the traffic study indicating difficulty

in left turn movements at this time. A preliminary functional design for the median work along Bayview Avenue is required to be submitted by the applicant and the cost of such work will be the applicant's responsibility.

Loading

The application previously proposed one Type G loading space and Transportation Services staff recommended that given the size of the development that a second Type B loading space would be needed. The proposal has been revised to include two loading spaces, as recommended.

Design of the Loading and Service Area

The service area is proposed to be located on the north side of the building adjacent to the low rise residential properties that front on Mallingham Court and previously most of the service area (drop-off, servicing court, loading area and ramp) was proposed to be uncovered. Planning staff noted concerns with the potential impacts from this service area on the residential uses adjacent to the north.

The revised application proposes to cover the access to the underground parking garage that is situated at the north edge of the property adjacent to Mallingham Court. The decked access ramp would be constructed at the same grade as the lands to the north and improved with landscaping and pedestrian connections linking the site to Mallingham Court to the north. The access ramp from Bayview Avenue and the visitor and drop/off parking spaces in the courtyard are also proposed to be covered and the area improved with landscaping. Planning staff consider the revised design of the service area to be a positive improvement that will reduce impacts from access and servicing on the residential uses to the north.

On-Site Pedestrian Connections

Planning staff previously identified the need for a publicly accessible mid-block walkway along the west side of the property connecting Sheppard Avenue East with the public right-of-way at Mallingham Court to contribute to the larger public realm objective in this quadrant to create a mid-block pedestrian linkage between Sheppard Avenue East and Spring Garden Avenue. Planning staff also identified that a publicly accessible pedestrian walkway be considered along the north property line to provide access from Bayview Avenue to the north-south Mallingham Court walkway in the centre of the block.

The revised proposal includes the recommended pedestrian connection along the west side of the site enhanced with bicycle parking spaces and landscaping on the west side of the walkway. The covered access ramp from Bayview Avenue is proposed to be setback 1.5 metres from the north property line and a green roof is proposed on this portion of the building. This setback does not have sufficient space for a walkway. Although a pedestrian connection is not proposed along the full extent of the north property line to connect to Bayview Avenue, Planning staff consider the revisions to be positive improvements to the proposal and are satisfied with the revisions as proposed. The north-south connection will more fully integrate this site with the large neighbourhood

and the enclosed ramp will reduce impacts from the access on the adjacent residential uses.

Sheppard Avenue Streetscape and Built Form

The 5 live-work units are proposed to be located in the first two levels of the base building along Sheppard Avenue East. In the previous proposal, Planning staff identified accessibility issues for the live-work units due to building design and grade changes on the site, as well as concerns with the proposed setback of the building along Sheppard Avenue East.

In the revised proposal the applicant has incorporated the required Sheppard Avenue East road widening (1.3 to 2 metres) and the building is proposed to be setback 5 metres from the widened right-of way. The road widening will ensure that the Council approved streetscape plan for Sheppard Avenue East that includes a 2.0 metre wide sidewalk and space for street trees can be implemented. The minimum building setback of 5 metres will provide adequate space for landscaping, and other pedestrian amenities that can be integrated with the Sheppard Avenue East streetscape design to create an enhanced pedestrian realm along this important street. Staff are satisfied with these revisions. A landscape concept plan is required to be submitted to illustrate landscaping and utilities to ensure that the enhancements can be achieved.

The proposal has also been revised with respect to the building design to improve accessibility to the live-work units. Although there will continue to be stairs along Sheppard Avenue East providing an access to individual units there is also an at-grade access proposed east of the driveway from Sheppard Avenue East providing access to the walkway above grade in front of all live-work units. Staff are satisfied with this revision as it provides opportunity to ensure that the units are functional as live-work units and can support uses that will animate the street.

Servicing

Updated Functional Servicing and Storm Water Management reports were submitted with the revised application and have been reviewed by Engineering and Construction Services staff. Additional information and revisions are needed to address City requirements with respect to water service, sanitary and storm sewer service, including addressing sanitary sewer capacity, the City's Wet Weather Flow Management Guidelines and foundation drainage. Engineering staff are continuing to work with the applicant to address outstanding servicing issues.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 – 0.42 hectares of parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The owner has applied to construct 310 residential units and 3,664 m² of commercial uses. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 0.413 hectares or 82.6% of the residential portion of the site area. As such a cap of 10% is applied to the residential component while the commercial space is subject to a 2% parkland dedication requirement. The residential component will generate a parkland requirement of 0.0512 hectares while the commercial component will generate a parkland requirement of 0.0012 hectares. In total, the parkland dedication requirement will be 0.0515 hectares (515 m²).

The applicant proposes to convey a 381 m² parcel on the east side of the site along Bayview Avenue to satisfy a portion of the parkland dedication requirements. The on-site parkland will expand the existing Bayview Parkette to a total size of 938 m². Parks Staff have requested that an additional 134 m² of parkland be provided on site to meet the dedication requirements requested. As well, additional information is needed with respect to proposed water service for the park, a survey plan that outlines the boundaries of the park including above or below encumbrances, easements and encroachments. Parks staff have also noted that a number of elements of the development above and below grade are located in close proximity to the park boundary including the roof top architectural element and that no encroachments are permitted on the park. The final size, location and design of the park will be to the satisfaction of Parks, Forestry and Recreation.

Built Form and Uses adjacent to the Park

In the previous proposal staff identified a concern with the exposed access ramp from Bayview Avenue that was proposed adjacent to the expanded parkland and recommended that the ramp be integrated into the building mass and that ground floor uses be extended along the northwest corner of the park (integrated with the ramp) to animate the park space. As well a number of issues with respect to setbacks and the treatment of the walkways adjacent to the parkette were also identified.

In the revised proposal the building envelope (1 storey) has been extended along the north side of the park to screen the access ramp from Bayview Avenue. Retail uses are proposed in this portion of the building at grade and a terrace for the office uses is proposed on the roof. Increased ground floor building setbacks are also proposed from the park; 5 metres from the north edge and 3 metres from the west edge. The architectural element on the roof does not extend over the park but sits at the property line at the south edge. The new building design including ground floor uses, and setbacks for a walkway with continuous weather protection adjacent to the park are positive elements of the proposal. They introduce active uses adjacent to the park to animate it. They also provide sufficient ground floor setbacks for pedestrians as well as amenities such as landscaping, seating, canopies, and lighting, including areas for spill out activities such as outdoor cafes in association with the retail uses on the private property and not on the park.

The new building design in this location has resulted in a decrease in the amount of on-site parkland proposed to be conveyed to the City. Staff recommend further discussion with the applicant concerning parkland dedication to ensure that the maximum amount of

on-site parkland dedication can be achieved, while maintaining the positive built form relationships proposed in the recent revised proposal.

Section 37

Section 37 of the *Planning Act* enables the approval authority to authorize increases in height and/or density, over and above that permitted by the Zoning By-law, in exchange for community benefits. Community benefits are specific capital facilities (or cash contributions for specific capital facilities) and can include: parkland and/or park improvement above and beyond the parkland dedication; public art; streetscape improvements; and other works detailed in Section 5.1.1.6 of the Official Plan. They must also bear a reasonable planning relationship to the proposed development including an appropriate geographic relationship and address any planning issues associated with the development. This report is recommending that staff continue discussions with the applicant in an attempt to resolve the issues outlined in this report including securing appropriate community benefits in keeping with other Section 37 contributions that have been secured in association with recent development within the Secondary Plan area.

Conclusions

The application proposes amendments to the Sheppard East Subway Corridor Secondary Plan and Zoning By-law 7625 to permit a 29-storey mixed-use building, 91 metres high with 310 dwelling units (including 5 live-work units) and 3,364 square metres of commercial floor space at 500 Sheppard Avenue East. The applicant has appealed the application to the Ontario Municipal Board (OMB) due to Council's failure to make a decision within the prescribed period under the *Planning Act*. A prehearing was held on July 15, 2014. A full hearing is scheduled for June 14 to July 3, 2015.

At its meeting of August 25, 26, 27 and 28, 2014 Council considered a Status Report on the application and authorized City staff to continue discussions with the applicant on a revised proposal which addressed the issues set out in the Status Report and to report back to North York Community Council prior to the start of the full Ontario Municipal Board hearing.

The applicant revised the proposal in February 2015 and the revisions have been reviewed by City divisions and agencies. The revised proposal addresses a number of the issues previously identified in relation to public realm and streetscape improvements, screening of servicing areas and access ramps, as well as built form adjacent to the park. However, the main issues respecting proposed height and density of the development and the parkland dedication remain outstanding. Additional information is also required concerning servicing, and conceptual plans for landscaping and the design of the median on Bayview Avenue. Section 37 requirements have also not been addressed. Planning staff are seeking Council's direction to oppose the proposed development at the Ontario Municipal Board in its current form. The report also recommends continuing discussions with the applicant to address the outstanding issues related to height, density, parkland dedication, Section 37, and additional information requirements with respect to servicing, and conceptual plans for landscaping and the median design along Bayview Avenue for staff review.

CONTACT

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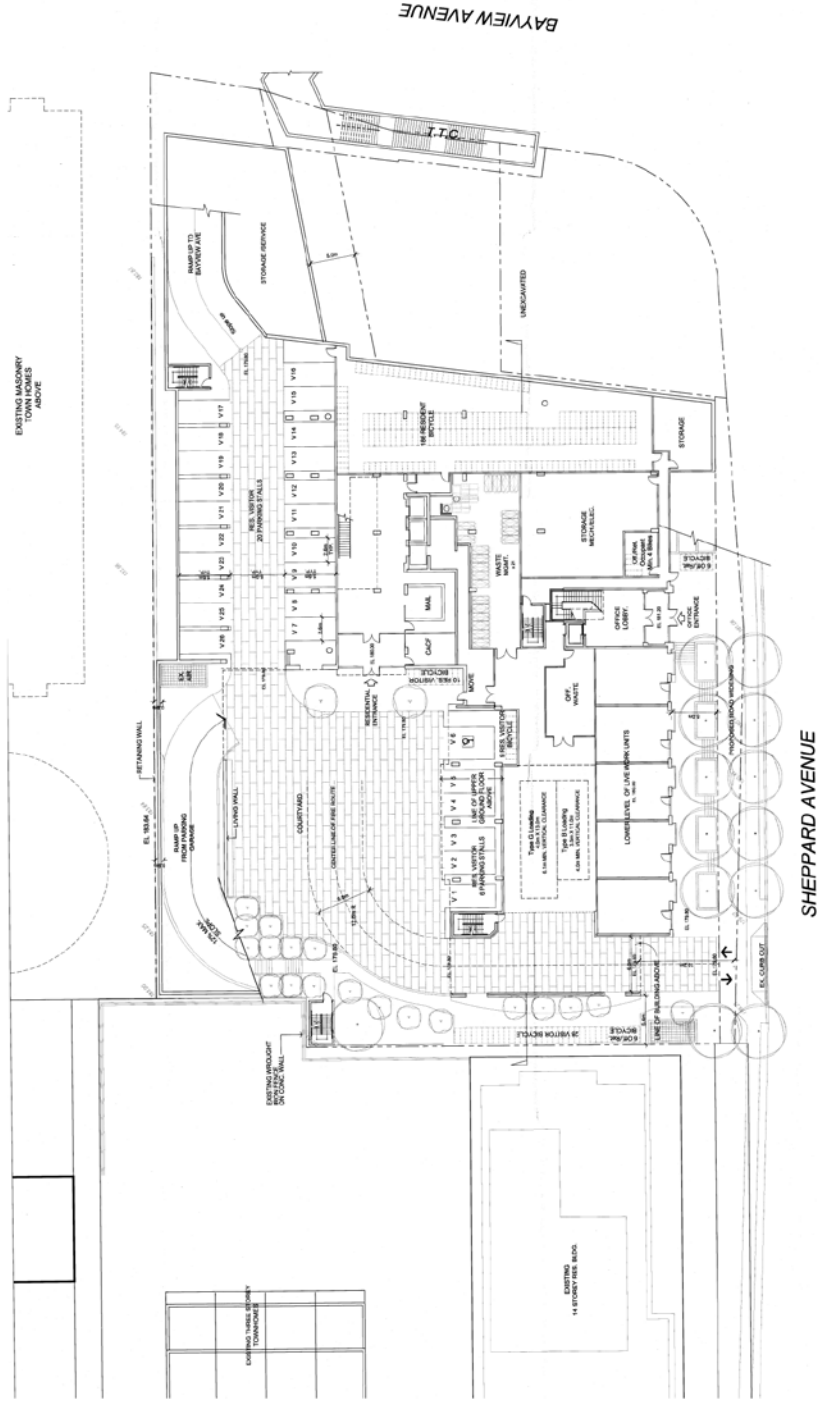
SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Lower Ground Floor Plan
Attachment 2: Upper Ground Floor Plan
Attachment 3: North and West Elevations
Attachment 4: South and East Elevations
Attachment 5: Application Data Sheet
Attachment 6: Official Plan – Land Use
Attachment 7: Sheppard East Subway Corridor Secondary Plan, Key Development Areas
Attachment 8: Sheppard East Subway Corridor Secondary Plan, Specific Development Policies
Attachment 9: Clairtrell Area Context Plan – Building, Height, and Structure Diagram
Attachment 10: Zoning

Attachment 1: Lower Ground Floor



500 Sheppard Ave. East

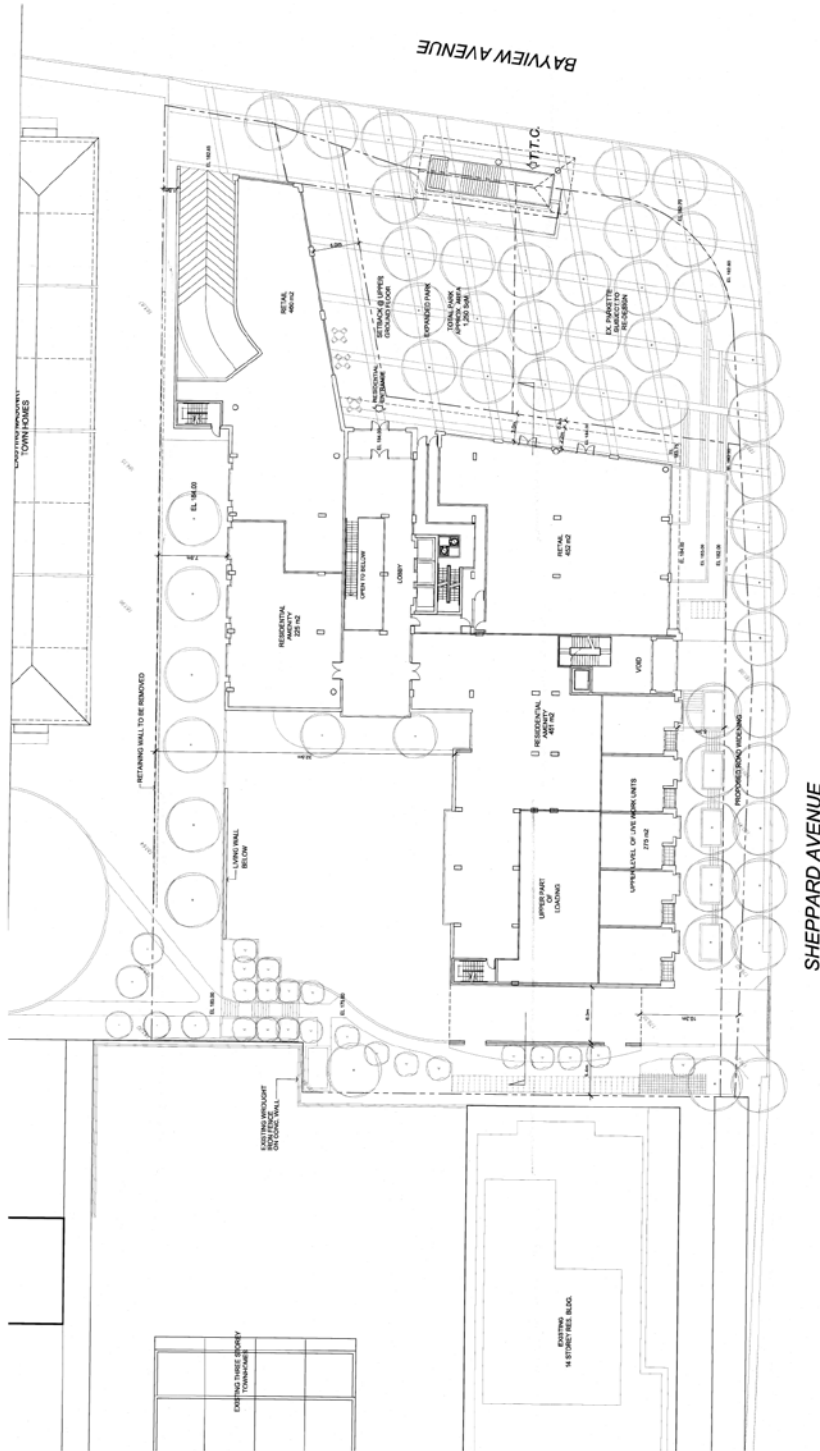
Lower Ground Floor Plan

Applicant's Submitted Drawing

Not to Scale
04/21/2015

File # 11 173715 MNY 23 0Z

Attachment 2: Upper Ground Floor



500 Sheppard Ave. East

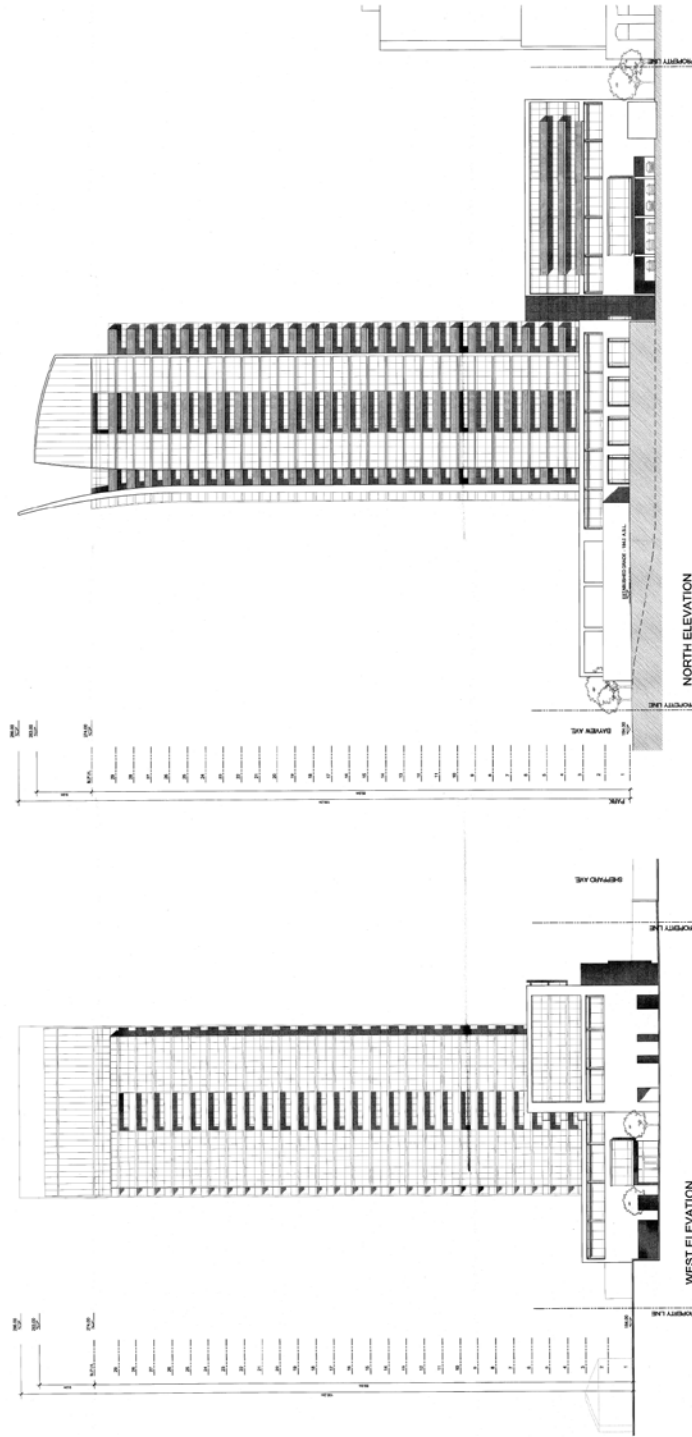
Upper Ground Floor Plan

Applicant's Submitted Drawing

Not to Scale
04/21/2015

File # 11 173715 NNY 23 0Z

Attachment 3: North and West Elevation



500 Sheppard Ave. East

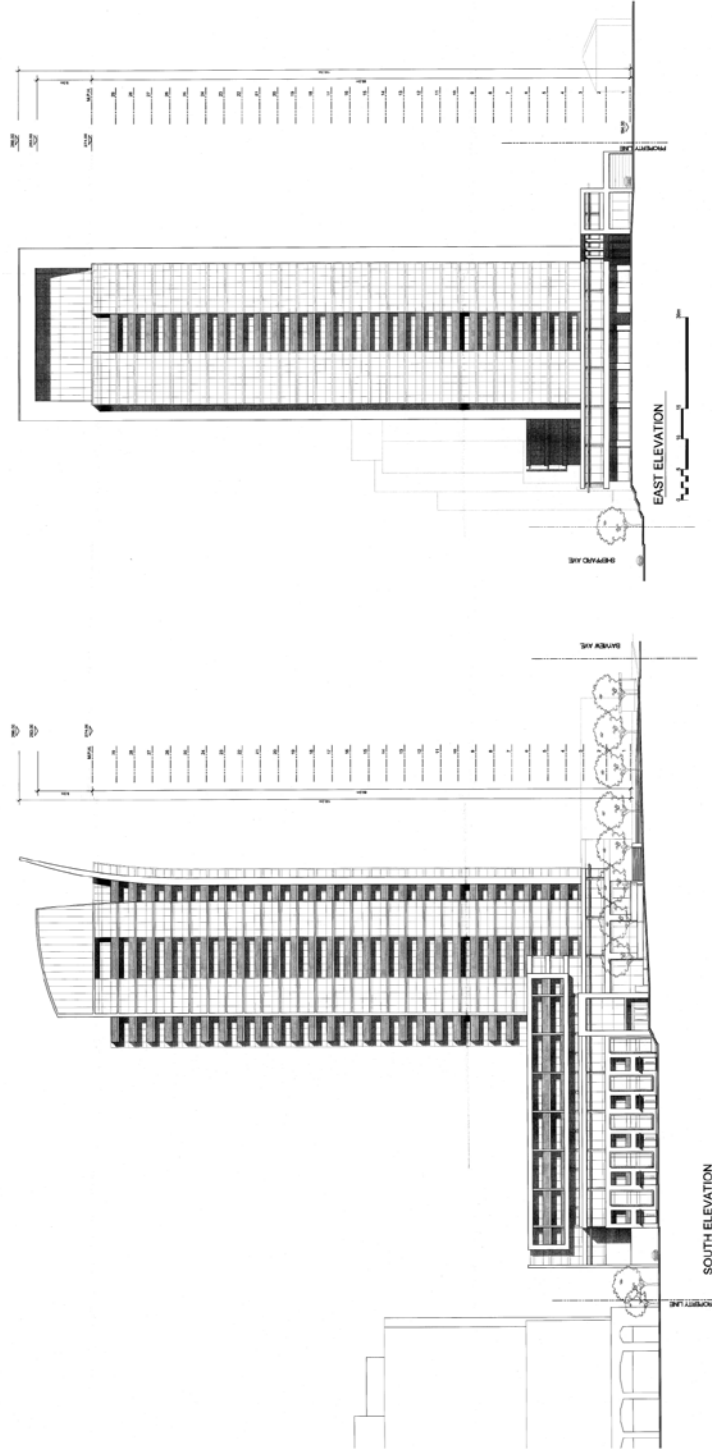
File # 11 173715 MWY 23 0Z

Elevations

Applicant's Submitted Drawing

Not to Scale
04/21/2015

Attachment 4: South and East Elevations



500 Sheppard Ave. East

File # 11 173715 MWY 23 0Z

Elevations

Applicant's Submitted Drawing

Not to Scale
04/21/2015

Attachment 5: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	11 173715 NNY 23 OZ
Details	OPA & Rezoning, Standard	Application Date:	April 13, 2011

Municipal Address: 500 SHEPPARD AVE E
 Location Description: Northwest corner of Bayview Avenue and Sheppard Avenue East.
 Project Description: 29 storey mixed use building with 310 dwelling units and 3364 m² of non-residential gross floor area.

Applicant:	Agent:	Architect:	Owner:
Sorenson Gravely Lowes Planning Associates Inc. 509 Davenport Rd, Toronto, ON M4V 1B8		Page + Steele 95 St.Clair Ave. W, Toronto, ON M4V 1N6	Mallpaks Development Ltd. 500 Sheppard Ave. E, Suite 303 Toronto, ON M2N 6H7

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	(Section 4.2.2.1) Sheppard East Subway Corridor Secondary Plan
Zoning:	C1	Historical Status:	N
Height Limit (m):	9.2	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	5730.5	Height:	Storeys:	29
Frontage (m):	95		Metres:	91
Depth (m):	60			
Total Ground Floor Area (sq. m):	1470			Total
Total Residential GFA (sq. m):	23179		Parking Spaces:	379
Total Non-Residential GFA (sq. m):	3364		Loading Docks	2
Total GFA (sq. m):	26543			
Lot Coverage Ratio (%):	50			
Floor Space Index:	4.63			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Live-work:	5 (1.6%)
1 Bedroom:	186 (60%)
2 Bedroom:	119 (38.4%)
3 + Bedroom:	
Total Units	310

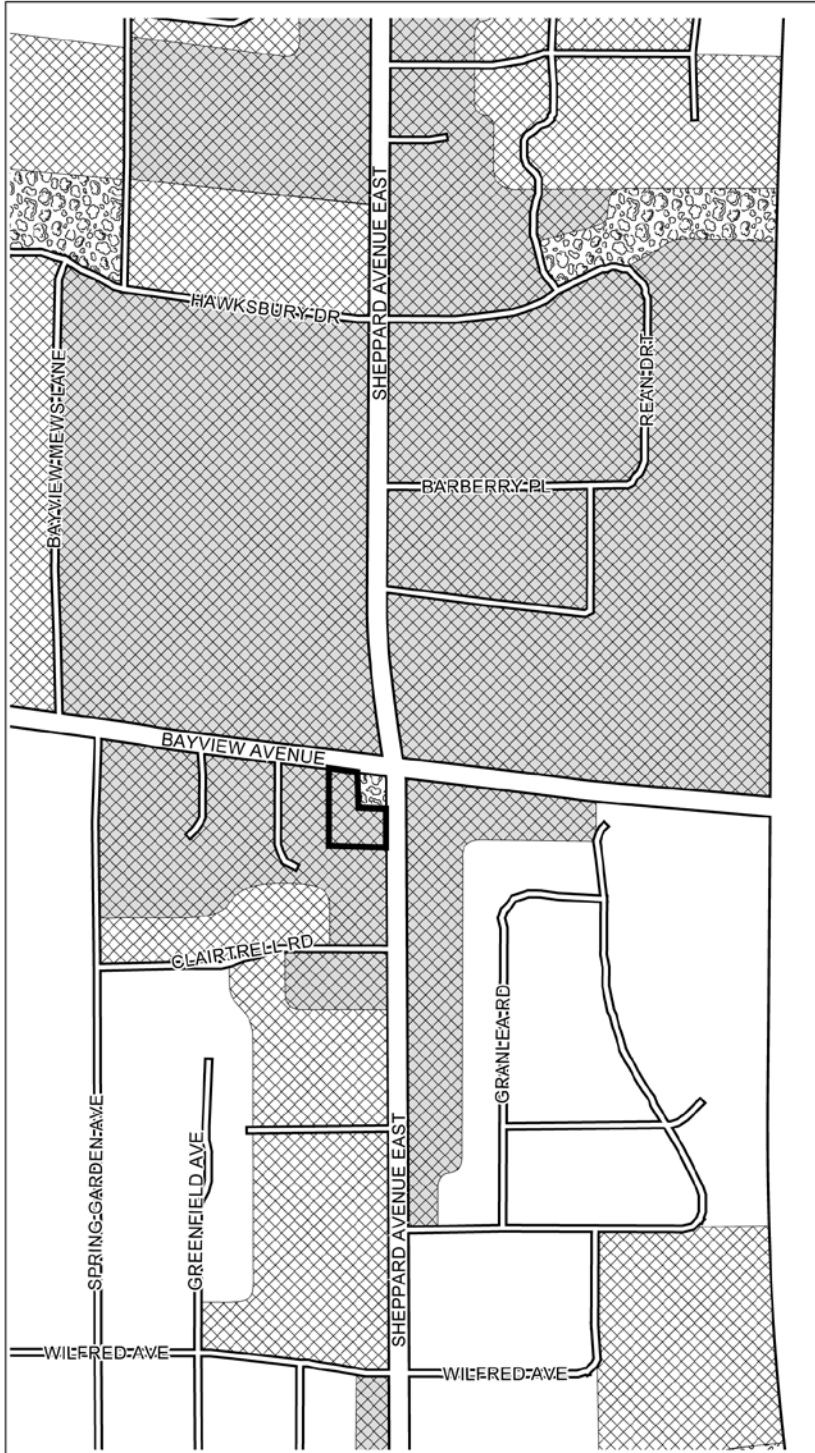
FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	23179	0
Retail GFA (sq. m):	912	0
Office GFA (sq. m):	2452	0
Industrial GFA (sq. m):	0	0

CONTACT

PLANNER NAME: Sue McAlpine, Senior Planner
Telephone: (416) 395-7110
Email: smcalpin@toront.ca

Attachment 6: Official Plan



500 Sheppard Ave. East

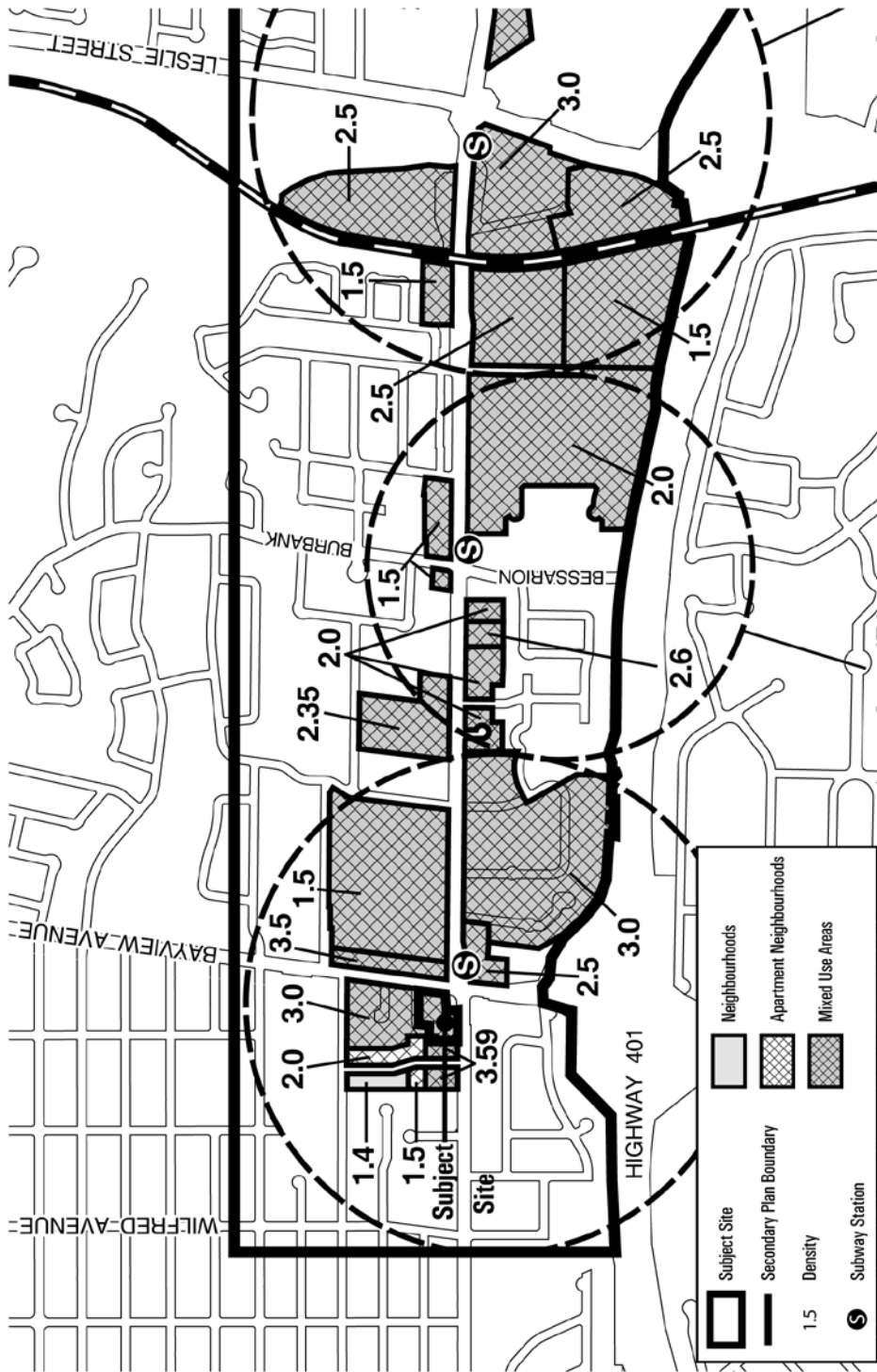
Toronto City Planning
Official Plan

File# 11 173715 NMY 23 02

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

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**Attachment 7: Sheppard East Subway Corridor Secondary Plan,
Key Development Areas**



500 Sheppard Ave. East

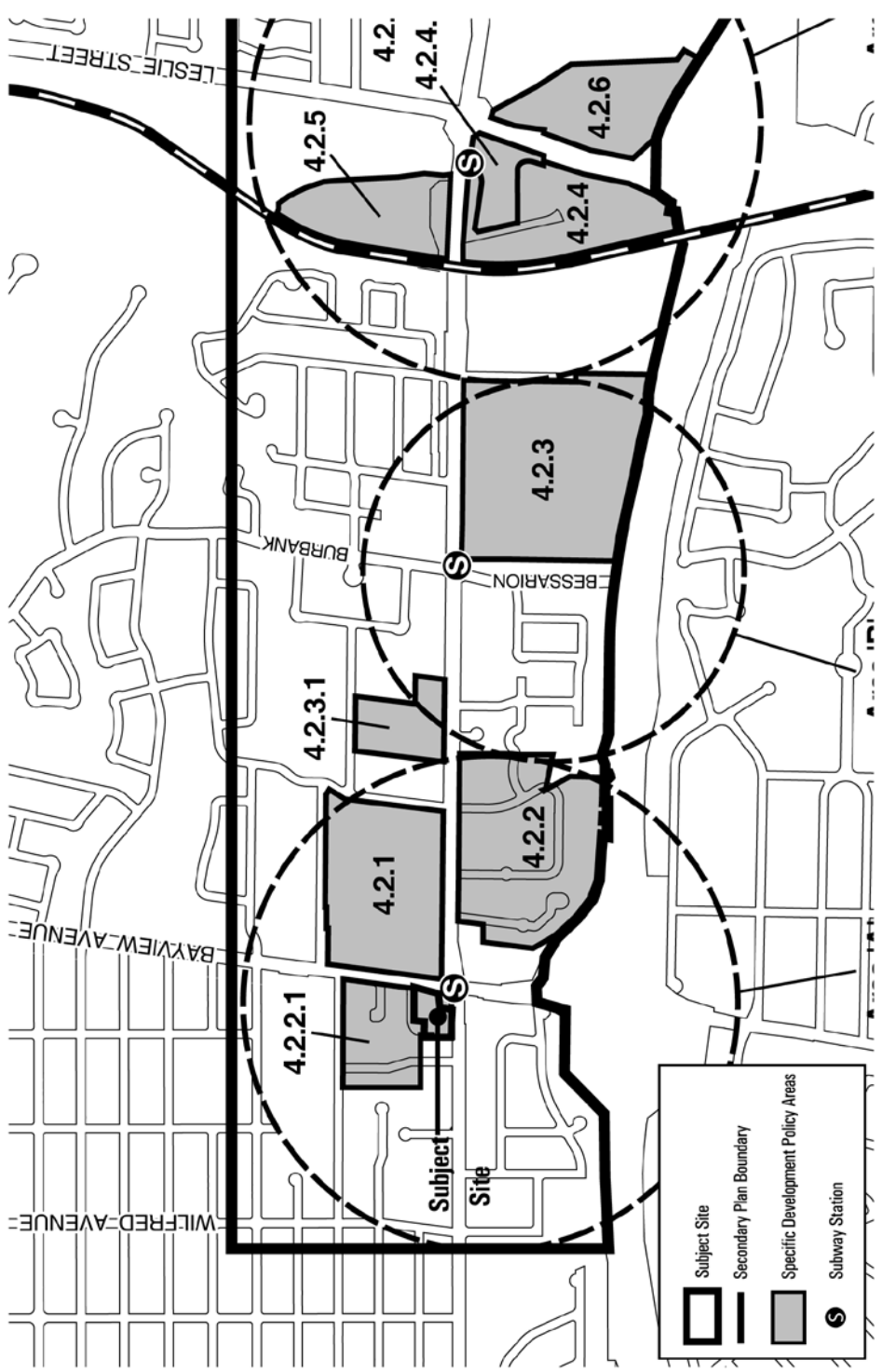
Sheppard East Subway Corridor Secondary Plan

MAP 9.2 Key Development Areas

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05/17/2011

File # 11 173715 NNY 23 0Z

**Attachment 8: Sheppard East Subway Corridor Secondary Plan,
Specific Development Policies**



Sheppard East Subway Corridor Secondary Plan **500 Sheppard Ave. East**

MAP 9.3 Specific Development Policies

Not to Scale
05/17/2011

File # 11 173715 MWY 23 0Z

Attachment 10: Zoning

