

**3140 – 3170 Dufferin Street and 60 – 68 Apex Road –
Official Plan Amendment Application – Refusal Report**

Date:	April 20, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 15 – Eglinton-Lawrence
Reference Number:	15 247805 NNY 15 OZ

SUMMARY

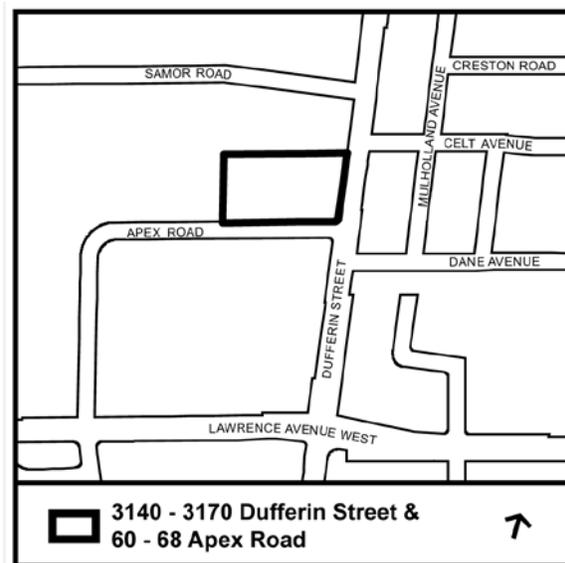
This application proposes to amend the Official Plan at 3140-3170 Dufferin Street and 60-68 Apex Road to permit two mixed-use buildings of 28 and 22 storeys separated by a new public road oriented in a north to south configuration. The overall development would have a gross floor area of approximately 59,400 square metres and a Floor Space Index (FSI) of 3.86. There would be 578 residential units, 878 parking spaces and 1135 bicycle parking spaces. A new 1900 square metre public park is also proposed.

This report reviews and recommends refusal of the application to amend the Official Plan as it is inconsistent with the recently-adopted Dufferin Street Secondary Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council refuse the application to amend the Official Plan at 3140-3170 Dufferin Street for the following reasons:
 - a) The proposal does not conform to the City's Official Plan;
 - b) The proposal does not



implement the City's recently-completed Dufferin Street Secondary Plan; and

- c) The proposal is inappropriate and does not represent good planning.
2. Should the application be appealed to the Ontario Municipal Board, the City Solicitor and appropriate City staff be authorized to appear before the Ontario Municipal Board in support of Council's refusal of the Official Plan amendment.
3. Should the application be appealed to the Ontario Municipal Board, the City Solicitor be directed to consolidate the appeal with the applicant's appeal of the Dufferin Street Secondary Plan.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The site has previously been the subject of several planning applications (Files Nos. 96 035087 NNY 15 OZ, 96 035117 NNY 15 SA, A008/11NY, B034/11NY and A456/11NY) with regards to the existing shopping plaza. Many of the applications relate to parking requirements as the tenants of the plaza modify the uses on the site.

The application to amend the Official Plan was received on November 5, 2015 and on January 19, 2016 North York Community Council adopted a Preliminary Report on the application through Item NY11.25. Community Council directed that City Planning staff schedule a community consultation meeting with the Ward Councillor with an expanded notification area and that notice for the public meeting be given according to the regulations under the *Planning Act*.

The Preliminary Report is available at

<http://www.toronto.ca/legdocs/mmis/2016/ny/bgrd/backgroundfile-86928.pdf>

ISSUE BACKGROUND

Proposal

The applicant is proposing an amendment to the Official Plan to create a policy framework to permit the redevelopment of the site with two mixed-use buildings with a tower separation of 39 metres. The development would have a FSI of 3.86, a gross floor area of approximately 59,400 square metres including approximately 5632 square metres of retail space. The existing commercial building would be demolished.

The proposal includes the creation of a twenty metre wide north-south public street. The new street would connect to Apex Road to the south which would create two development blocks. At the north end of the new public road the applicant is proposing a new ten metre wide lane connecting to Dufferin Street to the east. The new lane would be a future dedication to the City which would ultimately result in a twenty metre wide public street if the site to the north redevelops and also dedicates ten metres to the City.

Block 1

The easterly block abutting Dufferin Street would be developed with a 22 storey mixed-use building with 263 residential units and 4848 square metres of retail space along both the Dufferin Street and Apex Road facades. The building is considered a "tall building" and would have a tower floorplate of 750 square metres. The building would have a gross floor area of 29,000 square metres and an FSI of 3.59. The residential unit types would be as follows:

- 92 one bedroom
- 136 two bedroom
- 27 three bedroom
- 8 "live-work" units along the new public street

The building would have a setback at grade from Dufferin Street of 5 metres and 3 metres from Apex Road and the proposed public street, and a north setback of 3 metres from the proposed lane. The ground floor would have a height of 6 metres and an overhang of approximately 1 metre would be provided along Dufferin Street. The majority of the proposed building base is five storeys with additional height along the Dufferin Street and Apex Road frontages. Along Dufferin Street the base building would be eight storeys in height with several 1.5 metre stepbacks at levels 3 to 5. Minor stepbacks would be provided for the first 4 storeys along the new public street.

The tall portion of the proposed building, located at the north-east corner of the intersection between Apex Road and the proposed public street, would be a twenty-two storey tower with a height of seventy metres. The overall height to the top of the mechanical space would be seventy-six metres.

Parking would be provided above and below grade. Two levels of below grade parking is proposed with 231 residential parking spaces. The visitor and retail parking spaces (213 spaces) would be provided above grade in the centre of the proposed building. This would begin on the mezzanine floor and continue up to the fifth storey. Above the parking on the sixth floor would be 1663 square metres of outdoor amenity space.

Block 2

The block to the west of the proposed public street would be developed with a 28 storey mixed-use building with 315 residential units and 784 square metres of retail space along the Apex Road frontage at the north-east corner of the building. The building is considered a "tall building" and would have a tower floorplate of 750 square metres. The ground floor height would be approximately 6 metres. The overall building would have a gross floor area of 30,400 square metres and an FSI of 4.16. The residential unit types would be as follows:

- 8 bachelor
- 99 one bedroom
- 149 two bedroom
- 53 three bedroom
- 6 "live-work" units along the new public street

The building would have a six storey base and a twenty-eight storey tower at the north-east corner of the block. The building would have a setback of 3 metres from Apex Road and the proposed public street, 8.5 metres from the north property line and 20 metres from the west property line. The base includes 1.5 metre stepbacks between levels 3 and 5 along the east façade and stepbacks of 3 metres along Apex Road. Ten townhouse units are proposed to be integrated into the base along the west side of the building fronting onto the proposed public park. The tower would have a height of eighty-nine metres. The overall height to the top of the mechanical space would be ninety-five metres.

Parking would be provided on three levels of below grade parking and the applicant is proposing parking below the new public park. A total of 348 residential parking spaces would be provided along with 86 spaces for visitors and retail users.

Along the west property line the applicant is also proposing a new public park. The linear park would be approximately twenty metres wide with frontage on Apex Road, and would run the length of the west property line. The proposed area of the park is approximately 1900 square metres. Below grade parking is proposed under the park.

Site and Surrounding Area

The site is approximately 1.54 hectares and is located on the west side of Dufferin Street one block north of Lawrence Avenue West. It has a frontage on the west side of Dufferin Street of approximately 90 metres and a frontage on the north side of Apex Road of approximately 153 metres. Dufferin Street has a planned right-of-way width of 30 metres. The site is currently developed with a single storey commercial plaza known as Dufferin Plaza with a commercial area of approximately 5800 square metres.

Abutting uses include:

North: A two-storey automotive dealership and service centre

East: Dufferin Street and then one- and two-storey multi-unit mixed-used buildings. At the north-east corner of Dufferin Street and Lawrence Avenue West is a multi-phase development known as Treviso. The development includes approved buildings of 12, 15, 21 and 29 storeys (File No. 07 283458 NNY 15 OZ and 12 140740 NNY 15 OZ).

South: Immediately south of the site is Apex Road and then a one-storey automotive dealership. The site is subject to an application to amend the zoning by-law to permit a development which includes towers of 12 and 24 storeys. The application has been appealed to the Ontario Municipal Board (Case No. PL140438) and a hearing has been scheduled for June 13, 2016.
South-west along Apex Road is a 1 storey warehouse building.

West: A single storey industrial building operated in conjunction with the warehouse building located on the south side of Apex Road.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement 2014 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. 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 Official Plan designates the site, on Map 17, as *Mixed Use Areas* which provides for a broad range of uses. Development in these areas will provide a balance of high quality commercial, residential and institutional uses. These uses should reduce automobile dependency and meet the needs of the local community. It is expected that *Mixed Use Areas* will absorb a large amount of the expected growth within the city however not all areas will experience the same scale or intensity of development. The Official Plan also contains policies respecting built form, transportation and the public realm.

Map 2 of the Official Plan identifies this segment of Dufferin Street as an *Avenue*. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities which improve the pedestrian environment, streetscape, shopping opportunities and transit service for community residents.

The subject site is adjacent to lands designated as *Employment Areas* as designated on Map 2. Policies in Section 2.2.4 relate to these areas but also state that development which is adjacent to an *Employment District* needs to be appropriately designed, buffered and/or separated from industries to mitigate adverse effects from noise, vibration, traffic, odour and other contaminants, and to promote safety and security.

The Built Form policies in Section 3.1.2 of the Official Plan relate to ensuring that new development in the city can fit harmoniously within the existing area. This includes providing appropriate transition to the existing surrounding area to ensure that the new development will fit within the existing and/or planned context. Development should be massed with good proportions to fit within the existing and planned context and to ensure sunlight and skyview from adjacent streets. Transition in scale may be achieved with

many "geometric relationships and design methods in different combinations" including angular planes, stepping of heights, location and orientation of the buildings and the use of setbacks and stepbacks of building mass.

Section 5.1.1 allows the City to approve height and/or density increases greater than permitted by the zoning by-law pursuant to Section 37 of the *Planning Act* for developments which exceed 10,000 square metres and increase the permitted density by at least 1500 square metres and/or significantly increase the permitted height. The proposal is excess of 59,000 square metres.

The Toronto Official Plan is available on the City's website at:
http://www.toronto.ca/planning/official_plan/introduction.htm

Dufferin Street Secondary Plan

At its meeting of December 9 and 10, 2015 City Council adopted the Dufferin Street Secondary Plan. The subject site is within the Secondary Plan area. City Council directed staff to use the Dufferin Street Secondary Plan in the evaluation of all current and new development proposals falling within its boundaries. City Council also adopted the Dufferin Street Urban Design Guidelines and endorsed the Transportation Master Plan and Infrastructure and Stormwater Master Plan. Council directed staff to use these documents in the review of current and new development proposals.

The Secondary Plan provides a comprehensive framework to guide growth, including direction for a desired type and form of physical development, providing for appropriate transition in scale and activity between districts, and guide investment in infrastructure and community services and facilities required to support future growth. The Secondary Plan envisions a mix of residential and commercial land uses, improved connectivity through new public streets and lanes, pedestrian and cycling infrastructure, and priority transit lanes.

The scale of development throughout the Secondary Plan Area (See Attachment 5g) is such that at the north and south extremities are located nodes intended for Tall Buildings. The intervening lands between these nodes along Dufferin Street are identified as appropriate for mid-rise development and the deeper lots along the west side of Dufferin Street having low-rise development located adjacent to existing employment uses.

The Secondary Plan contains policies which contemplate development adjacent to areas designated *Employment Areas*. Policy 3.2.4 states that sensitive uses such as residential development, parks and community facilities should be designed and constructed to mitigate noise, traffic, odours or other contaminants from nearby *Employment Areas*. Section 3.6 of the Secondary Plan deals with separation distances for properties which abut *Employment Areas* and states that a minimum setback of twenty metres should be provided to act as a buffer to minimize adverse effects. This setback may be provided in a number of ways including roads, fencing, private landscaped areas, surface or below grade parking or a combination of measures.

Policies which focus on balancing modes of transportation and land uses, including travel demand management strategies, and enhancing walking and cycling environments to provide a range of travel choices are also included in the Secondary Plan. It lays out a plan for roads, parks, pedestrian routes and bicycle routes in the area (see Attachments 5c, 5d and 5e). It further states that a minimum of five percent of the residential units should be three or more bedrooms and indicates priorities for Section 37 benefits.

The Secondary Plan identifies the subject site as part of Block 7 (see Attachment 5b) which is a "Large Block" and has policies which refer specifically to this Block. The vision for this block includes a network of new public streets and smaller blocks as well as a new public park. The overall maximum density for Block 7 is 2.5 floor space index (see Attachment 5h). The subject site is identified as being appropriate for mid-rise buildings along Dufferin Street and low-rise buildings along the rear for transition in scale to the abutting lower scale buildings in the *Employment Area* (see Attachment 5g).

City Council's direction, the Secondary Plan, the Urban Design Guidelines, the Transportation Master Plan and the Infrastructure and Stormwater Master Plan can be found on the City's website at <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY10.42>.

Several appeals of the Secondary Plan have been filed with the Ontario Municipal Board, including by the applicant (File No. PL160073). No hearing dates have been scheduled.

Dufferin Street Urban Design Guidelines

At its meeting of December 9 and 10, 2015 City Council adopted the Dufferin Street Secondary Plan. In addition to the Secondary Plan, Council also adopted the Dufferin Street Urban Design Guidelines and directed staff to use the guidelines in the evaluation of all new and current development proposals and public initiatives.

The Guidelines outline the vision for the area and outline eight guiding principles which all development should attain. The guiding principles are:

- 1) Make Dufferin Street a Place
- 2) Protect Adjacent Neighbourhoods and Employment Areas
- 3) Create Quality Public Spaces and Parks
- 4) Create a Green, Safe and Attractive Place
- 5) Redevelop and Integrate Appropriate Land Uses with Supporting Infrastructure
- 6) Improve Mobility and Balance Movement Priorities
- 7) Encourage a Rich and Varied Urban Form
- 8) Improve Community Services and Facilities through Redevelopment

These guiding principles establish a context for coordinated development and should be used as a tool to ensure appropriate development that is consistent with the Official Plan, Secondary Plan and area specific zoning by-law. The Guidelines include specific policies with regards to the subject site. The vision for Block 7 is a mixed-use block with new

public streets, a park and building forms including Mid-rise Areas and Low-rise Areas as indicated on Attachment 5g. New development should be street related to both existing and future public streets and create several development blocks. The servicing and parking for these blocks should be taken from the new public street(s).

The Dufferin Street Urban Design Guidelines are complemented by Transportation and Infrastructure Master Plans which were also adopted by Council at the same December 2015 meeting.

Zoning

The site is zoned MC(38)(H) by former City of North York Zoning By-law 7625. The MC zone is an industrial-commercial zone which allows for a wide range of uses including office, retail and manufacturing and hotels. The maximum Floor Space Index permitted in a MC zone is 1.0 except that retail uses may be limited in size. On a site zoned MC with a holding provision, retail stores shall not exceed the lesser of a Floor Space Index of 0.5 or a combined total gross floor area of 5000 square metres.

Schedule "D" to By-law 7625 also applies to the site. Schedule "D" is the Airport Hazard Map and limits heights on certain lands near the flight path for Downsview Airport. The Schedule limits the height on the subject lands to 60.96 metres.

The holding provision of the by-law may be lifted to permit greater retail sizes provided certain criteria are fulfilled. In order to lift the hold an applicant must submit a transportation impact study which demonstrates that sufficient transportation capacity is available to accommodate the additional traffic generated by the development and that it would not result in an unacceptable arterial road service level.

The site is also subject to Exception 38. This exception limits the maximum gross floor area to 7125 square metres and a maximum gross floor area for retail and personal service shops of 5853 square metres. The exception also sets out minimum parking space and parking aisle dimensions.

The site is not subject to the new City of Toronto Zoning By-law 569-2013.

Green Roof By-law

On May 26, 2009 City Council adopted the Green Roof By-law (By-law 583-2009). The by-law requires new buildings to provide a green roof if a new residential development has a gross floor area of 2000 square metres or greater and a height of greater than 6 storeys. The applicant is showing green roofs on both Blocks.

Reasons for Application

The applicant has filed the application to amend the Official Plan to create a Site and Area Specific Policy for the site "as an alternative to the secondary plan policies" adopted

by City Council at its meeting of December 9 and 10, 2015. The submitted draft Official Plan Amendment would permit a maximum height of twenty-eight storeys and a maximum FSI of 3.86. It would also limit the size of a retail use and require a public park adjacent to the *Employment Areas* designation to the west.

Community Consultation

Staff held a community consultation meeting on February 22, 2016 to present the proposal to the public. Approximately seventy members of the public attended. Generally the public were opposed to the proposal and raised a number of concerns.

The proposed building heights of twenty-two and twenty-eight storeys were a concern with residents commenting that they are too high and not appropriate. Questions were asked with regards to impacts on wind levels at grade for pedestrians and whether a "wind tunnel" would be created.

Members of the public raised concerns with the proposed location of the public park. It was felt that the location of the park would make it hidden and difficult to find. It was felt that locating the park to the west of the proposed buildings would make it feel like a private park for the development and not feel as safe as if it were in the open along the new public street.

Concerns were also raised with regards to the additional vehicular traffic the development may generate and the impacts it would have on the existing street network. The residents indicated that traffic is already an issue in the area and that Dufferin Street is particularly difficult to use and is consistently gridlocked. The introduction of these buildings, it was felt, would make the situation even worse and would not offer any solutions to the existing problem. Further, cyclists feel unsafe using Dufferin Street and would like to see the streets made safer for their use.

Lastly, residents raised concerns over capacity at local schools and the municipal water services. Residents are concerned that the local schools may not be able to accommodate the increase in population and wonder where children will go to school. They are also experiencing issues with current water pressures, which they attribute in part to the approved development at the north-east corner of Dufferin Street and Lawrence Avenue West. They are concerned that future development will further impact City services which affect their daily lives.

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

Density and Building Height

The applicant has filed an Official Plan Amendment application to provide an alternative vision to the recently adopted Dufferin Street Secondary Plan for the subject lands. The City has just completed a comprehensive review of this segment of Dufferin Street and developed the Secondary Plan to ensure that future intensification of the area will create a complete community and will result in appropriate built form, servicing and traffic impacts on the area.

The proposal violates the Secondary Plan in a number of ways, including maximum permitted density. The applicant is proposing a Floor Space Index of 3.86 rather than the maximum of 2.5 permitted in the Plan (Attachment 5h). As stated in the July 21, 2014 Status Report on the Dufferin Street Avenue Study, "maximum densities in the plan were developed based on testing and analysis of appropriate land use and built form, the hierarchy of built form anticipated within the *Avenues* designation and other Official Plan growth areas, traffic, existing precedents, airport height restrictions and context". The maximum densities (Attachment 5h) in the Secondary Plan reflect this in-depth, comprehensive analysis and exceeding them is not appropriate. Approval of an Official Plan Amendment to permit the proposed development would have a negative impact on traffic and services as well as set a precedent for the Secondary Plan area.

The applicant is also proposing buildings of twenty-two and twenty-eight storeys which are considered to be "tall buildings" and subject to the City's Tall Building Guidelines. However, the Secondary Plan only permits tall buildings at the north and south end of the Secondary Plan boundaries as identified on the Building Type map (Attachment 5g) and Policy 3.7.1.5. Policy 5.2 of the Secondary Plan states that the areas identified for tall buildings are also intended for the highest density. With the exception of the northern and southern higher scale nodes, Dufferin Street is generally envisioned at a mid-rise scale. Specifically, the Secondary Plan indicates that this is a site appropriate for mid-rise development. As this is only an application to amend the Official Plan, a detailed review of shadowing and other built form impacts has not been undertaken.

The Dufferin Street Urban Design Guidelines state that taller buildings should be located closer to Dufferin Street while buildings of lower height are recommended for transition to abutting employment uses and lower scale buildings which are located to the rear of the larger and deeper blocks. The applicant is proposing the taller building to be located along the new public street towards the rear of the site, the opposite of what the guidelines state. The proposal for two tall buildings on this site does not respect the vision of the Secondary Plan for mid-rise buildings in this location. In conclusion, the proposed site specific Official Plan Amendment is not in keeping with the intent of the approved Secondary Plan and is not considered good planning.

Public Park

The Secondary Plan indicates that on-site parkland dedication is appropriate for this site and identifies the appropriate location for it. The public park should be centrally located to the west of the new public street and have frontage on at least two public streets. The Secondary Plan anticipates that the public street and public park may be extended through the future development of the parcel immediately north of the subject site.

Rather than locating the proposed public park along the new public street, the applicant is proposing it along the westerly property line against the *Employment Areas* lands to the west. Official Plan Policy 3.2.3.8 requires parks to be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park. The proposed park is ninety-five metres long and twenty-two metres wide with the only public frontage provided along Apex Road. Locating the park at this location would give the park poor visibility and accessibility from the public realm.

The proposed Official Plan amendment proposes parking beneath the proposed public park. Official Plan Policy 3.2.3.8 sets out that land conveyed to the City should be provided without any encumbrances and encroachments. Permitting the parking for the southerly building beneath the park is not appropriate and unacceptable to the City.

Transportation and Servicing Impacts

As part of the Dufferin Street Secondary Plan City Council adopted a Transportation Master Plan which sets out a road network and includes policies that focuses on active transportation, transit needs and a range of travel choices that encourage a balanced mobility network and sustainable travel behaviour. As part of a development application, it is expected that a transportation study be submitted by the applicant to include a comprehensive review of active transportation and transit user infrastructure. This includes an existing conditions facility review, data analysis and a comprehensive review of the Official Plan and the Secondary Plan policies.

The applicant submitted a transportation study, entitled Urban Transportation Considerations, as part of the application to amend the Official Plan. However, the study only focuses on vehicles and level of service without assessing the needs of sustainable transportation and the required Travel Demand Management Strategies as outlined in Section 7.5 of the Secondary Plan. The submitted study does not satisfactorily determine the transportation demand resulting from this proposal, nor does it demonstrate how the site can be serviced and whether the existing municipal infrastructure is adequate.

The additional density and growth proposed in excess of what the Secondary Plan permits would create an incremental transportation impact to the study area. The applicant has not demonstrated how the incremental change would impact the transportation network as it relates to the entire Secondary Plan area and the Transportation Master Plan.

Further, the impact on the servicing of the site has not been fully addressed. Engineering and Construction Services have identified a number of issues with the submitted materials including whether the existing stormwater infrastructure can support the proposed development without the need for external upgrades or retrofits.

As this is solely an application for an OPA a detailed analysis is not fully undertaken. Should the application be appealed and the OMB elect to approve the OPA a rezoning application would be required and a detailed analysis of the proposal would be undertaken. This review may identify additional issues not identified through a review of the OPA.

Conclusion

The applicant's proposed "alternative" to the recently adopted Dufferin Street Secondary Plan proposes changes that are significant from the Secondary Plan. The applicant has appealed the Secondary Plan on the basis of the policies assigned to the site. The applicant is proposing a tall building on a site which is identified for a mid-rise development. The FSI identified in the Secondary Plan was determined through a comprehensive review of the entire corridor and an analysis of all factors including servicing and transportation. The applicant is proposing a FSI higher than that permitted by the Secondary Plan which is inappropriate after the significant work in establishing the appropriate density for the site. The proposed Official Plan Amendment is not in keeping with the policies of the Official Plan and does not represent good planning.

Should the applicant appeal Council's refusal of this application, it is recommended that the City Solicitor request the OMB to combine the hearing of this application with the hearing regarding the Dufferin Street Secondary Plan.

CONTACT

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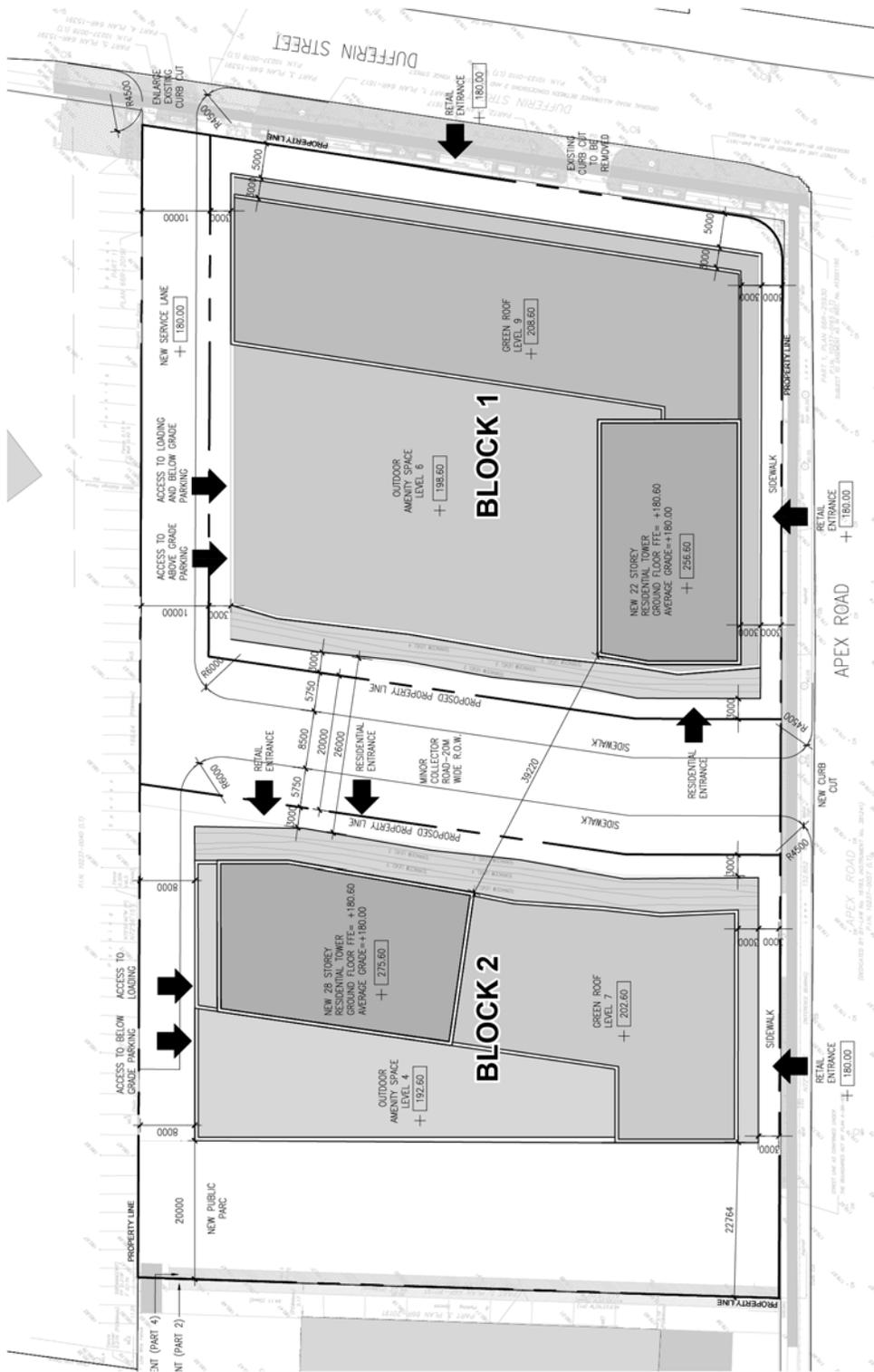
Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2a: North Elevation
Attachment 2b: South Elevation

Attachment 2c:	East Elevation
Attachment 2d:	East Elevation – Block 2
Attachment 2e:	West Elevation
Attachment 2f:	West Elevation – Block 1
Attachment 3:	Zoning
Attachment 4:	Official Plan
Attachment 5a:	Dufferin Street Secondary Plan Boundary
Attachment 5b:	Dufferin Street Secondary Plan Block Policies
Attachment 5c:	Dufferin Street Secondary Plan Structure Plan
Attachment 5d:	Dufferin Street Secondary Plan Greening Plan
Attachment 5e:	Dufferin Street Secondary Plan Public Streets Plan
Attachment 5f:	Dufferin Street Secondary Plan Minimum Setback Plan
Attachment 5g:	Dufferin Street Secondary Plan Building Type Areas
Attachment 5h:	Dufferin Street Secondary Plan Maximum Density
Attachment 6:	Application Data Sheet

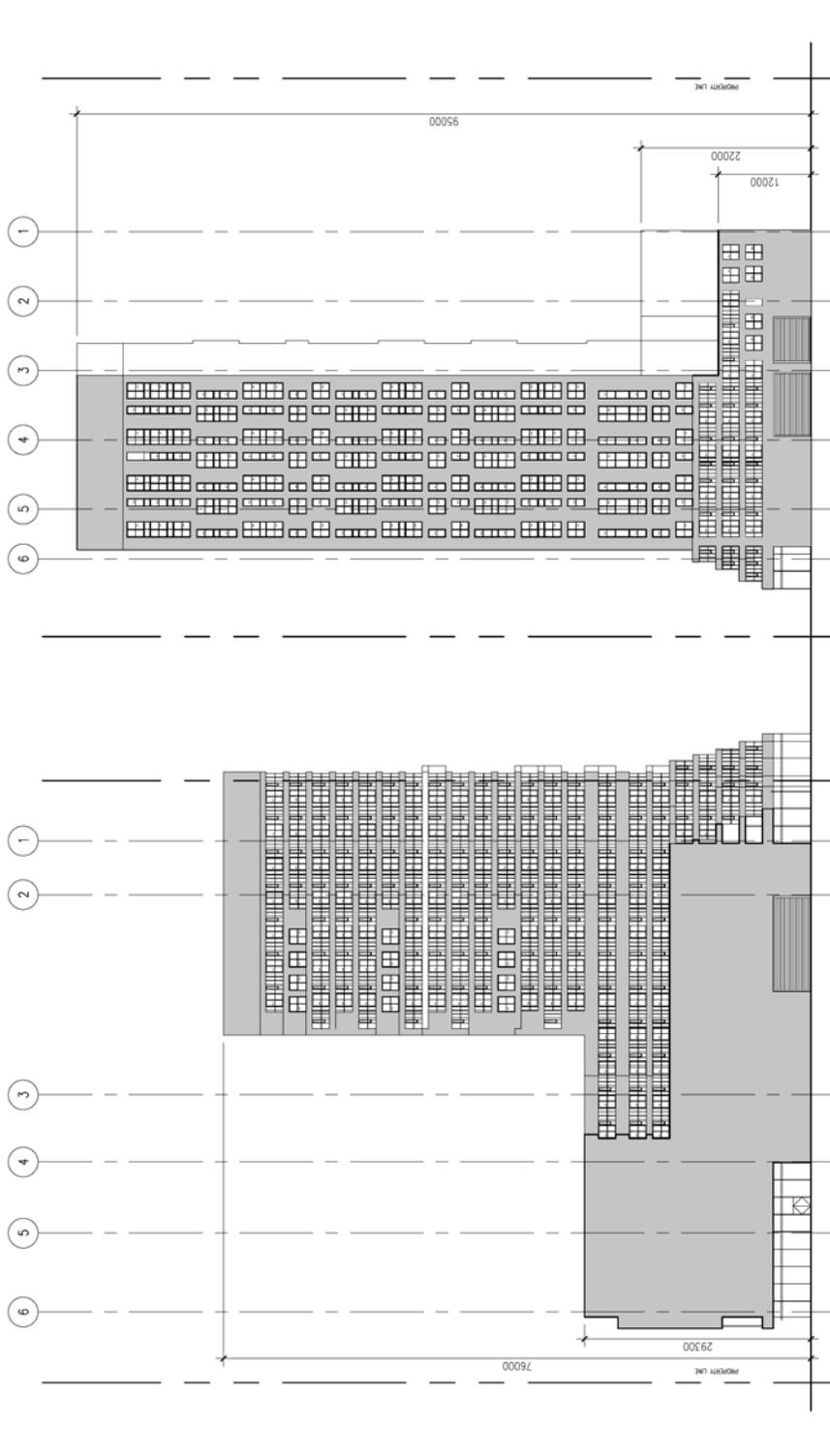
Attachment 1: Site Plan



**3140 - 3170 Dufferin Street &
60 - 68 Apex Road**
File # 15 247805 MWY 15 0Z

Site Plan
Applicant's Submitted Drawing
Not to Scale
11/12/2015

Attachment 2a: North Elevation



**3140 - 3170 Dufferin Street &
60 - 68 Apex Road**

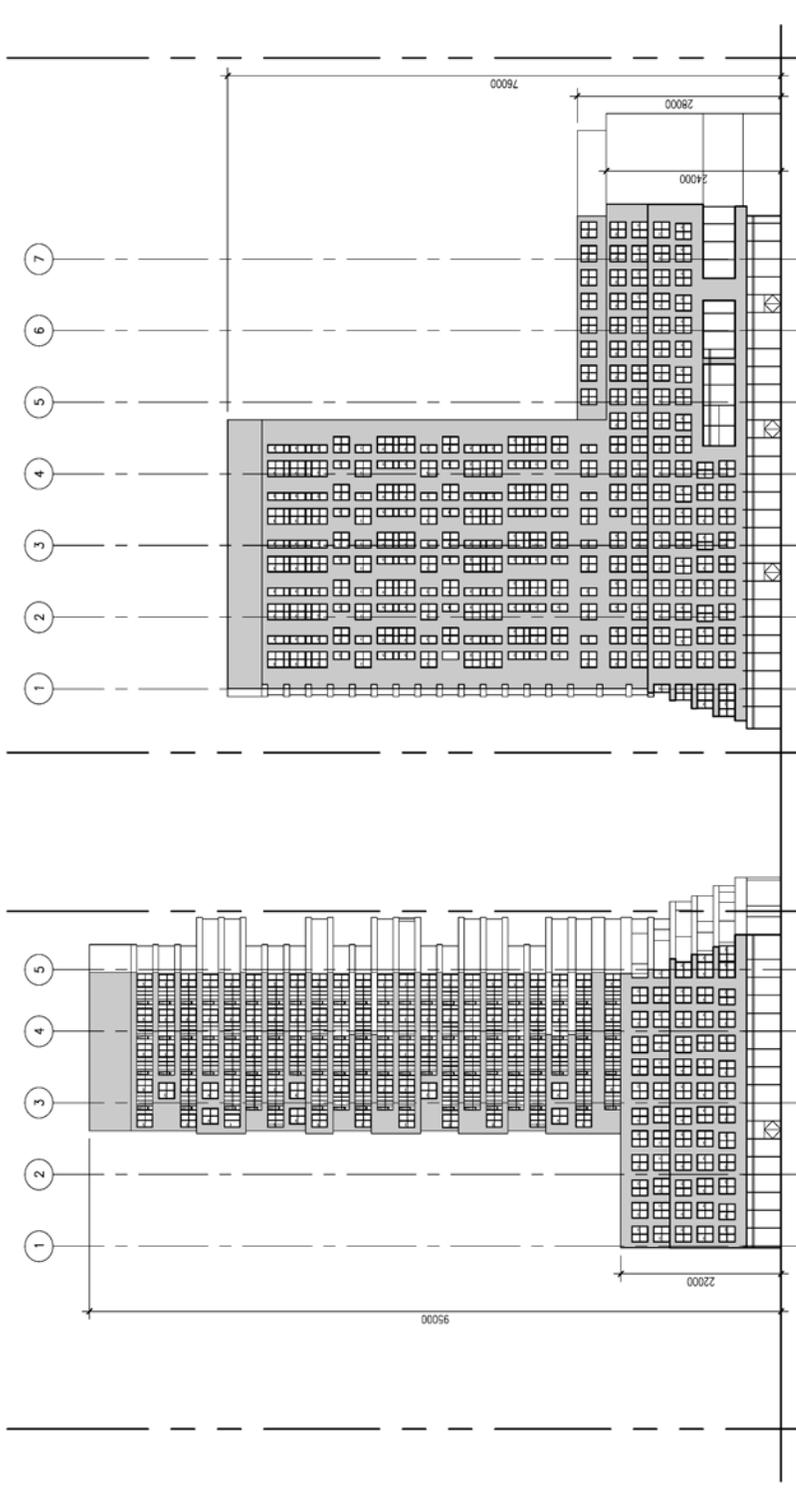
File # 15 247805 NMY 15 02

North Building Elevation

Applicant's Submitted Drawing

Not to Scale
11/12/2015

Attachment 2b: South Elevation



South Building Elevation

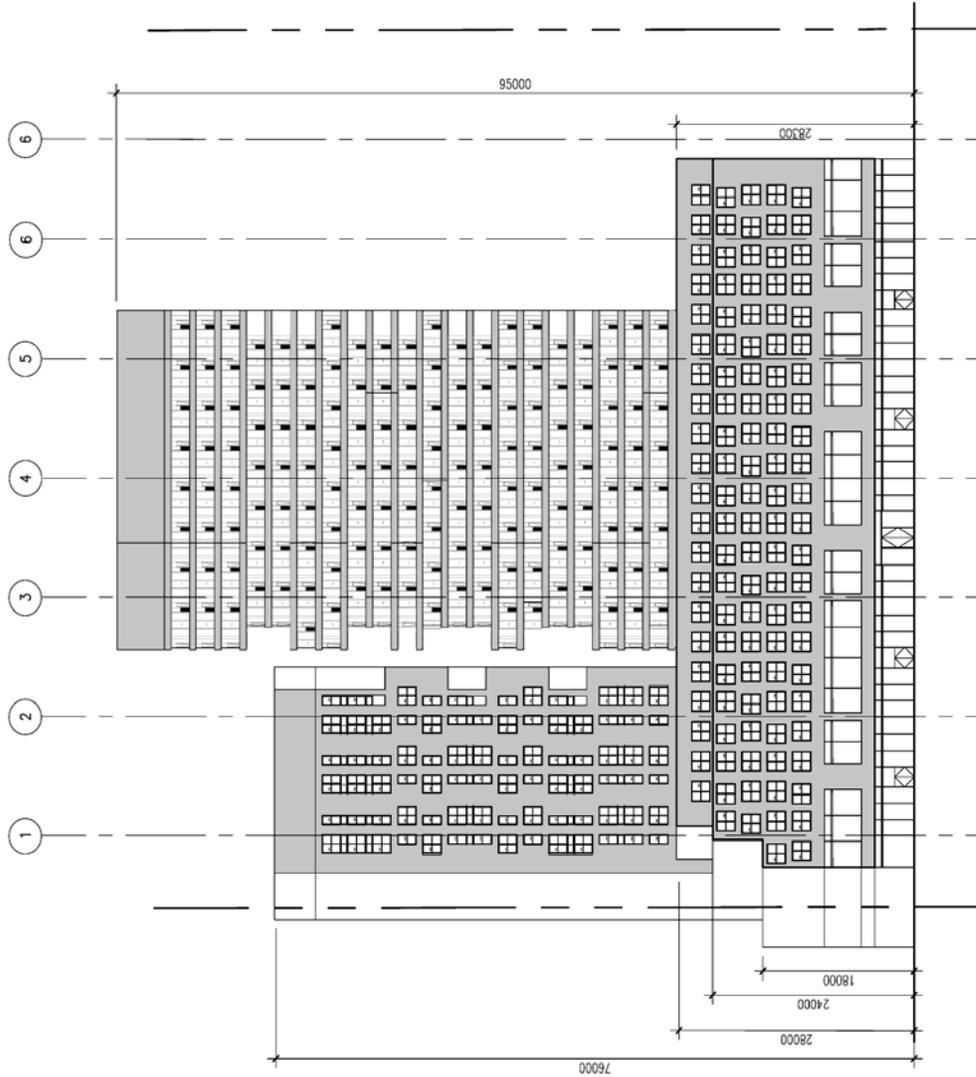
Applicant's Submitted Drawing

Not to Scale
11/12/2015

**3140 - 3170 Dufferin Street &
60 - 68 Apex Road**

File # 15 247805 NMY 15 0Z

Attachment 2c: East Elevation



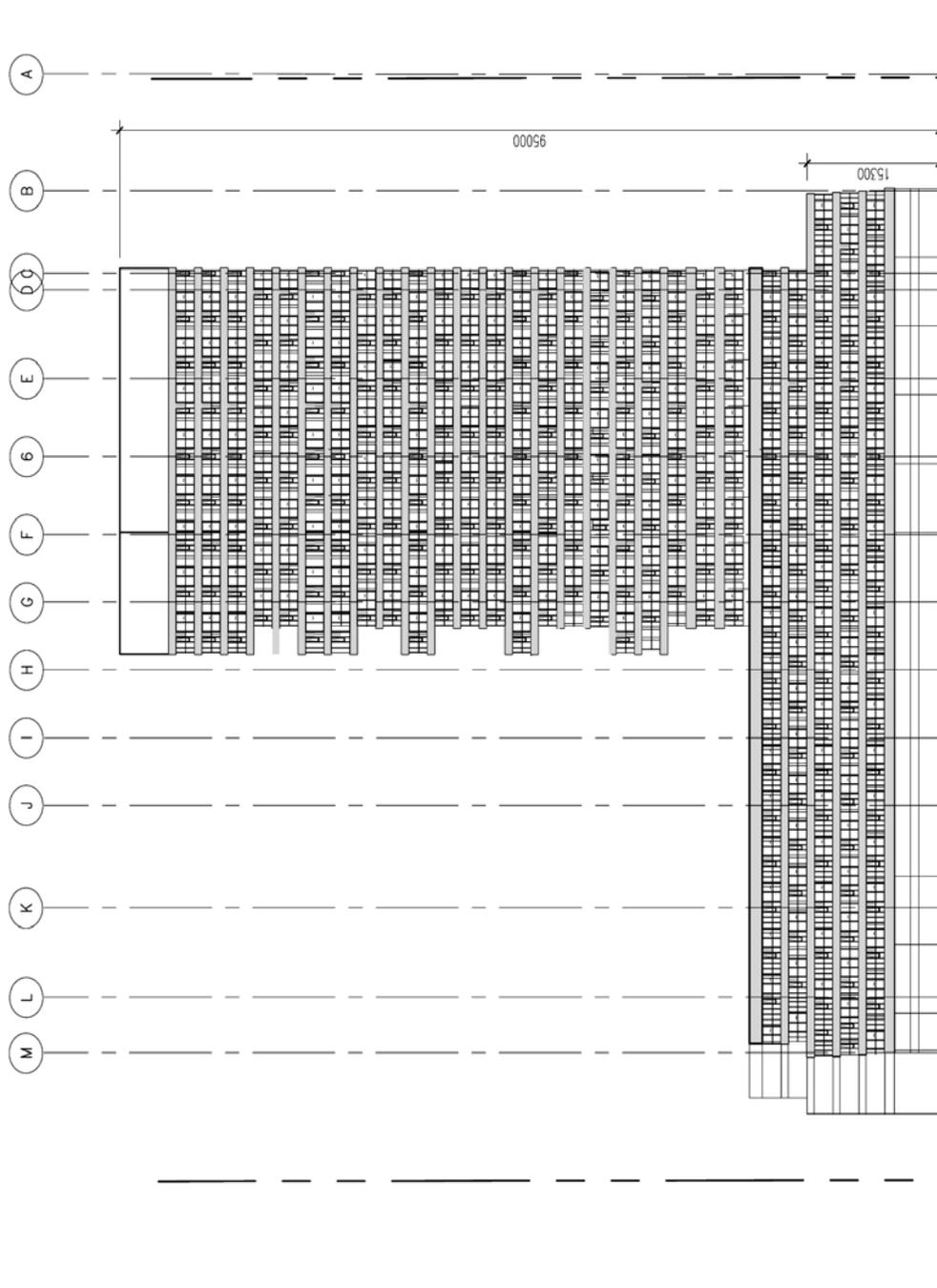
3140 - 3170 Dufferin Street &
60 - 68 Apex Road

File # 15 247805 NMY 15 0Z

East Building Elevation
Applicant's Submitted Drawing

Not to Scale
11/12/2015

Attachment 2d: East Elevation – Block 2



3140 - 3170 Dufferin Street &
60 - 68 Apex Road

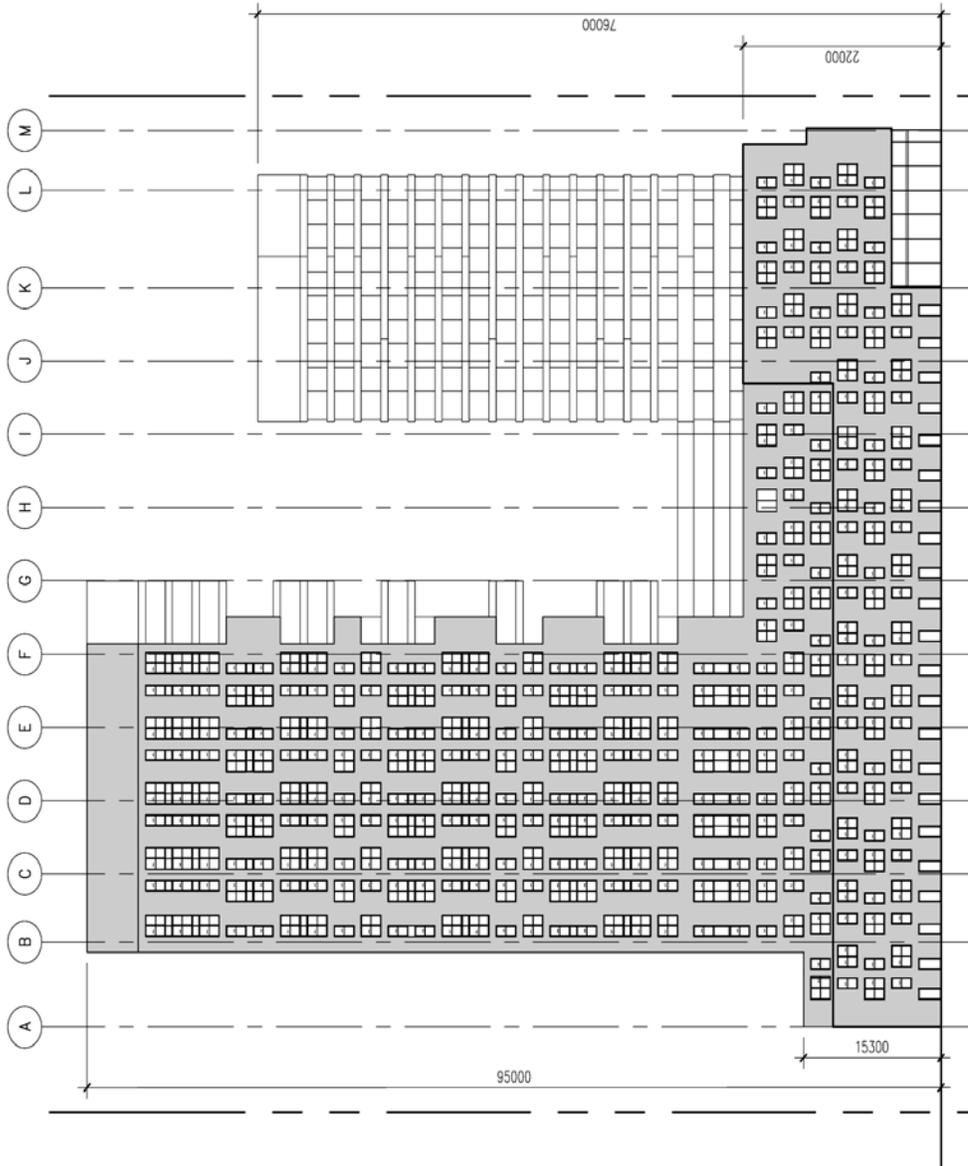
File # 15 247805 NNY 15 0Z

Partial East Building Elevation

Applicant's Submitted Drawing

Not to Scale
11/12/2015

Attachment 2e: West Elevation



3140 - 3170 Dufferin Street &
60 - 68 Apex Road

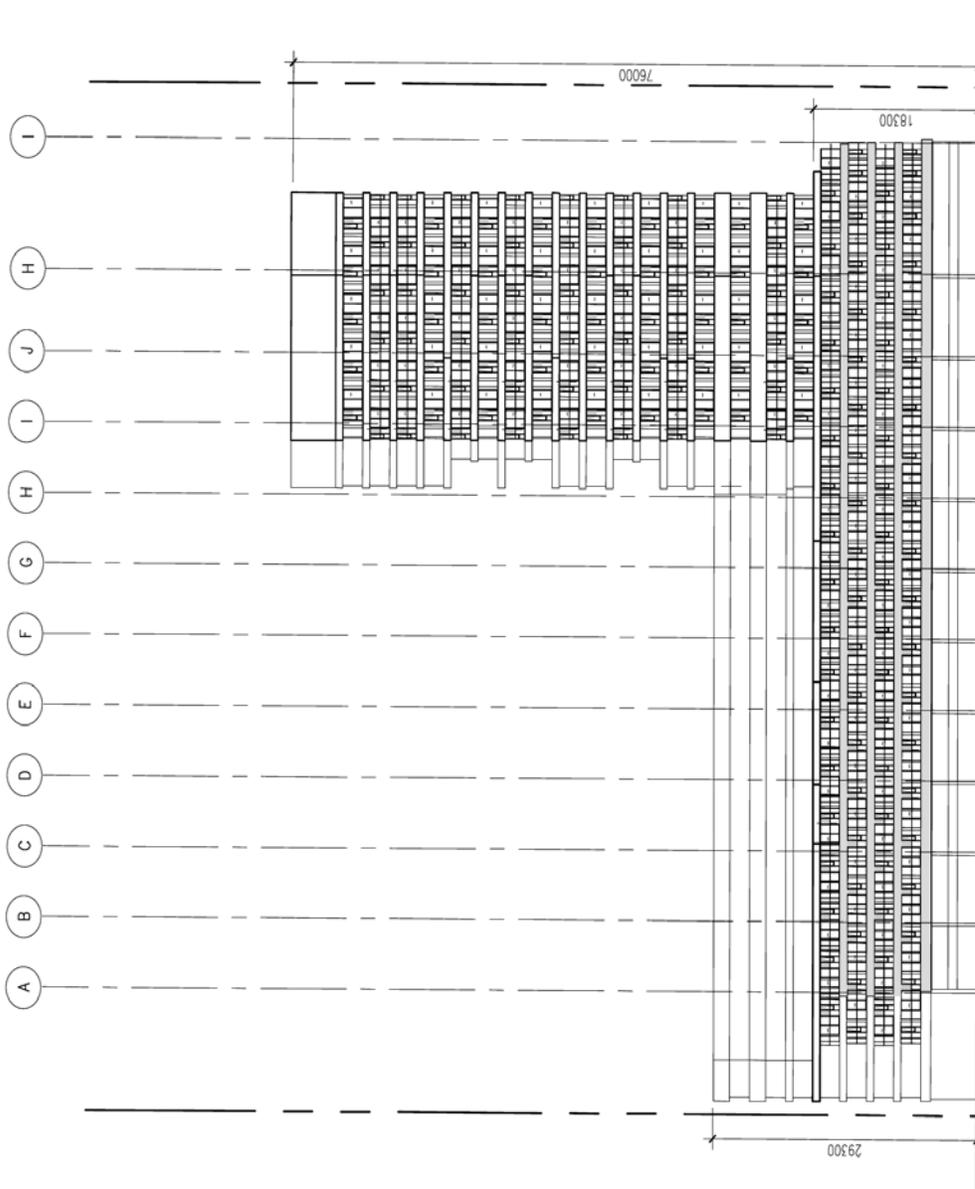
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West Building Elevation

Applicant's Submitted Drawing

Not to Scale
11/12/2015

Attachment 2f: West Elevation – Block 1



Partial West Building Elevation

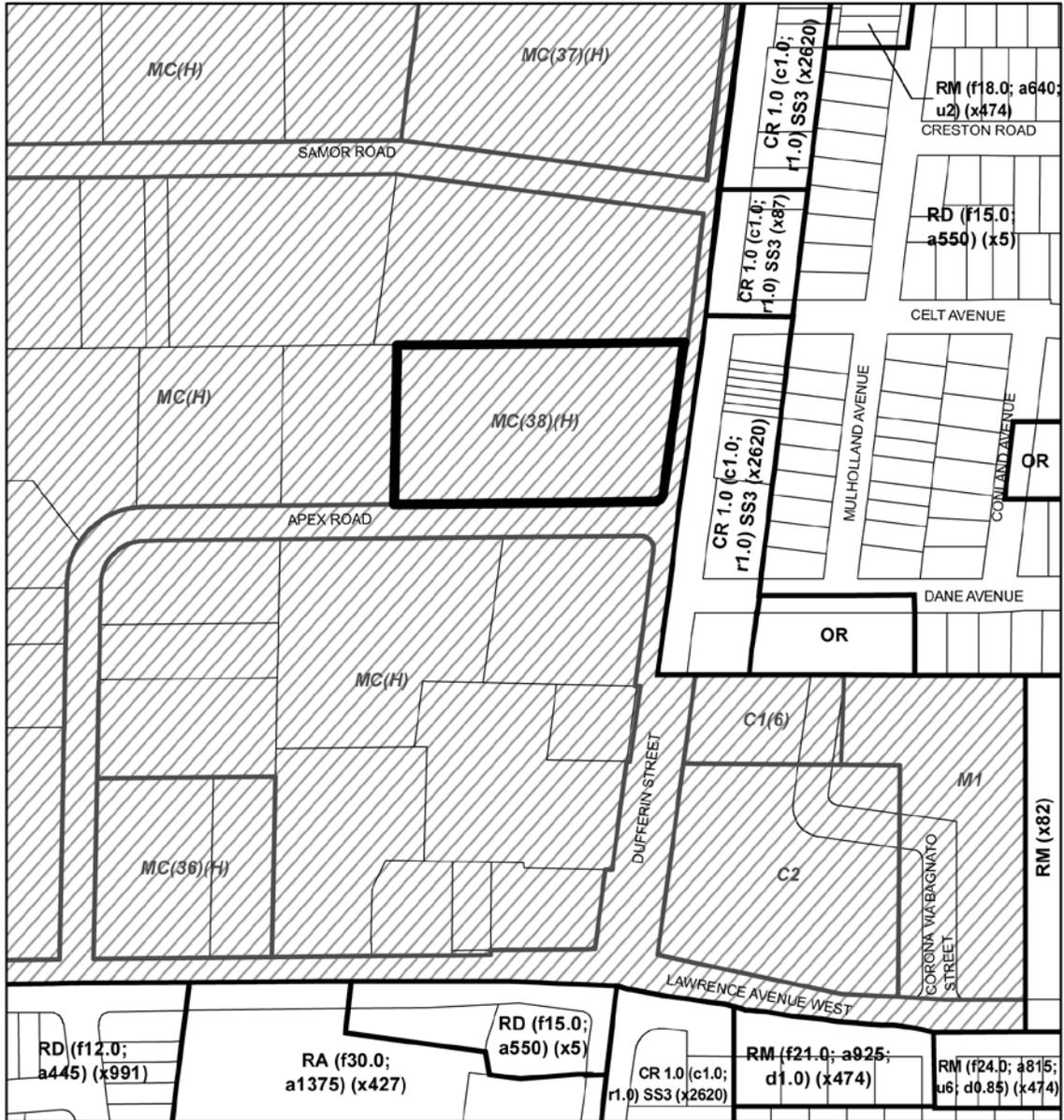
Applicant's Submitted Drawing

Not to Scale
11/12/2015

3140 - 3170 Dufferin Street &
60 - 68 Apex Road

File # 15 247805 NNY 15 0Z

Attachment 3: Zoning



Zoning By-Law No. 569-2013

3140 - 3170 Dufferin Street &
60 - 68 Apex Road
File # 15 247805 NNY 15 02

Location of Application

RD Residential Detached
RM Residential Multiple

RA Residential Apartment
CR Commercial Residential
OR Open Space Recreation

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

C1 General Commercial Zone
C2 Local Shopping Centre Zone
M1 Industrial Zone One
MC Industrial-Commercial Zone



Not to Scale
Extracted: 11/12/2015

Attachment 4: Official Plan



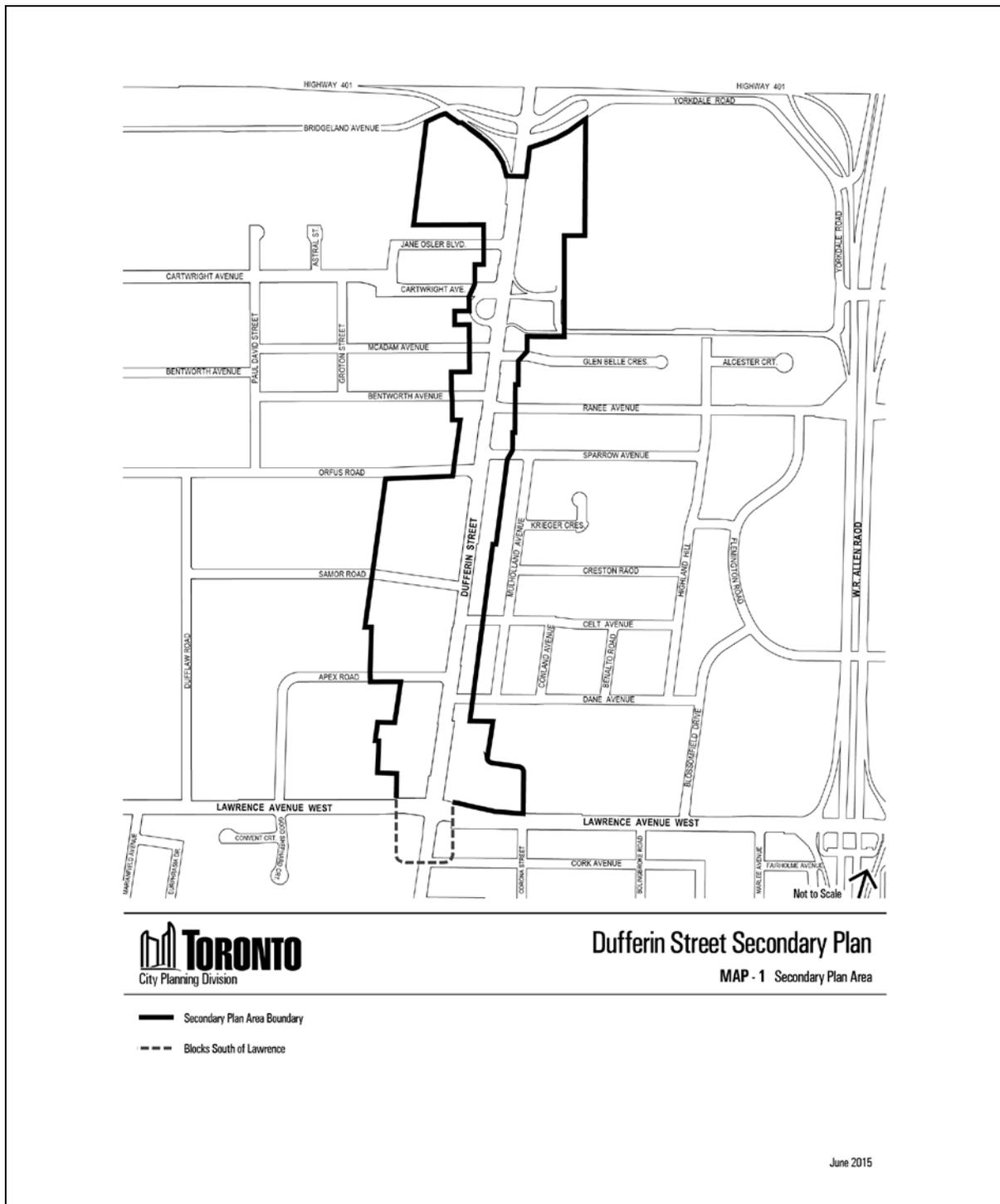
TORONTO City Planning
Extract from Official Plan

**3140 - 3170 Dufferin Street &
 60 - 68 Apex Road**
 File # 15 247805 NNY 15 0Z

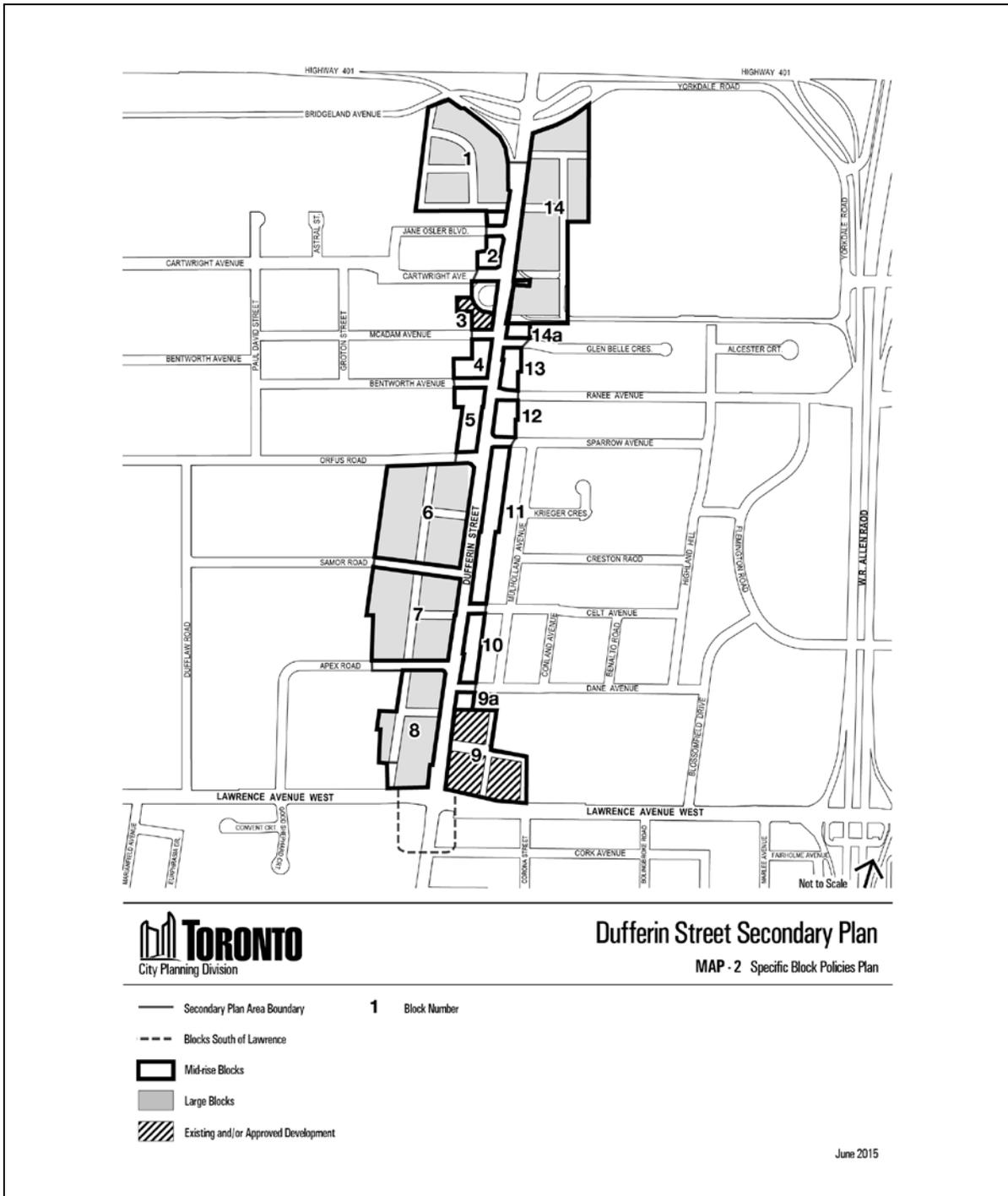
- | | |
|---|--|
|  Site Location |  Parks & Open Space Areas |
|  Neighbourhoods |  Parks |
|  Mixed Use Areas |  Employment Areas |


 Not to Scale
 11/12/2015

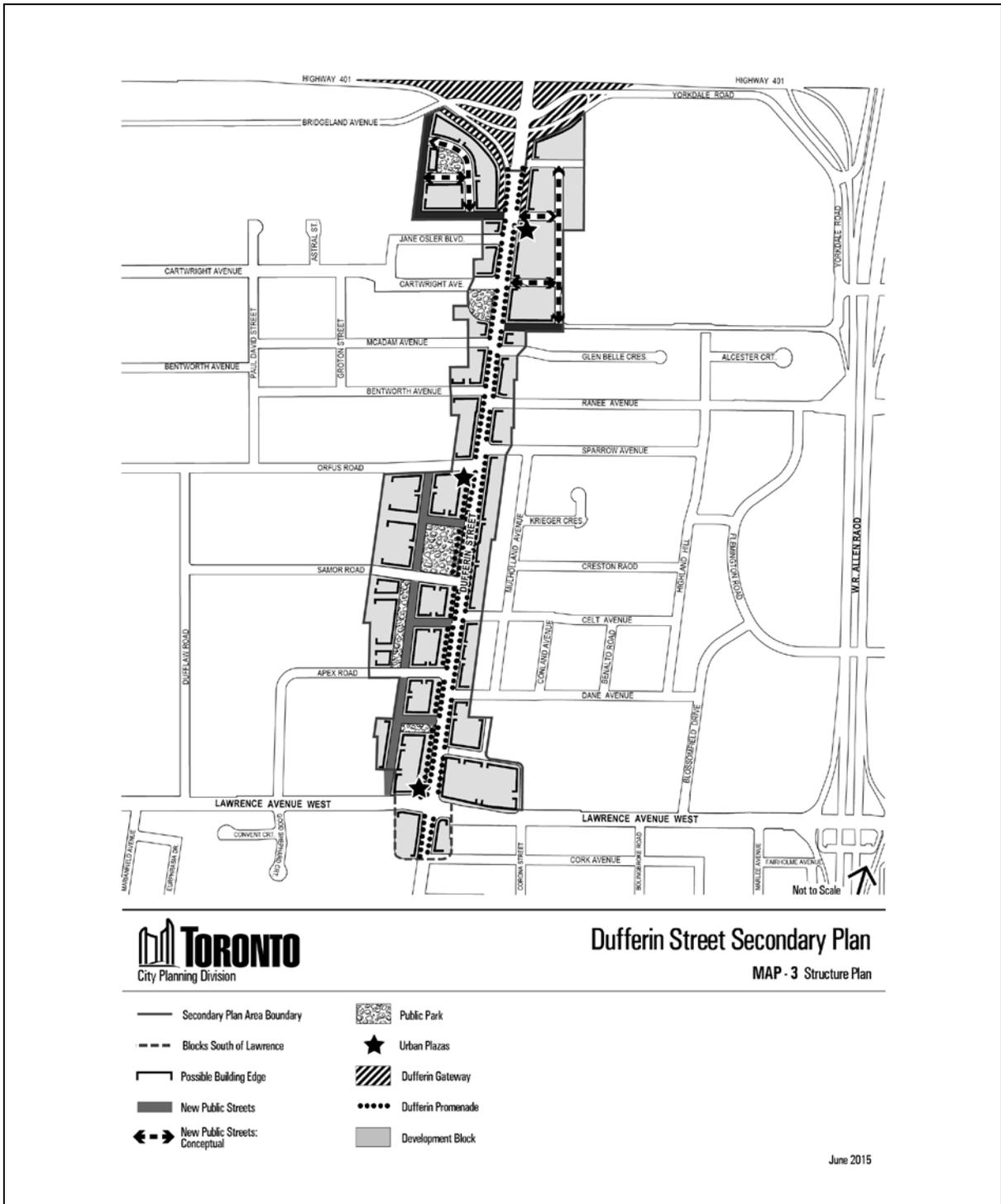
Attachment 5a: Dufferin Street Secondary Plan Boundary



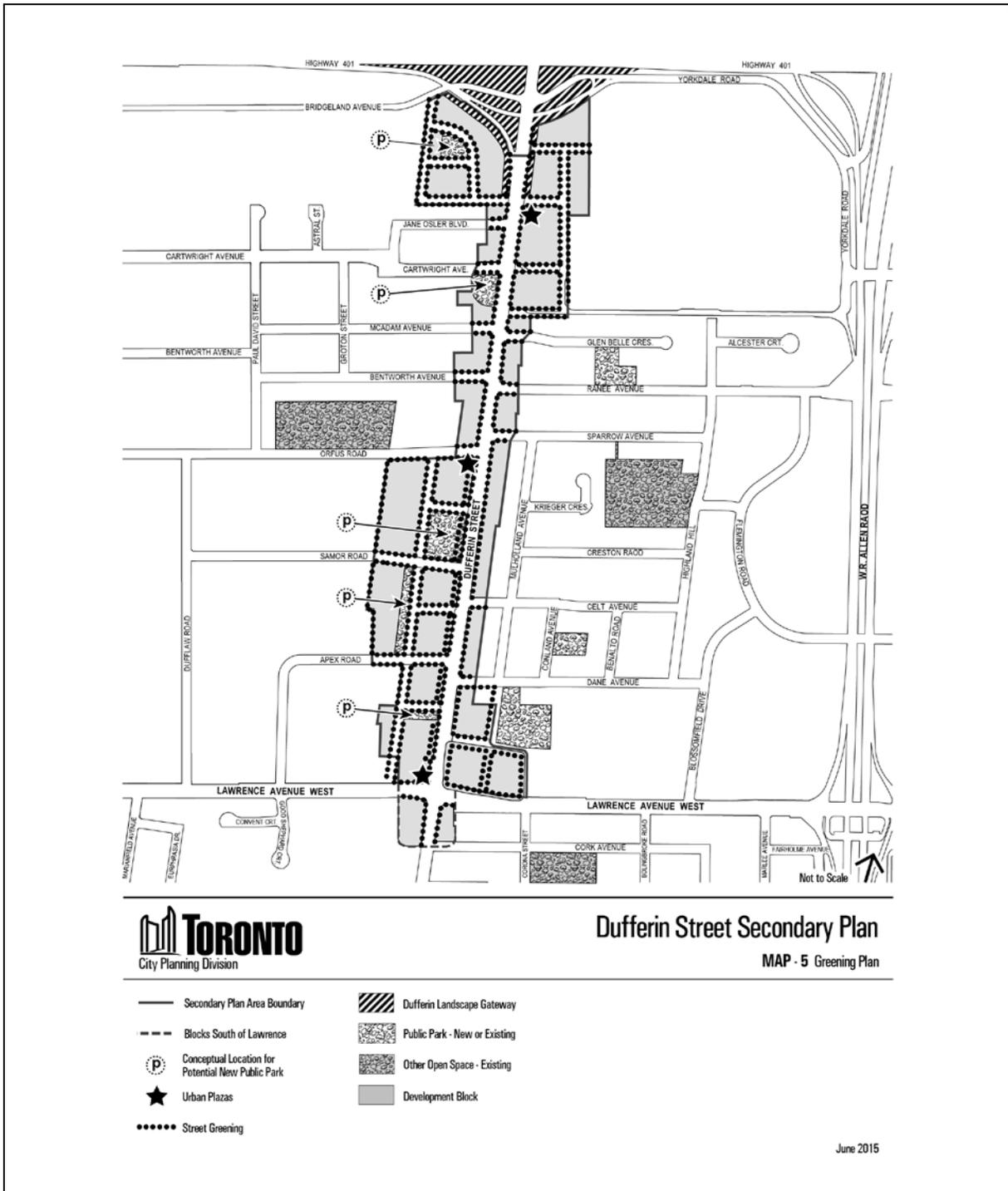
Attachment 5b: Dufferin Street Secondary Plan Block Policies



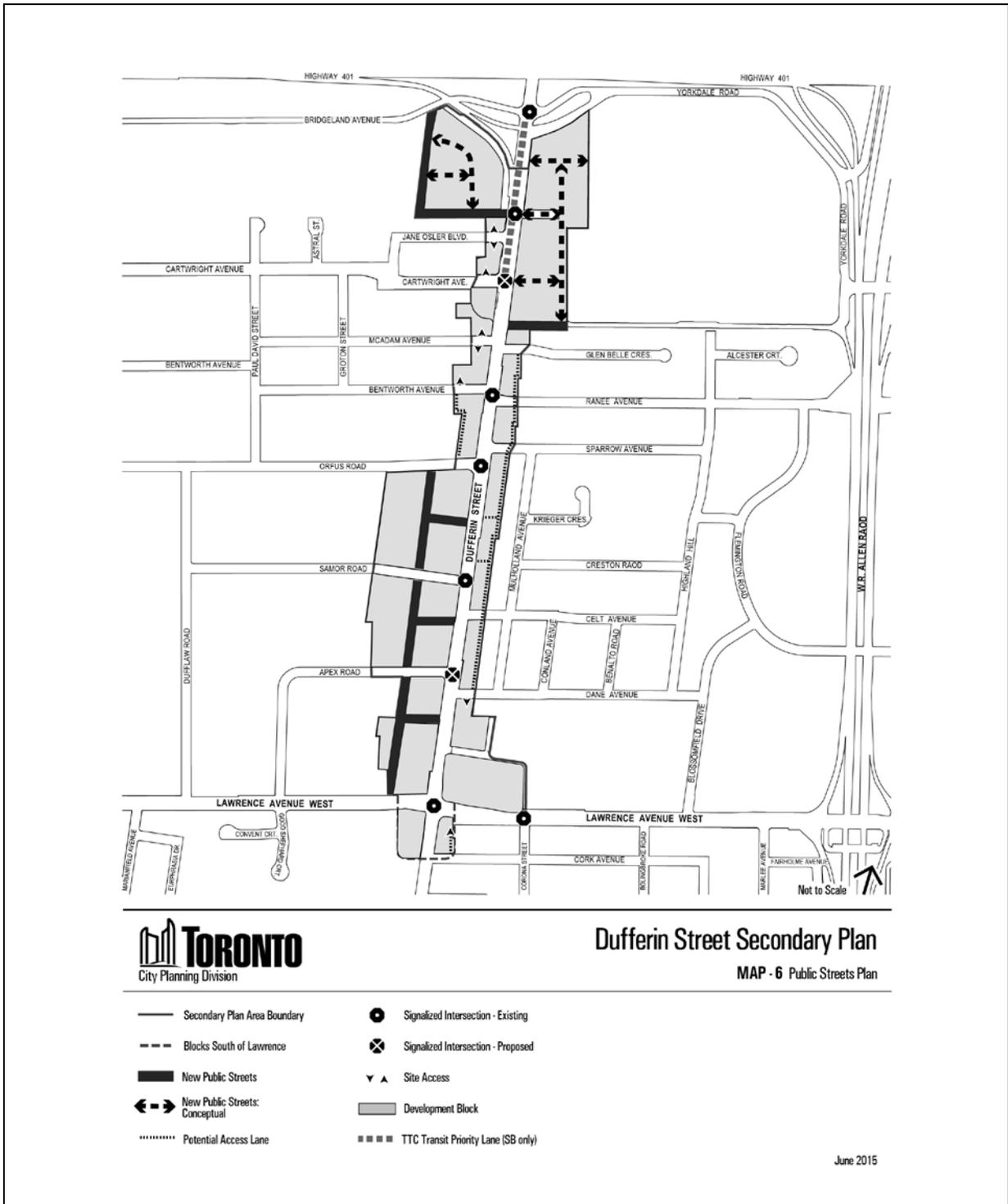
Attachment 5c: Dufferin Street Secondary Plan Structure Plan



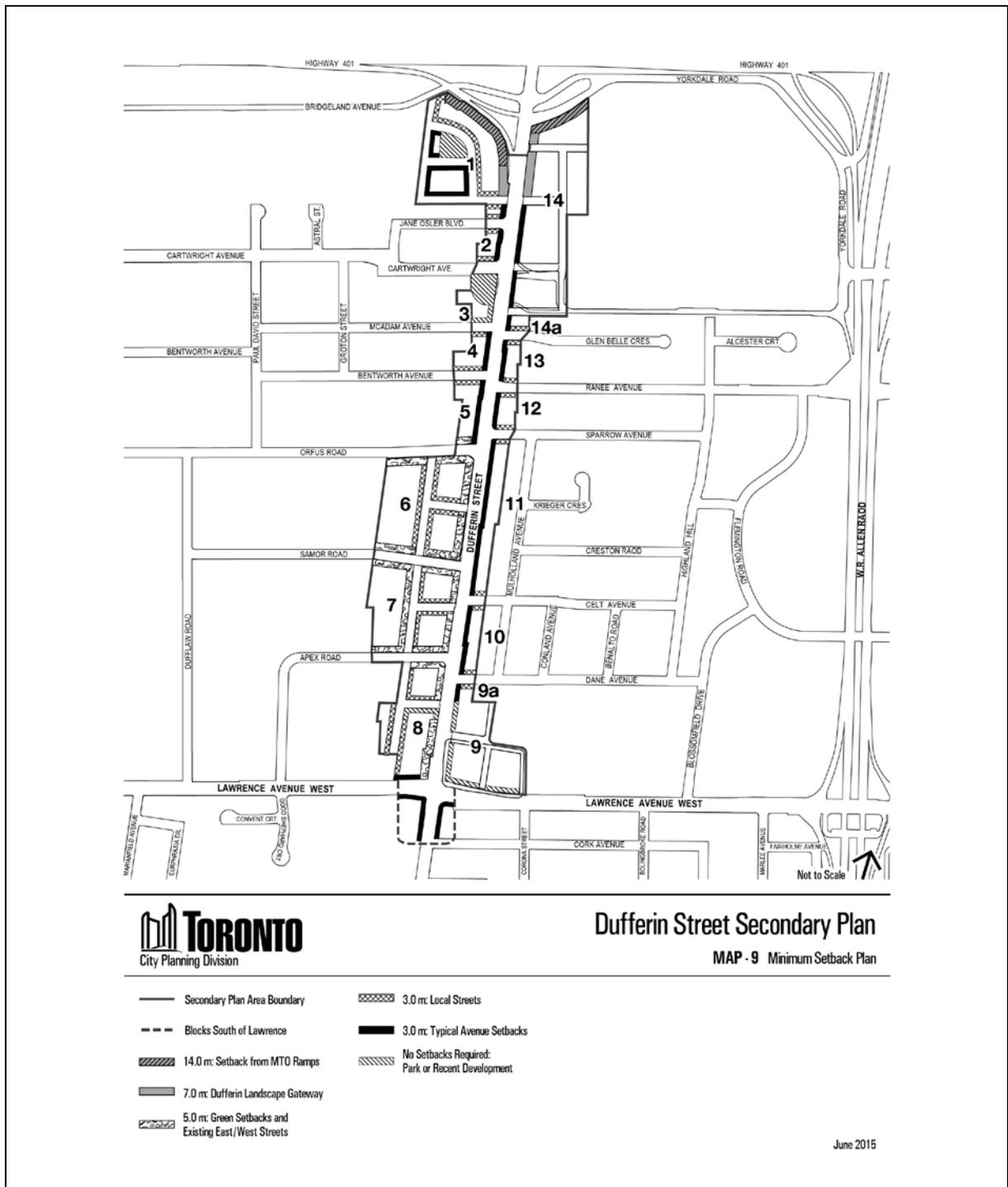
Attachment 5d: Dufferin Street Secondary Plan Greening Plan



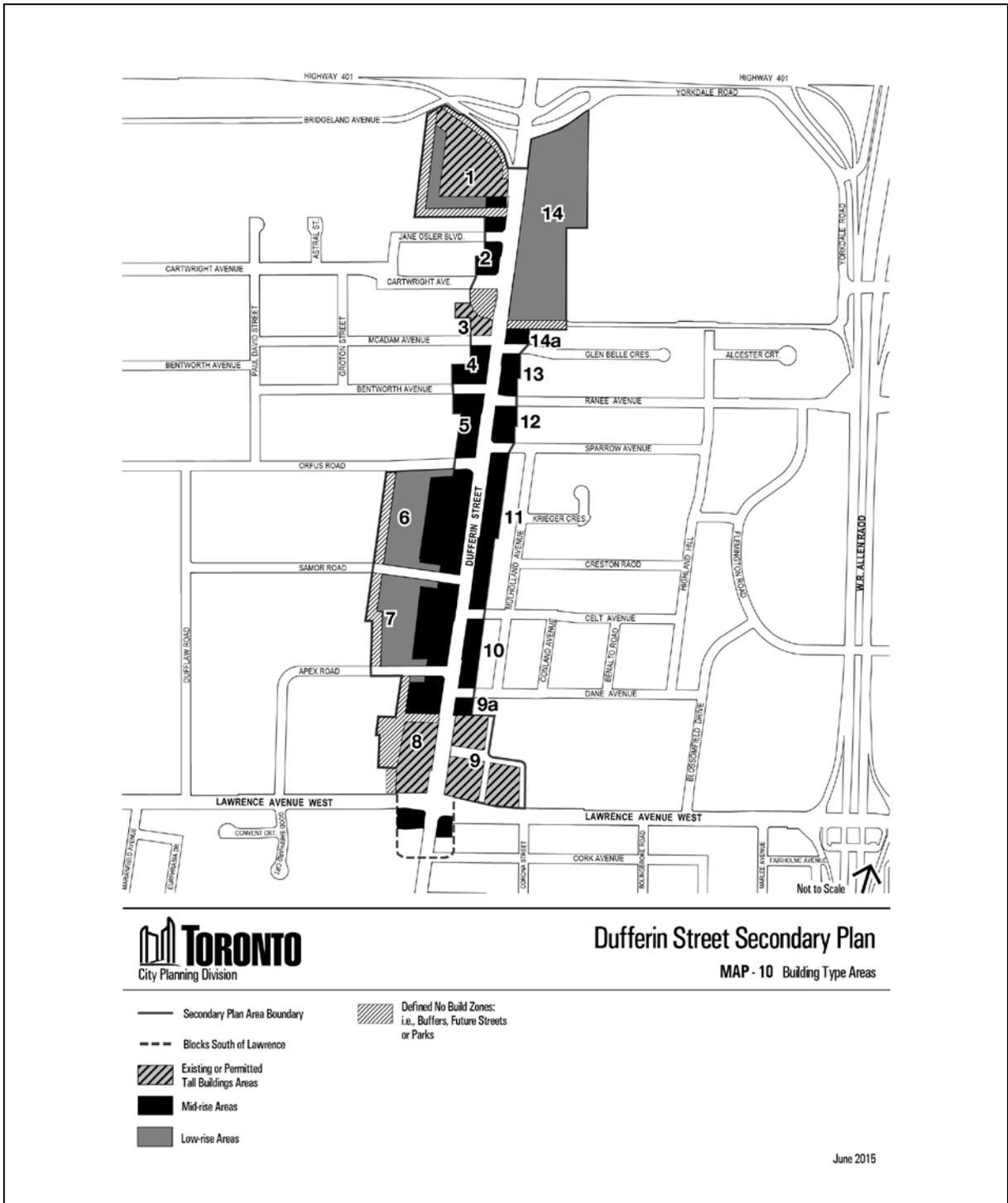
Attachment 5e: Dufferin Street Secondary Plan Public Streets Plan



Attachment 5f: Dufferin Street Secondary Plan Minimum Setback Plan



Attachment 5g: Dufferin Street Secondary Plan Building Type Areas



Attachment 5h: Dufferin Street Secondary Plan Maximum Density

