

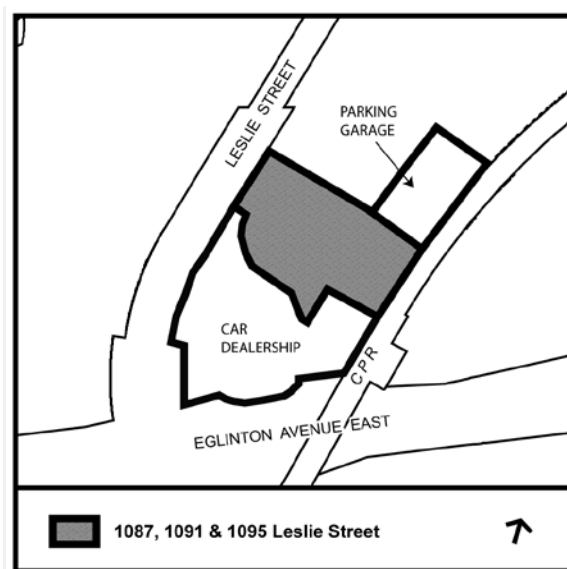
1087, 1091 and 1095 Leslie Street - Zoning By-law Amendment and Draft Plan of Subdivision Applications - Request for Direction Report

Date:	June 6, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 25 – Don Valley West
Reference Number:	15 108593 NNY 25 OZ and 15 108578 NNY 25 SB

SUMMARY

The application proposes to rezone and subdivide approximately 2.07 hectares of land located on the east side of Leslie Street and north of Eglinton Avenue East. The proposal consists of four residential buildings with heights of 28, 29, 34 and 39 storeys containing 1,240 residential units and a total of 375 square metres of commercial gross floor area. Also proposed is a new 2,640 square metre public park. Parking for the residential buildings is being provided in two adjacent parking facilities with underground, at grade and above grade parking having a total of 1,469 parking spaces consisting of 1,343 resident spaces, 123 visitor parking spaces and 3 retail spaces. A new east-west and north-south public street is proposed that will provide direct access to and from the subject lands from a signalized intersection at Leslie Street. A number of private streets are also proposed to support the public streets and provide access through the site.

On February 18, 2016 the owner appealed the Zoning By-law Amendment and Draft Plan of Subdivision applications to the Ontario Municipal Board citing City Council's failure to make a decision within



the prescribed time frames set out in the *Planning Act*. The purpose of this report is to seek Council's direction for staff representation at the OMB hearing. A pre-hearing or full hearing date has not yet been set.

The report seeks Council direction to oppose the proposal in its current form and that City staff continue discussions with the applicant in an attempt to resolve the issues outlined in the report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City Planning staff and any other City staff as appropriate, to attend the Ontario Municipal Board hearing to oppose the Zoning By-law Amendment and Draft Plan of Subdivision applications in their current form.
2. The City Solicitor and appropriate staff be authorized to continue discussions with the applicant in an attempt to resolve the issues outlined in this report.
3. In the event that the Ontario Municipal Board allows the appeal on the Zoning By-law Amendment and Draft Plan of Subdivision applications in whole or in part, City Council authorize the City Solicitor to request the Ontario Municipal Board to withhold its Order until such time as:
 - a. An appropriate Zoning By-law amendment is prepared to the satisfaction of the Director, Community Planning, North York District and the City Solicitor.
 - b. The Owner has entered into a subdivision agreement with the City to secure matters related to the plan of subdivision, to the satisfaction of the Executive Director of Engineering and Construction Services, the Director, Community Planning, North York District and the City Solicitor.
 - c. The Owner has entered into an agreement with the City to secure community benefits pursuant to Section 37 of the Planning Act to the satisfaction of the Director, Community Planning, North York District and the City Solicitor.
4. In the event that the Ontario Municipal Board allows the appeal on the Zoning By-law Amendment and Draft Plan of Subdivision applications in whole or in part, and the applicant has resolved issues related to the location and configuration of the proposed on site park, to the satisfaction of the General Manager, Parks, Forestry and Recreation, Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park

Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

Financial Impact

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

DECISION HISTORY

On December 5, 1995, Council of the former City of North York approved applications to amend the North York Official Plan and Zoning By-law to permit the introduction of residential uses on the northerly portion of the Inn on the Park hotel site. The residential site (Carrington on the Park - Monarch Construction Limited) was severed from the Inn on the Park lands (portion of the current subject lands) and is currently developed with three condominium buildings with a total of 420 dwelling units.

On April 29, 2009, City of Toronto Council approved an application to amend the former City of North York Zoning By-law to convert the existing 23-storey hotel tower into a 128-unit retirement residence. Rezoning and Site Plan Control applications were filed to facilitate a two phased redevelopment of the remaining property. Generally, the proposed redevelopment comprised a mix of uses including an automotive dealership (7,309m²), retail, personal service shops and fitness centre (4,714m²), offices (359m²), banquet hall (1,913m²), restaurants (1,115m²), night club (430m²), and residential uses (128 units).

The first phase of the redevelopment included a new automobile dealership (Lexus-Toyota) at the corner of Eglinton Avenue East and Leslie Street. The application to amend the Zoning By-law was phase two of the project to convert the existing 23-storey hotel tower into a 128-unit retirement residence.

The report and Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.NY25.26>

Eglinton Avenue is identified as an intensification corridor in Metrolinx's Regional Transportation Plan. The Eglinton Crosstown, which is a light rail transit (LRT) line that will run across Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station is currently under construction. The intersection of Leslie Street and Eglinton Avenue East has been identified as a location for an at grade LRT station.

The City of Toronto's Eglinton Connects Planning Study examined the future land uses, built form, public realm and road layout on Eglinton Avenue, in anticipation of the opening of the Eglinton Crosstown LRT in 2021. At its meeting of May 6-8, 2014, City Council considered the Final Directions Report for the Eglinton Connects Planning Study.

The report and Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

This application was received on January 28, 2015 and on April 14, 2015 North York Community Council adopted a Preliminary Report on the Zoning By-law amendment and Draft Plan of Subdivision applications. Community Council directed that City Planning staff schedule a community consultation meeting with the Ward Councillor with an expanded notification area.

The Preliminary Report is available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY5.33>

ISSUE BACKGROUND

Proposal

The applications propose to rezone and subdivide approximately 2.07 hectares of land located on the east side of Leslie Street and north of Eglinton Avenue East. The development proposes to create a new public park, public streets and development with a total of 4 residential buildings ranging in height from 28 to 39 storeys consisting of 1,240 high-rise residential units (Site Plan – Attachment 1). The 4 high-rise buildings have been arranged to provide a gradation of building heights with the lowest building along Leslie Street (28-storeys) and the highest adjacent to the CPR railway corridor to the east (39-storeys). The proposal also includes a new 2,640 square metre public park and 375 square metres of commercial gross floor area. The overall total gross floor area for this project is approximately 112,000 square metres resulting in a floor space index of 5.15 times the site area.

The plan of subdivision proposes to divide the land into 5 blocks and construct a new east-west public street (street A) from Leslie Street and a new north-south public street that terminates in a cul-de-sac (street B). Details of the draft plan of subdivision blocks and streets can be found in Table 1 below and in Attachment 5.

Table 1	Use	Area	ROW Width
Block 1	Apartments	1.254 ha	
Block 2	Park	0.264 ha	
Block 3	Commercial	0.049 ha	
Block 4	Commercial	0.005 ha	
Block 5	Future Road	0.19 ha	20 metres
Street A	Public Road	0.237 ha	20 metres
Street B	Public Road	0.179 ha	18.5 metres
Other	City Road Reserve	0.008 ha	

Block 1 is proposed to contain all of the residential development and Block 2 would contain the proposed on site public park. Blocks 3 and 4 identified as commercial are irregular shaped parcels of land that would be remnant blocks from the commercial car

dealership lands to the south and no buildings are proposed on these blocks. Block 5 is a proposed future public road. The above noted city road reserve is not part of the draft plan of subdivision and not owned by the applicant, however, the applicant has incorporated this reserve as part of their overall site design in order to facilitate the road alignment and access as proposed.

A proposed new east-west public road (Street A) provides access to the subject site from a proposed new signalized intersection at Leslie Street. This new road is located at the southern end of the development site and has a right-of-way width of 20 metres. This proposed new street ends adjacent to the existing car wash building and then turns into a new north-south public street (Street B) with a right-of-way width of 18.5 metres and it terminates in a cul-de-sac in between towers A, B and C.

A new c-shaped private road extends from this cul-de-sac northwards connecting into a new east-west private street parallel to the northern property line connecting the proposed new development site with that to the existing condo building's (Carrington on the Park) private road network. There is an existing 6 metre driveway parallel to the rail corridor at the eastern boundary of the site that is intended to be maintained. This driveway provides access through the site from the existing car dealership to the south to their garage parking/storage area to the north east of the subject development site. The applicant's draft plan of subdivision illustrates that this driveway could ultimately be a future public street with a right-of-way width of 20 metres (Block 5). Once the car wash building is demolished this new public street would extend south connecting into Street A and extend north providing frontage and access to the portion of the site that contains the car storage area.

Towers A, C and D have proposed floor plates of 750 square metres and tower B has a proposed floor plate of 800 square metres. All proposed buildings have a minimum tower separation distance of 25 metres between towers on the subject lands and between the towers on the abutting Carrington development lands to the north. Each of the towers have various base building elements that help articulate the buildings. The base buildings include areas for lobbies, residential units, at grade and above grade parking areas, garbage rooms, bicycle parking, property management offices, commercial space (tower A), moving rooms, indoor and outdoor amenity areas and green roof areas.

The proposed new 2,640 m² public park is located between Tower A and Tower D. The park has a proposed frontage of approximately 30 metres along new public Street A at the south end and approximately 30 metres along the new private driveway at the north end of the site. The depth of the park varies from approximately 83 metres to 90 metres.

The proposal includes a total of 1,469 parking spaces, consisting of 1,343 resident parking spaces, 123 visitor parking spaces and 3 commercial parking spaces. Parking spaces are to be provided in two adjacent parking facilities. Tower D on the west side of the site will be served by four levels of underground parking and two levels at- and above grade. Towers A, B and C on the east side will be served by three levels at-grade and above-grade and four levels of underground parking.

The proposal includes 2 square metres of residential amenity space per unit for indoor and outdoor space. The indoor and outdoor amenity space is provided within the various base building elements.

Further project details on the current revised February 2016 development proposal have been highlighted in Table 2 below.

Table 2	Tower A	Tower B	Tower C	Tower D	Total
Residential GFA	26,472 m ²	31,191 m ²	24,104 m ²	29,851 m ²	111,618 m ²
Commercial GFA	375 m ²	N/A	N/A	N/A	375 m ²
Building Height	115 m 34 storey	130 m 39 storey	100 m 29 storey	97 m 28 storey	
Unit Breakdown					
1bedroom	1B= 82	1B= 163	1B= 141	1B= 119	1B= 505
2 bedroom	2B= 162	2B=172	2B=129	2B= 147	2B= 610
3 bedroom	3B= 27	3B=38	3B=30	3B= 30	3B= 125
Total	271	373	300	296	1,240
Amenity Space					
Indoor	542 m ²	746 m ²	600 m ²	592 m ²	2,480 m ²
Outdoor	542 m ²	746 m ²	600 m ²	592 m ²	2,480 m ²
Vehicle Parking	326	440	349	354	1,469
Bicycle Parking	946			297	1,243
Tower Floor Plate	750 m ²	800 m ²	750 m ²	750 m ²	

Further project information and revisions from the original submission have been highlighted in Table 3 below.

TABLE 3	Original Proposal January 2015	Revised Proposal February 2016
Residential GFA	113,329 m ²	111,993 m ²
Commercial GFA	943 m ²	375 m ²
Number of Tall Buildings	4 towers	4 towers
Building Height	97m, 100m, 115m, 130m	97m, 100m, 115m, 130m
Number of Storeys	28, 29, 34 and 39	28, 29, 34 and 39
Tower Floor plate	All 800 m ²	3 at 750 m ² and 1 at 800 m ²
Parking		
-resident	- 1,162	- 1,343
-visitor	- 141	- 123
-commercial	- 10	- 3
-total	- 1,313	- 1,469
Total units	- 1,400	- 1,240
1-bedroom	- 815	- 505
2-bedroom	- 565	- 610
3-bedroom	- 20 (townhouses)	- 125

Floor Space Index	5.52	5.15
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The applicant is proposing to develop the subject site in 4 phases. The first phase of the development would consist of tower A, the second phase of development would consist of tower C, the third phase of development would consist of tower B and the final phase of development would consist of tower D and the proposed public park. The applicant's phasing plan illustrates phasing lines through public Street A, however, it is unclear if the applicant intends to phase public Street A (see Phasing Plan – Attachment 4).

Site and Surrounding Area

The subject site was occupied by a 23-storey hotel and a 2-storey building with retail and banquet hall facilities. The structures have all been demolished. The subject development site has a frontage of 72 metres along Leslie Street with a depth of 192 metres and is approximately 2.07 hectares in area. The proposed development site is elevated relative to Leslie Street by approximately 3 metres at the north end of the site and by approximately 6 metres at the location of the proposed new public road.

Currently, the subject site does not have direct access to Leslie Street. The subject site is accessed from a northern and a southern private driveway from the abutting residential development to the north and the abutting commercial development to the south. Each of these abutting sites has direct access from Leslie Street. There are vehicular and pedestrian easements in place between the subject property and abutting properties that allow for access.

The area contains a mix of residential, employment and open space land uses as follows:

North: Three residential condominium buildings known as "The Carrington", municipally located at 1101, 1103 and 1105 Leslie Street. These buildings are 20, 16 and 13 storeys with the tallest located adjacent to a signalized intersection at Leslie Street. North of the 20-storey building is Toronto Fire Station 125 directly abutting Leslie Street. Lands further north on Leslie Street are employment uses. There is an existing parking garage located northeast of the site, west of the CP rail tracks and east of The Carrington development.

West: Parks and Open Spaces that include Wilket Creek Park and Sunnybrook Park.

South: To the immediate south at the northeast corner of Leslie Street and Eglinton Avenue East are two automotive dealerships. Lexus and Toyota on the Park are housed in two 2-storey buildings. Further south of Eglinton Avenue East is a continuation of the public parks and open space system.

East: The CP railway tracks are the eastern boundary of the site. Further east across the tracks are employment uses, which includes the Celestica lands.

The parking garage to the northeast of the site is currently being used by the car dealerships located south of the subject development site for the purpose of

vehicle storage. This parking garage is currently part of the subject site and it is intended that following the development of the subject site, the car storage structure and associated land will be part of the automobile dealership lands to the south and will be connected to the car dealership lands by a 6 metre wide strip of land located along the eastern portion of the property. This 6 metre wide strip to be used as a driveway is part of the current application for zoning amendment and plan of subdivision. The 6 metre private drive is located within what is identified as "Block 5 Future Road" on the draft plan of subdivision (Attachment 5).

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. 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. 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.

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 be consistent with the PPS and to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Staff have reviewed the proposal for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject site is located within a *Mixed Use Areas* designation within the Official Plan (Attachment 7). *Mixed Use Areas* are made up of 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. Development criteria in *Mixed Use Areas* includes:

- a) creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- b) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale Neighbourhoods;
- c) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- d) locate and mass new buildings to frame the edges of streets and parks with

- good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- e) provide an attractive, comfortable and safe pedestrian environment;
- f) have access to schools, parks, community centres, libraries, and childcare;
- g) take advantage of nearby transit services;
- h) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- i) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- j) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Transportation policies of Section 2.4 of the Official Plan speak to active forms of transportation being encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City. New developments may be required to conduct a Transportation Impact Study (TIS) where the TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development. Implementation of TDM measures to reduce auto dependency and rush-hour congestion in the road and transit networks can be achieved by actively pursuing measures which will: increase the proportion of trips made by walking, cycling, and transit; increase the average automobile occupancy rate; and shift travel times from peak to off-peak periods.

Section 3.1.1 Public Realm policies identify the importance of creating beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings which are a key shared asset. These public spaces draw people together, creating strong social bonds at the neighbourhood, city and regional level. Public Realm policies recognize that City streets are significant public open spaces which connect people and places and support the development of sustainable, economic vibrant and complete communities. Public Realm policies require that sidewalks and boulevards be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians; new streets are designed to: provide connections with adjacent neighbourhoods, divide larger sites into smaller development blocks, provide access and addresses for new development; and new streets should be public streets and private streets, where they are appropriate, should be designed to integrate into the public realm and meet the objectives for new streets. Additionally, new parks and open spaces will be located and designed to provide a comfortable setting for community events as well as individual use, and provide appropriate space and layout for recreational needs. New parks and public open spaces should front onto a street for good visibility, access and safety.

Section 3.1.2 Built Form policies identify the importance of urban design as a fundamental element of city building and contains built form policies intended to minimize the impacts of new development and guide the form of new buildings to fit within the context of the neighbourhood and the City. These policies guide new

development to be located and organized to fit with its existing and/or planned context. They will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual view to these spaces. New developments will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas. New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians. Also, every significant new multi-residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces. Similar built form policy objectives are found in Section 3.1.3 as they specifically relate to tall buildings.

Section 3.3 "Building New Neighbourhoods" of the Official Plan requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context. The framework should include: the pattern of streets, development blocks, open spaces and other infrastructure; the mix and location of uses; a strategy to provide parkland and to protect, enhance or restore natural heritage; a strategy to provide community services and local institutions; and a strategy to provide affordable housing.

New neighbourhoods will be viable as communities. They should have: a community focal point within easy walking distance of the neighbourhood's residents and workers; a fine grain of interconnected streets and pedestrian routes that define development blocks; a mix of uses and a range of building types; high quality parks, community recreation centres, open space and public buildings; and services and facilities that meet the needs of residents, workers and visitors.

New neighbourhoods will be carefully integrated into the surrounding fabric of the City. They will have: good access to transit and good connections to surrounding streets and open spaces; uses and building scales that are compatible with surrounding development; community services and parks that fit within the wider system; and a housing mix that contributes to the full range of housing.

Other relevant Official Plan policies in sections such as "Public Realm" and "Built Form" have also been used to review this development proposal.

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

Zoning

The subject lands are zoned C1(57) within former City of North York Zoning By-law 7625. The General Commercial Zone (C1) permits a variety of commercial and residential uses, which includes amongst other uses: apartment house dwellings, restaurants, retail stores, business and professional offices, banks, and hotels, subject to a variety of development standards.

The subject site is also subject to Exception 57. Exception 57 applies to the subject lands, the car dealership lands to the south and The Carrington development to the north of the subject lands. The exception generally divides the property into 2 parcels, allowing for apartment house dwellings, retail stores and personal service shops on the Carrington lands. Applicable to the lands to the south, which includes the subject lands and the auto dealerships, the exception permits a wide variety of uses that includes: retirement residence, courtesy suites, retail stores and personal service shops, restaurants, banquet facilities, and a motor vehicle dealership (Attachment 8).

Site Plan Control

The proposed development is subject to Site Plan approval. A Site Plan Control Approval application has not been submitted.

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Tree Preservation

The application is subject to the City of Toronto Private Tree By-law and a portion of the site is also subject to the Ravine and Natural Feature Protection By-law. Tree preservation plans, concept landscape plans, and an arborist report have been submitted with the application and circulated to the City's Urban Forestry and Ravine staff for review.

Reasons for the Application

An amendment to the former City of North York Zoning By-law, as amended, is required in order to permit the proposed development, as apartment residential uses are not permitted. An amendment to the zoning by-laws is also required in order to implement development standards to regulate the new development such as: setbacks, height, parking, landscaping and density.

Community Consultation

A community consultation meeting was held by City Planning on June 16, 2015, where the original proposal without the public park was presented. Approximately 130

members of the public attended along with the applicant, their consultant team, the Ward Councillor, and City staff.

Issues raised at the meeting, through correspondence and telephone calls were as follows:

- The proposal is too dense and there are too many residential units proposed.
- The proposed buildings are too high. The development will block existing views from the Carrington development.
- The development does not reflect the existing character and fit the area.
- This site should be developed as midrise as opposed to high rise.
- Concerns about proposed building setbacks and that the development will be located closer to Leslie Street than the existing Carrington buildings to the north cutting off views.
- The towers will create shadow impacts on the existing Carrington development resulting in loss of sunlight.
- The existing private park space on the Carrington property is already at capacity, it cannot accommodate more people and there is an insufficient amount of greenspace proposed for the new development.
- Carrington development residents do not want new residents crossing the private driveway to use their private park space.
- Carrington residents do not want a walkway or private street connection to the new development.
- Development shows no consideration for the natural environment and for impacts of the development on wildlife in the area.
- Cars from new development would infiltrate on to Carrington lands and use signalized intersection.
- This development will cause increased traffic congestion.
- The introduction of a new traffic signal will result in back-ups along Leslie Street.
- This development will add additional cyclists on the road.
- The project does not provide sufficient resident, visitor and commercial vehicle parking spaces.
- There are not adequate community services in this area to accommodate more residents.
- Concerns were raised over sufficient utilities in the area to accommodate the development such as sewer, water capacity, and hydro.
- The site should be better connected through the Celestica site.
- The demolition of the Inn on the Park site has been dusty and dirty. Concerned that this proposal will lead to ongoing construction and more dirt and dust.
- Construction phases for 4 residential towers would be too long.

Agency Circulation

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

COMMENTS

Provincial Policy Statement and Provincial Plans

The PPS and Growth Plan both encourage intensification and redevelopment in urban areas. This development proposal promotes intensification through a multi-tower condominium urban form that provides for a predominantly residential development with a minor retail component adjacent to the Eglinton Crosstown Light Rail Transit line. The Official Plan is the most important vehicle for implementation of the PPS and assists in implementing the Growth Plan by setting out appropriate land use designations and policies. Official plans provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

The proposal does not comply with Official Plan policies related to matters such as: the site's organizing framework with respect to the pattern of streets, development blocks and open space; a mix of uses and range of building types; and how the development is located and organized to fit with its existing context relating to matters such as; built form, transition, scale, compatibility and neighbourhood fit. The proposal should be designed to ensure that it can be integrated and connected into the surrounding neighbourhoods now and through future phases of development. The scale of development proposed is not appropriate at this location and should achieve a more compatible fit to adjacent residential areas. The proposal is not consistent with the Provincial Policy Statement and does not conform with the Growth Plan for the Greater Golden Horseshoe.

Site Organization and Connectivity

Public Realm policies require that new streets are designed to provide connections with adjacent neighbourhoods, divide larger sites into smaller development blocks, and provide access and addresses for new development. Additionally, Building New Neighbourhoods policies require that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context and that new neighbourhoods will be carefully integrated into the surrounding fabric of the City.

The site is isolated and located on table land above Leslie Street and Eglinton Avenue East. There is currently no direct access to the development site from a public street. The site is accessed from two private driveways that receive their access from Leslie Street. One of these private driveways is from the abutting Carrington development to the north and the other is from the abutting car dealership lands to the south. The site is in close proximity to the Eglinton LRT but does not front or have direct access to Eglinton Avenue East.

The site has been organized with access being provided from a new east-west 20 metre wide public street from Leslie Street (new public Street A). The new public street would then turn north at its eastern most end having a width of 18.5 metres (new public Street B) and terminate in a cul-de-sac between towers A, B and C. Streets A and B provide public street frontage for the proposed towers and the new public park central to the site.

Tower D would have public frontage on both Leslie Street and the new proposed east-west public Street A. The new public park is located between towers D and towers A and C. The proposal includes a private road that extends west and then further north from the central cul-de-sac connecting into an east-west private street that runs parallel to the north property line in between the subject site and the existing Carrington development. This private street network ultimately connects into the private street network of the Carrington development and to that development's signalized intersection at Leslie Street. There are vehicular and pedestrian easements in place between the subject property and abutting properties to the north and south that allow for access.

In order to facilitate the applicant's proposed Street A in the location and configuration as shown on the draft plan of subdivision, the applicant has included a City owned road reserve of 0.008 ha as part of their proposal. The applicant requires this City land to complete the access point to their development site. Without it, the proposed Street A and access at Leslie Street would need to be reconfigured shifting a portion of Street A north.

The applicant's proposal also includes protecting for a potential future 20 metre north-south public street at the eastern end of the site north of the existing auto service car wash building (Block 5). The applicant's proposal anticipates that this north-south segment of the public road would ultimately be built if and when the car dealership lands to the south are developed. The new east-west public Street A proposed as part of this current phase of development would continue eastwards through where the car wash building is today to the eastern end of the site and connect into the future north-south road segment. The north-south road would then also be extended further north providing frontage, access and street address to the parcel of land at the northeast portion of the site currently being used for the storage of vehicles for the car dealerships. In the interim, the lands for the 20 metre north-south public street would not be built as a public street, rather, this land is still proposed to be used by the existing car dealership to access their parking garage at the north end of the property with a 6 metre wide private driveway. This future 20 metre public road (Block 5) would need to be secured as part of a subdivision agreement. The subject development site at 1087-1095 Leslie Street includes the lands on which the parking garage structure is located. Through the plan of subdivision application, this portion of the property would be severed and continued to be used by the car dealership. As currently proposed, the parking garage property would be a land locked parcel with no public access, address or frontage.

City staff requested that the applicant provide a feasibility study to determine an appropriate location for a potential connection from the subject land, either over or under the railway tracks to the east, to integrate the subject site with the Celestica lands east of the railway tracks. The potential connection could be for vehicles, pedestrians and/or cyclists. Staff requested a feasibility study from the applicant after the application had been deemed complete however, the applicant indicated that they would not provide a feasibility study. On a preliminary basis, CP Rail staff have advised that provided all costs are paid for by the City or the developer, they would be willing to accept a grade separated connection in this general location. A feasibility study has also been requested

from the applicant for the Celestica lands to the east as part of their complete rezoning application submission package. A rezoning application has not yet been received but staff anticipate the submission of a feasibility study from the applicant of the Celestica site. The results of a feasibility study may have implications on how the proposed development site is organized with respect to streets, blocks and parks.

The applicant has indicated that they have provided for a future potential connection for lands to the east that could be accommodated at the southeastern most end of their site when and if the car wash building is demolished (see Attachment 3: Master Plan). This connection shows Street A being extended beneath the railway tracks and east over the abutting Toronto and Region Conservation Authority regulated lands owned by Celestica east of the railway tracks. Additionally, the applicant has illustrated the future potential north-south public road along the eastern end of their site abutting and parallel to the railway tracks on the Master Plan (Attachment 3). The applicant has advised that this public road could also provide for a potential future connection from the Celestica site along the eastern boundary of their site. Although the applicant has indicated that these two potential areas can be used for connections to the lands to the east, no supporting documentation or study has been provided to staff for review to determine the feasibility of connections in either of these locations. Staff do not have the necessary information to assess which alternative, if any, can appropriately accommodate a connection, and if that connection would be for vehicles, pedestrians and/or cyclists.

Staff also requested the applicant submit a concept plan or master plan for the remaining car dealership lands to the south of their development and the car parking garage at the northeast end of the site. The applicant submitted a conceptual master plan that illustrates a 27-storey building with a floor plate of 800 m² and a 3-storey podium building on the car parking garage site. The master plan estimates that this site would have 285 dwelling units, 348 parking spaces and a density of 4.54. The applicant's master plan also illustrates new public Street B continuing south into the car dealership lands and then turning westwards and connecting to Leslie Street at the south end just north of Eglinton Avenue East. The master plan illustrates 4 additional towers on top of 3-storey podiums fronting on to the extension of Street B. However, the plan provides no details on number of storeys, floor plates, unit count or density (see Attachment 3: Master Plan).

The subject site is a large isolated development site that is required to be connected and integrated with its surrounding context that includes the existing residential developed lands to the north, the potential future development of the *Mixed Use Areas* lands abutting to the south, the future development of the Celestica lands to the east, and the open space and parks system on the west side of Leslie Street. The proposed site organization, specifically the road design and site's overall connectivity, require further development to ensure that the new public streets, private streets, park block and development blocks allow for a comprehensive development with appropriate network connections and linkages to surrounding properties with connections that support the use of the Eglinton LRT, pedestrians and cycling. A revised master plan is required which properly articulates the above matters and provides for an appropriate network of public

roads, open space, transition from Eglinton Avenue East to the Carrington development site, and a massing strategy.

The applicant's proposal would need to be further refined to ensure that the public streets can be conveyed or secured as part of the current phase of development and application instead of future development phases and applications. In order to complete the proposed public street network and provide for a connection over/under the railway tracks to the Celestica lands, the car wash building on the car dealership lands would ultimately need to be demolished. Staff wants to ensure that an appropriate public street network is established to support the current phase of development and not preclude future development phases and the ultimate comprehensive build out of these lands.

Other road design, building setback and layout element improvements required include: reducing paving along the cul-de-sac and revising the cul-de-sac to provide increased landscaping to main entrance lobby areas and ground floor patios; increasing the setback of the car wash building from public Street A to include landscaping and screening as an interim condition; provide greater building setbacks to the new public streets and cul-de-sac to avoid creating a poor pedestrian environment; increase building setbacks to new public park to provide proper transition to ground floors of proposed buildings; provide for a greater setback of building D to Leslie Street to provide for landscaping and to complement the adjacent building setback of the existing 20-storey building on the Carrington site; and integrate loading and service areas into buildings to minimize impacts on adjacent buildings. Loading and servicing for proposed buildings B, C and D is located along the east-west private street along the northern property boundary abutting the Carrington development. These loading areas should be improved so that their impact is minimized on the Carrington site. This can be achieved by relocating these services areas, appropriately screening them and enclosing these areas.

Due to the topography of the site the proposal includes at grade and above grade parking areas. The proposal should be revised to eliminate at grade and above grade parking areas where feasible. In areas where this is not feasible, these areas should be properly screened with active uses, including residential uses, and not front on to prominent public spaces such as streets, parks, or open space and amenity areas. Public streets, parks and open spaces should include active ground floor uses and not be lined with vehicular parking areas.

Land Use

The proposed development is located within a *Mixed Use Areas* designation. *Mixed Use Areas* are made up of 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. The site is also located in close proximity to a prominent intersection at Leslie Street and Eglinton Avenue East. This intersection has been identified as a location for an at grade LRT station.

The current proposal is made up of 4 residential towers along with their associated base building elements with approximately 112,000 m² of gross floor area, of which 99.7% is

residential GFA and 0.3% is commercial GFA located within Tower A. Both land uses, and the proposed park, are permitted within the *Mixed Use Areas* designation, however, Section 3.3 of the Official Plan "Building New Neighbourhoods" policies speak to new neighbourhoods being viable communities that: have a mix of uses; services and facilities that meet the needs of residents, workers and visitors; and community services and parks that fit within the wider system. Additionally, these neighbourhoods will have a housing mix that contributes to the full range of housing.

The applicant should revise their proposal to include a more robust mix of land uses for this prominent location that contributes to creating a viable mixed use community. This can be achieved by providing increased commercial and retail area GFA within the project and by providing community facility and service uses for the local residential community.

The proposed development includes a mix of residential unit types of which 40% are 1-bedroom units, 49% are 2-bedroom units and 11% are 3-bedroom units. The proposed residential unit mix is appropriate as the proposal includes 60% of the units that are 2-bedroom or greater which are suitable for families.

Built Form, Height and Transition

The proposal consists of four residential buildings with heights of 28-storeys (97 m), 29-storeys (100 m), 34-storeys (115 m) and 39-storeys (130 m). All buildings include an additional height of 6.5 metres for their mechanical penthouses.

Section 3.3 "Building New Neighbourhoods" of the Official Plan requires that new neighbourhoods will be viable as communities that should have a mix of uses and a range of building types. The proposal consists of only tall apartment type buildings and should be revised to incorporate a variety of building types. This can be accommodated by revising the proposal to include 1 or 2 midrise building types. Tower A (34-storeys) or tower D (28-storeys) could be revised to midrise buildings. This would add to the range of building types and would also reduce any shadow impacts on the proposed park, open spaces of the adjacent Carrington development, and the parks system on the west side of Leslie Street (Wilket Creek and Sunnybrook Park).

Official Plan *Mixed Use Areas* policies require that new buildings are to be located and massed to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights. The Carrington lands to the north consist of 3 buildings with heights of 20-storeys, 16-storeys, and 13-storeys which are approximately 62 metres, 49 metres and 37 metres in height respectively. All buildings proposed on the subject site are substantially taller than the buildings on the Carrington lands. The existing 13-storey building at 37 m on the Carrington lands is located abutting tower C on the subject site at 29 storeys and 100 metres high. The existing 20-storey building on the Carrington lands at 62 metres is located abutting tower D on the subject site at 28-storeys and 97 metres in height. The Carrington site has been developed at a different intensity and scale than what is proposed on the subject site with respect to height. Similarly, the proposed density of the

subject development is 5.15 times the area of the lot, whereas in comparison the density permitted in the Zoning By-law for the Carrington development is approximately 2.6 times the area of the lot. The heights of the buildings need to be revised to more appropriately fit and respond to the intensity and scale of development to the north. This in turn would result in an overall site density that is also more in keeping with the development to the north.

The proposed buildings should respond more appropriately to the City's Tall Building Design Guidelines. The tower's base building elements should be refined and reduced in height to ensure shadows are minimized on adjacent buildings, public parks, outdoor amenity areas, streets and open spaces. Base buildings should be at an appropriate pedestrian scale with the surrounding neighbourhood. The base buildings should be refined and articulated to provide a scale appropriate to that of the adjacent street with appropriate setbacks, stepbacks and landscaping. The base building of tower D is 16-storeys and out of scale to the adjacent Street A and open space and should be decreased. Tower B with a floor plate of 800 m² exceeds the maximum 750 m² floor plate design guideline. Additionally, the floor plates of all buildings include projecting balconies and terraces that increase the bulk of the building increasing shadowing. The shadow impacts are discussed in further detail in the section below.

Sun, Shadow and Wind

The shadow study submitted with the application indicates that on March 21 and September 21 (Spring and Fall Equinox), the proposed development will shadow Wilket Creek and Sunnybrook Park on the west side of Leslie Street and both sides of the Leslie Street sidewalk from 9:18am until 12:18pm. The subject development site together with the development to the north at the Carrington lands, form a wall of shadow in the early morning.

By 10:18am the shadows from the subject development site begin to shadow a portion of the Carrington development and its private open space and outdoor amenity areas in varying degrees until 6:18pm. There is a larger break in the shadow on this private open space area for one hour from 2:18pm to 3:18pm.

The proposed new park is almost completely in shadow from 9:18am until about 12:18pm with the south end of the park receiving some sunlight at 12:18pm. There is a window of sunlight from 1:18pm until 2:18pm that the park receives sunlight. At 3:18pm the shadows begin at the north end of the park with half the park in shadow between 4:18pm and 5:18pm and then completely in shadow after 5:18pm.

The proposed new public Street B and cul-de-sac would be in shadow beginning at 9:18am until about 12:18pm. Street B and the cul-de-sac are not shadowed from 1:18pm to 2:18pm. Street B and the cul-de-sac begin to be shadowed again at 3:18pm and remaining in shadow until 6:18pm.

While the building's spacing meets the minimum 25 metre separation distance of the City's Tall Building Design Guidelines, the location and proposed height of 4 tall

buildings contribute to shadowing and reduced light and sky views on a number of public spaces including existing and proposed streets, public sidewalks, proposed on site park, Wilket Creek/Sunnybrook Park area, and the Carrington development to the north. Additionally, the proposal would shadow the outdoor private amenity space of the abutting Carrington development to the north and the buildings. Through the suggested changes to the proposal in the previous built form, height and transition section of this report that includes reducing building heights and number of tall buildings, adding midrise building forms, reducing base building heights to a pedestrian scale and increasing building setbacks, and reducing tower floor plates, the shadow impacts on the public and private spaces discussed above would be made acceptable.

The wind study identified areas in need of improvement and mitigation measures for the proposed development. The introduction of a mid rise building form and revised tower heights and massing would improve wind conditions. The current proposal would need to be revised and retested for wind impacts and may require mitigation measures.

Transportation

Access and Site Circulation

Vehicular access to the site is proposed via a new public road with a 20m right-of-way along the southern edge of the site. The public road (Street A) will connect with Leslie Street at one end and, at an all-way stop intersection, with a new public road to the north (Street B) which will have an 18.5m ROW, and a private driveway to the south. Access to the site will be taken via two all-moves access driveways: one onto Street A and one onto Street B. The cul-de-sac as part of Street B needs to be revised and designed to City standards with a 12.5 metre pavement radius and a 15.25 metre outer radius.

Vehicular access to Tower D will be provided solely via the proposed Street A driveway. Loading will be provided via the private street to the north of the site. Vehicular access and loading for Towers A, B and C will be provided via Street B and the existing/proposed private road network.

There is an existing connection along the eastern edge of the site that is used by the car dealership to the south to access the parking structure. The applicant's transportation report shows site trips using the existing driveway to the south (through the car dealerships) to access the site. For this condition to be allowed, a mutual access agreement would need to be reached with the abutting car dealership site. Traffic operations at that intersection would also have to be reviewed with the potential for additional inbound and outbound vehicles using that southern driveway for access.

As currently illustrated, the proposed public road connection with Leslie Street is on lands that are not part of the proposed site and owned by the City (City road reserve). These lands would need to be acquired by the applicant to implement the public road as currently configured. The proposed signalized intersection is located approximately 150m from another traffic signal to the north. The proposed intersection does not meet the standard 8-hour volume warrant for the City. Given these three issues, Transportation Services would typically not support the proposed location of the traffic signal at this

time. However, Transportation Services acknowledges that due to the grade changes along Leslie Street, safety and sightline concerns in the area around the site, a traffic signal on Leslie Street is the preferred access option for the proposed site.

The application was circulated to the Toronto Transit Commission (TTC) for comments. The TTC does not support the proposed new traffic signal on Leslie Street at the site entrance as they believe it will cause unnecessary delay for their buses and traffic operations. However, Planning and Transportation Services staff do not concur with this position given the site constraints above.

Vehicular Traffic and Transportation Demand Management

A Transportation Assessment report, dated January 21, 2015, was submitted by the applicant's transportation consultant. The consultant estimates in this study that the proposed development will generate approximately 280 two-way trips during both the morning and afternoon peak hours. The report analyzes the future road network using two main scenarios: Scenario A uses the approved Eglinton Connects and the City's Forecast 2031 traffic volumes to develop future traffic conditions; and Scenario B uses the traditional additive traffic layer forecast method.

The consultant concludes that the road network along Eglinton Avenue East and Leslie Street will be able to support the proposed development. Despite this conclusion, revisions are required to the study in order to address the following issues: include additional background development sites; traffic diversions on Eglinton Avenue East; and outline additional transportation demand management (TDM) strategies to counteract the limitations identified in the applicant's Transportation Impact Study and requested parking rate reduction. This would improve conditions along the Eglinton Avenue East corridor and more comprehensively address the traffic demand from the proposed land use.

Vehicle Parking

A total of 1,469 parking spaces are proposed to be provided in two adjacent parking facilities. Tower D on the west side of the site will be served by four levels of underground parking and two levels at- and above grade. Towers A, B and C will be served by three levels at- and above-grade and four levels of underground parking. The site will have 1,343 residential tenant parking spaces, 123 visitor spaces and 3 spaces for commercial use.

The parking requirements for the project are governed by the applicable parking provisions contained in the site specific Zoning By-law No. 931-2009 as part of the former City of North York Zoning By-law No. 7625. However, Zoning By-law 569-2013 was developed by City staff in order to update the parking requirements for developments. The parking provisions contained in this By-law have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to the former City of North York general Zoning By-law. As a result, parking for this project should be provided in accordance with Zoning By-law 569-2013 for Policy Area 4, as defined in

the By-law. Given the above, a summary of the parking requirements for this project are provided in the following table.

Parking Requirements for Project

Use	Scale	Parking Rate		No. of Spaces Required	
		Minimum	Maximum	Minimum	Maximum
Residential Condominium					
Bachelor	0 units	0.7	1.0	0	0
1 Bedroom	505 units	0.8	1.2	404	606
2 Bedrooms	610 units	0.9	1.3	549	793
3 Bedrooms	125 units	1.1	1.6	137	200
Visitors	1240 units	0.15	-	186	-
Retail	375 m ²	1.0	4.0	3	15
Sub-Total Residents				1,090	1,599
Sub-Total Visitors				186	-
Sub-Total Retail				3	15
Grand Total				1,279	1,614

The overall on-site parking supply satisfies the requirements as outlined by Policy Area 4 in Zoning By-law 569-2013, except for visitor parking. Given the impending implementation of the Eglinton LRT in close proximity to this site, staff will continue to discuss parking standards with the applicant to ensure there is not an oversupply of parking.

Transportation Multimodal Approach

The subject site is transit-oriented and it is critical to analyze multi-modal components as part of the transportation study. The Provincial Policy Statement, 2014 (Policy 1.6.7.3) speaks to multi-modal transportation, connectivity among transportation systems and maintaining modes and improving connections between key locations (Policy 1.6.7.3). The transportation assessment should develop trips for all modes and assess the impact on infrastructures as a result of the subject site development.

In addition, the City's Official Plan recently adopted policies towards active transportation/transit needs and infrastructure assessment. Therefore, the applicant should provide a comprehensive review of active transportation and transit use infrastructure. This includes, but is not limited to, existing conditions facility review, review of future plans or background studies, analysis of site impact in person trips, future multimodal system review, and potential TDM programs/facilities and corresponding infrastructure requirements as part of development.

The transportation study should record all mode uses, assess existing pedestrians conditions, cycling facilities (if any) and transit services/uses on Leslie Street, Eglinton

Ave East and the surrounding network. The transportation study should identify operational concerns for all modes including existing and future safety conditions and provide the necessary recommendations for improvement as part of the development.

Loading Spaces

The development proposes to provide three Type G loading spaces, with one on the north side of Tower D, one in the northwest corner of Tower A, and one in the northeast corner of Tower B.

The loading space supply requirements for the project are governed by the provisions contained in the site-specific By-law No. 931-2009. However, Transportation Services requires that the project comply with the loading space requirements of Zoning By-law 569-2013 since they are based on more recent information. The loading requirements are summarized in the following table.

Loading Space Requirements for Project				
Use	Scale	No. of Loading Spaces Required		
		Zoning By-law 569-2013		
		Type B	Type C	Type G
Residential	1,275 units	0	1	3
Retail	375 m ²	0	0	0
Total		0	1	3

Given the scale of Towers B and C and the requirements of the By-law, Transportation Services requires one additional Type C loading space be provided on site.

Development Engineering

Development Engineering has reviewed the proposal submitted by the applicant and requires additional information and revisions to the proposal that includes, but is not limited to:

- Confirming in the Site Servicing and Stage 1 Stormwater Management Report whether or not groundwater will need to be pumped as part of the design of the buildings. A Hydrogeological report is required to determine groundwater levels in relation to the elevation of the lowest footings of the proposed buildings and the quality and quantity of the groundwater.
- The applicant has not secured the land necessary for the proposed Public Street A (City road reserve).
- Revisions are required to the site servicing and stage 1 stormwater management report.

The applicant is required to address the outstanding issues from Development Engineering and resubmit for review and acceptance to the satisfaction of the Executive Director of Technical Services.

A number of residents raised concerns at the community consultation meeting about disturbances in the area during construction. As part of the site plan process,

Development Engineering would request a Construction Management Plan and Neighbourhood Communication Plan. These plans typically outline how the developer will mitigate construction activities related to matters such as: dust and street cleaning, parking areas for workers, loading areas, routes for construction vehicles, and provide a community liaison/contact.

Metrolinx

The subject site is in close proximity to the Eglinton Crosstown Light Rail Transit (ECLRT) line that is currently under construction with planned Leslie Street surface stops approximately 150 metres to the south of the proposed development. The application was circulated to Metrolinx for comments and they had no objections to the proposed zoning by-law amendment or plan of subdivision applications.

As a principle, Metrolinx supports transit oriented developments in the vicinity of LRT corridors. Major development projects in the vicinity of the ECLRT should support this impending public infrastructure. The station area should be planned as a significant transportation feature and a key pedestrian and cycling destination within the local community. Developments lining the pedestrian route to the station should pay careful attention to creating an appropriate pedestrian environment.

Although the subject property does not fall within a designated mobility hub, relevant excerpts from the Metrolinx Mobility Hub Guidelines have been included as part of their comments on the proposal to provide guidance for the design of development projects. The guidelines generally require that developments: provide an attractive pedestrian environment with a high level of priority, safety and amenities by identifying pedestrian priority routes, reducing barriers to station access and ensuring the quality of pedestrian routes; through the planning process, the public realm around the subject property should be recognized as an important means of station access and should incorporate an accompanying level of priority and amenity; objective of creating a vibrant, mixed use environment; planning for active uses at the pedestrian scale; create an attractive and comfortable public realm with a strong sense of place in order to support a walkable station area and promote the use of transit by providing a high quality and aesthetically pleasing public realm through elements such as paving and building materials as well as minimizing access barriers.

Schools

The Toronto District School Board has advised there is insufficient space at the local schools to accommodate students anticipated from the proposed development. They advise that students from the new development will not displace existing students at local schools and that alternative arrangements will be identified consistent with optimizing enrolment levels at all schools across the Toronto District School Board. The School Board indicates that at this time, the schools anticipated to serve the development are unknown.

The School Board has requested that as a condition of approval, the applicant enter into an agreement to put up signs on site advising that students may be accommodated in

facilities outside the area until space in local schools becomes available and also include warning clauses in all offers of purchase and sale of residential units, to the effect that students may be accommodated in facilities outside the area and policies on busing.

The Toronto Catholic District School Board has not provided any comments.

CP Rail

The development application was circulated to Canadian Pacific Rail (CP) who advised that the proposed development is located adjacent to a principle main line. CP Rail is not in favour of residential developments adjacent to their right-of-way as this land use is not compatible with railway operations. The health, safety and welfare of future residents could be adversely affected by railway activities. However, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, CP Rail requests that their requirements for Principle Main Lines be included as conditions of any type of approval. Conditions of approval include, but are not necessarily limited to: berm, or combination berm and noise attenuation fence; warning clauses in all offers of purchase and sale or lease registered on title advising of noise and vibration; dwellings constructed such that interior noise levels meet the criteria of the appropriate Ministry; setbacks of dwellings from the railway right-of-way a minimum of 30 metres; and a 1.83 metre high chain link security fence be constructed and maintained along the common property line of the railway and the development. The applicant's plan currently indicates a building setback of 25 metres from the CP railway to tower B.

Toronto Private Tree By-law and City Street Trees

The applicant's arborist report shows two (2) common Buckthorns on the site that are not protected under the City's private tree by-law and Urban Forestry has no objection to removal as they are in poor condition. A permit application or permit fee is not required, no amenity value is required and replacement tree planting is not required.

The proposed landscape plan illustrates new proposed street trees for the right of way fronting Leslie Street and for the new public roads identified as Streets A and B. A revised landscaping plan is required showing the type of tree species proposed for the right of way. Urban Forestry requires a Tree Planting Deposit to ensure the planting of the 44 new trees on the City road allowance.

The Plan also shows twelve (12) of the above noted street trees planted within unit pavers. Urban Forestry finds this unacceptable. The applicant will be required to revise their landscape plan to plant these trees within the City's approved tree planting details for turf and hard surface for new trees to be planted within the right of way.

Ravine and Natural Feature Protection By-law

The southwest corner of the development area is subject to the provisions of the City of Toronto Municipal Code Chapter 658 – Ravine and Natural Feature Protection (RNFP). Only a small area protected by RNFP would be impacted by the proposed development if the applications were approved. This protected area is generally located near the publicly

owned lands outside of the subject property and is the area generally shown as the City road reserve on the draft plan of subdivision (Attachment 5).

The tree removal and preservation plan identifies the need to remove 17 trees in the RNFP protected area if the development is approved. Trees protected by the RNFP By-law may not be removed, injured or destroyed without authorization from RNFP staff. The applicant will be required to obtain a RNFP permit and this permit may be subject to conditions including replanting trees to the satisfaction of RNFP staff. The applicant is required to submit a revised tree protection and preservation plan clearly identifying property boundaries and whether these trees are located on abutting TRCA lands, City lands or the car dealership lands.

The arborist report identifies the retention and protection of a white oak using the minimum tree protection zone requirements that would be located on the abutting TRCA lands. A further condition of a RNFP permit will be for enhanced tree protection for the white oak, to the satisfaction of RNFP. The tree protection zone required for this tree needs to be enhanced and as large as possible, due to the sensitivity of this species to root zone disturbance.

The shadow study submitted by the applicant was reviewed by RNFP. Shadows cast by the proposed development would be onto the adjacent natural open space and parks area across Leslie Street (Wilket Creek and Sunnybrook Park) throughout the day for the spring/autumn equinox and summer solstice. As related to the potential impact of the shadows on the vegetation communities, including the forest components of the adjacent lands, RNFP observes the shadows would be transient, and RNFP concludes the shadows would not result in any observable impact on trees or forests.

Toronto and Region Conservation Authority

Part of the west corner of the site is within a TRCA Regulated Area of the Don River Watershed. This part of the property (City road reserve) is regulated as it adjoins part of the remnant valley slope to the west of the car dealership lands (Attachment 1). A permit is required from the TRCA prior to any development taking place.

The proposed new public roadway will be located within the regulated portion of the site and a TRCA Permit will be required prior to carrying out its construction. Since these works will be constructed on City owned lands the City will be required to authorize this permit application or the applicant would have to acquire this property.

The TRCA is responsible for implementing the Natural Hazard policies and for providing advice to the City with regard to Natural Heritage policies of the Ontario Provincial Policy Statement (PPS), 2014. The slope in the southwest corner of the property in which the new public roadway is to be constructed is an erosion hazard which is considered a natural hazard as defined in the PPS. Section 3.1.1. b) of the PPS requires that development generally be directed to areas outside of hazardous lands impacted by an erosion hazard. The property is in proximity to lands identified as being part of the Natural Heritage System as shown in Map 9 of the City of Toronto's Official Plan.

Section 2.1.5 and 2.1.8 of the PPS provides that development shall not be permitted within or adjacent to a significant valleyland or significant woodland unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

The TRCA is the City of Toronto's partner in managing the natural environment. Section 3.4 of the City's OP provides policies for development within or near natural hazards and lands containing the natural heritage system. The southwest corner of the property contains a valley slope. Policy 8 in the OP states that development will be set back at least 10 metres from the stable top of bank. Policy 10 states that development is generally not permitted within the natural heritage system. Policies 3 and 12 require that a study be provided to assess a development's impact on the system, and provide measures to reduce negative impacts on and/or improve the system.

TRCA staff carried out a site visit on September 15, 2014. The top of valley slope and contiguous vegetation is located near the southwest corner of the site and runs parallel to Leslie Street. TRCA agree with the "top of slope" and "line of sumac and dripline" as shown on the topographical survey provided. These lines should be accurately plotted and labeled on all proposed plans. In order to accommodate the proposed development a new public roadway with a retaining wall will be installed from Leslie Street into the site. This roadway would cut into the remnant valley wall. Given the highly developed urban nature of the area, and given that this portion of the valley has already been fragmented with the construction of Leslie Street, the TRCA does not object to the new public access roadway in principle. However the following additional technical comments that will need to be addressed as a condition of subdivision and as part of the TRCA Permit application.

Since the proposed development is adjacent to lands identified as part of the Natural Heritage System, a Natural Heritage Impact Study was required in support of this application. TRCA has reviewed the "Natural Heritage Impact Study & Ravine Stewardship Plan" report and are satisfied with the findings and agree that a Ravine Stewardship Plan (RSP) should be implemented on the remnant valley slope to compensate for the loss of vegetation as a result of the roadway and to improve the quality of the existing vegetation. TRCA request that the Ravine Stewardship Plan be revised to include a multi-year approach to invasive species management, with removals specified to occur for several successive years to achieve a maximum efficiency. A detailed planting plan should also be provided showing the proposed plantings that will be used.

Lastly, in support of the TRCA Permit application, an Erosion and Sediment Control Plan and Report will be required to explain how the site will be stabilized to prevent any sediment from leaving the construction area.

In order to create the new public roadway from Leslie Street into the site, the existing valley slope will be cut back and re-graded with gentle transitions. In addition, a new retaining wall to be constructed on the south side of the access roadway is proposed. To ensure that the change in grade including new retaining wall will be safe and properly

designed, TRCA requires a detailed grading plan and two-cross sections in the areas where there is the greatest changes in elevation. One cross-section should be provided through the lands from Leslie Street to the top of the re-graded slope and one cross-section should be provided through the proposed new public roadway and retaining wall. All drawings must be prepared and stamped by a qualified professional engineer. Planning staff also have concerns about any proposed retaining walls near or adjacent to the public right-of-way. Planning staff will review the grading and cross sections to ensure that there are no negative impacts on the public streetscape.

The TRCA has no objections to the proposed development applications subject to a detailed grading plan and at least two cross-sections of the proposed new public roadway and that the owner apply for and receive a TRCA permit prior to carrying out any site grading or construction within the regulated area of the property.

Amenity Space

The applicant's plans indicate that a total of 2,480 m² (26,695 ft²) of indoor amenity space would be provided and a total of 2,480 m² (26,695 ft²) of outdoor amenity space would be provided. The total amenity space is provided at a ratio of 2m² per residential dwelling unit for indoor amenity space and 2m² per residential unit for outdoor amenity space. Amenity space is provided in each of the buildings as follows:

	Tower A	Tower B	Tower C	Tower D	Total
Indoor Amenity	542 m ²	746 m ²	600 m ²	592 m ²	2,480 m ²
Outdoor Amenity	542 m ²	746 m ²	600 m ²	592 m ²	2,480 m ²

The proposed amount of amenity space to be provided is acceptable. Discussions respecting the design and utility of the amenity spaces will be undertaken with the applicant.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.43 to 0.79 hectares of local parkland per 1,000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The application proposes 1,240 residential units and 375 m² of commercial uses within four 28-39 storey buildings. The proposal also includes two public roads with an area of 4,150 m². Land to be conveyed for public roads is excluded from the parkland dedication requirement. The net site area subject to parkland dedication requirement is 17,598 m².

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III, of the Toronto Municipal Code, the parkland dedication requirement is 16,533 m² or 94% of the site area. However, for sites that are 1 to 5 hectares in size, a cap of 15% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 2,632 m² or 15% of the net site area.

The applicant is required to satisfy the parkland dedication requirement through an on-site dedication. The applicant has proposed a park block with an area of 2,640 m². The park block is oriented north-south, extending approximately 90m along the east side of Tower D with a frontage of 30m along the new public Street A.

The proposed park location and configuration is not consistent with policy 3.2.3.8 of the Official Plan. The policy requires that parkland conveyed to the City should be free of encumbrances unless approved by Council. The proposed park block includes a walkway servicing the residences of Tower D. All walkways required to access private buildings must be located on private property outside of the park block. It should also be noted that portions of Tower D and Tower A are located in close proximity to the park with minimal setbacks. All buildings must achieve setbacks related to fire separation on their own site and commercial patios and private amenity spaces, located entirely on private property, are encouraged to be adjacent to a park to provide the perception of a larger greenspace as well as overlook and activation of the park.

The proposed park must also be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park. The park block, as proposed, has a perimeter of 240m but only 30m of frontage along a public road. While the south side of the park provides access and visibility from a public street, the western edge of the park abuts Tower D, the north edge and a portion of the east edge of the park abut private driveways and service roads, and the remainder of the park abuts Tower A.

The proposed park must also be of a usable shape, topography and size that reflects its intended use. The proposed park block is long and relatively narrow in shape, and includes a significant grade change from north to south. The shape and topography of the park: limits the type of programming that can be accommodated on the site; and requires a retaining structure along the east and/or west boundaries of the park. Such structures may be prohibitively expensive. With a reconfigured park block, the funds required for a retaining structure could be redirected to provide enhanced programming and amenities within the park block. Planning staff will undertake discussions with parks staff and the applicant to explore options to improve the park configuration which is consistent with the site layout and road network to be negotiated with Planning staff.

Parks staff are interested in securing the design and construction, by the owner, of above base park improvements. There may be opportunities to use the parks and recreation component of the development charges for this work. Further discussion is required.

Should this be agreeable, Council should approve a development charge credit against the parks and recreation component of the development charges for the design and construction by the owner of the above base park improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation.

The applicant has provided a concept plan for interim and long-term connectivity to the Don Mills Trail/Leaside Spur Trail and Sunnybrook Park. Both the interim and long-term proposed plans include a system of on-road cycling connections extending through private and public roads. Connections to the Don Mills Trail and Sunnybrook Park should be provided through a public multi-use trail designed in accordance with the City's Multi-Use Trail Design Guidelines.

Section 37

Section 37 of the Planning Act enables the City to pass a zoning by-law to grant a height and/or a density increase for a proposal that is greater than the zoning by-law would otherwise permit in return for community benefits. Section 37 may be used for development with more than 10,000 m² of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 m² and/or significantly increases the permitted height. Under the current proposal section 37 policies would apply as the development contemplates a total gross floor area of 112,000 m² and a maximum building height of 130 metres (39-storeys). In comparison, former North York Zoning By-law 7625, as amended by site specific zoning by-law 931-2009, would permit approximately 30,640 square metres of gross floor area and a maximum building height of approximately 76 metres (24-storeys).

Since the proposal is not considered appropriate in its current form, discussions with the applicant about the nature and amount of community benefits have not taken place. In the event that the OMB approves the proposed development, this report recommends that the OMB not approve the zoning by-law without the provisions of such community benefits as are appropriate in the opinion of the Chief Planner in consultation with the applicant and the Ward Councillor. Should the proposal be improved to address the issues in this report, City staff will undertake discussions with the applicant regarding appropriate Section 37 community benefits.

Conclusion

The proposed development is located within a *Mixed Use Areas* designation and the site is also located in close proximity to a prominent intersection at Leslie Street and Eglinton Avenue East. This intersection has been identified as a location for an at grade LRT station.

The property is irregular in shape with varying grades and is isolated from the surrounding area by grades and rail infrastructure making the site organization and layout challenging. The applicant has revised their proposal making improvements by adding public Street B and providing for the future public street (Block 5), removing the townhouse block and including a public park, reducing the floor plates of 3 of the 4

towers to comply with the City's tall building design guideline of 750 m², and reducing the overall density from 5.52 to 5.15. However, the proposal as currently configured on site with buildings at 28, 29, 34 and 39-storeys in their current form is an overdevelopment of this site and does not respond to the existing area context.

Revisions are required to the site organization and connectivity, the proposed building heights, built form and massing to more clearly meet the policies of the Official Plan and implementing guidelines on this site. The applicant should revise their proposal to address the matters raised in this staff report, in particular this includes matters such as, but not limited to:

- Include a more substantial mix of land uses that contributes to creating a viable mixed use community.
- Improve park configuration, layout and setbacks to park edges.
- Provide further information to determine appropriate location for possible connection from the subject land east across the railway tracks.
- Revise proposal to include midrise building types and reduce building heights to more appropriately respond to the intensity and scale of the area.
- Submit a revised master plan which provides for an appropriate network of public roads, open space, transition from Eglinton Avenue East to the Carrington development site, and a massing strategy.
- Refine road layout and design to ensure that the new public streets, private streets and development blocks allow for a comprehensive development.
- Secure and acquire City lands necessary for street access or revise street layout.
- Refine proposal to ensure that the public streets can be conveyed or secured as part of the current phase of development rather than future development phases.
- Ensure that remnant parcels can be appropriately integrated into future development.
- Revise proposal to provide appropriate setbacks and landscaping as discussed in this report.
- Revise proposal to eliminate at grade and above grade parking areas where feasible.
- The proposed buildings should respond more appropriately to the City's Tall Building Design Guidelines.
- Improve shadow and sky views on existing and proposed public streets, public parks, and on the private landscape, open space area, and buildings of the Carrington development.

This report recommends that the City Solicitor, along with City Planning staff and any other City staff as appropriate, attend the Ontario Municipal Board hearing to oppose the development in its current form and that staff continue discussions with the applicant on a revised proposal that addresses the issues as outlined in this report, as well as providing an acceptable Section 37 contribution.

CONTACT

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Fax No. 416-395-7155
E-mail: jandree@toronto.ca

SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1:	Site Plan
Attachment 2:	Existing Context Plan
Attachment 3:	Master Plan
Attachment 4:	Phasing Plan
Attachment 5:	Draft Plan of Subdivision
Attachments 6A-6P:	Elevations
Attachment 7:	Official Plan
Attachment 8:	Zoning
Attachment 9:	Application Data Sheet

Attachment 1: Site Plan



Site Plan

1087, 1091 & 1095 Leslie Street

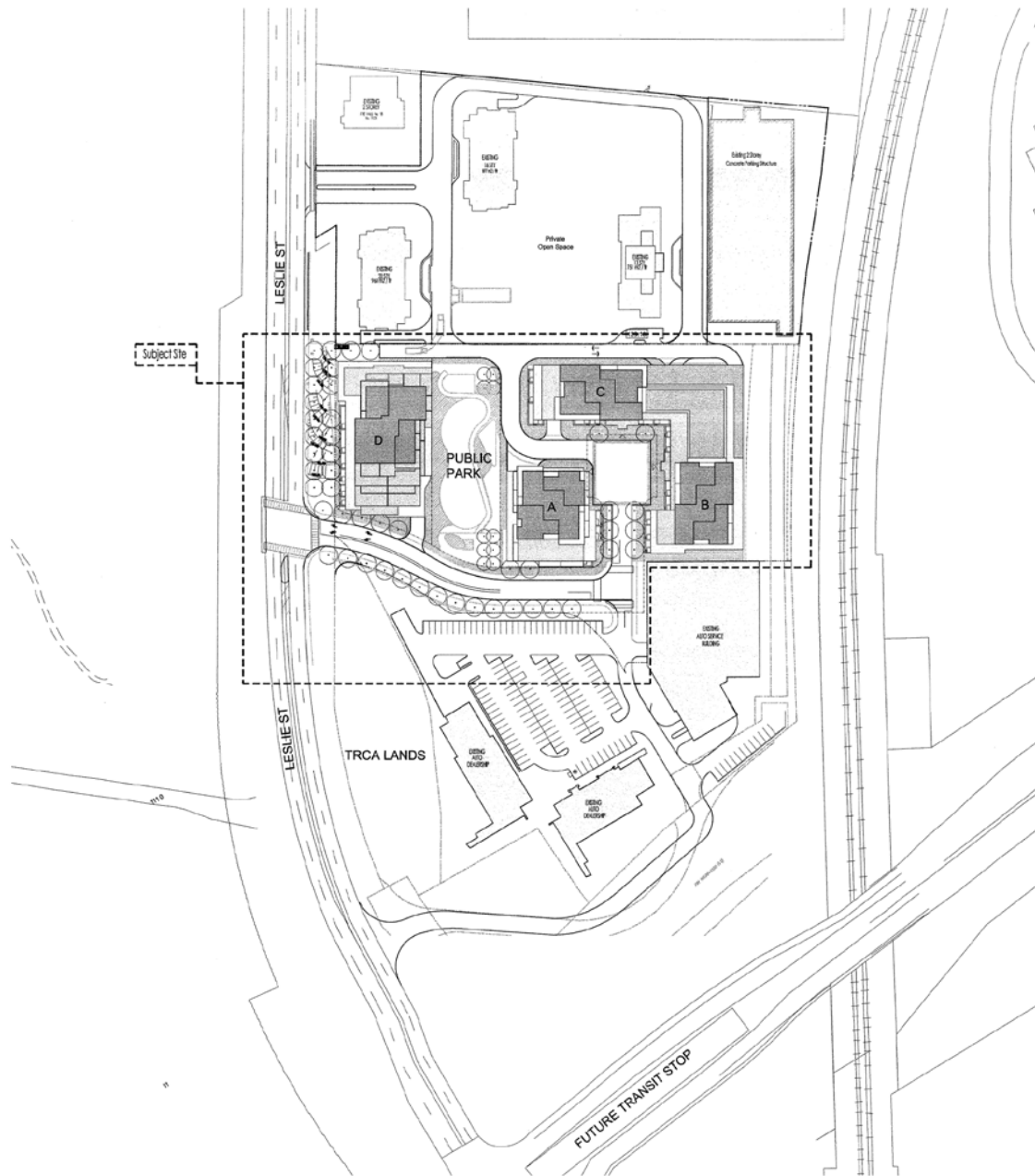
Applicant's Submitted Drawing

Not to Scale
02/03/2015



File # 15 108588 NNY 25 02

Attachment 2: Existing Context Plan



Context Plan

1087, 1091 and 1095 Leslie Street

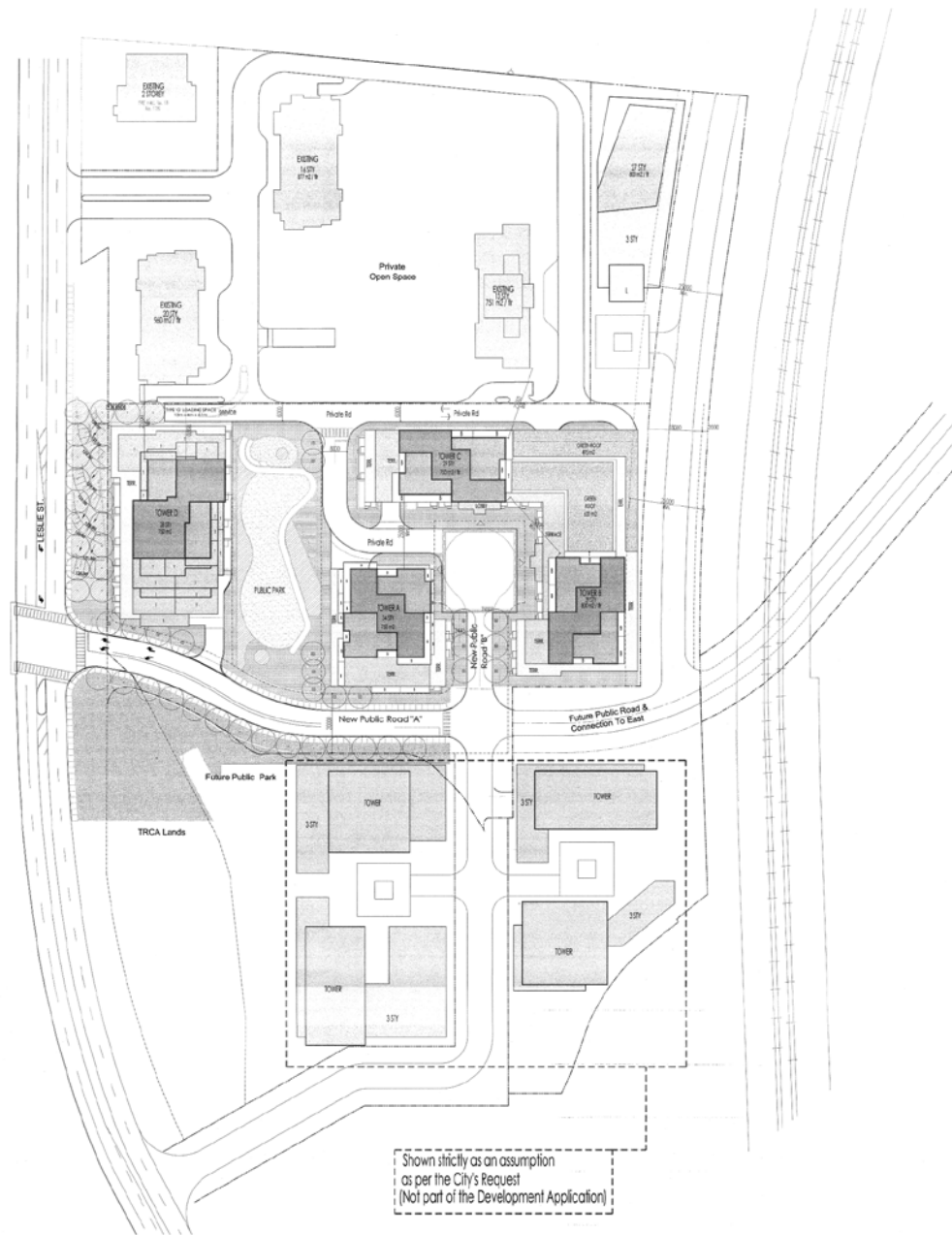
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05/25/2016



File # 15 108593 NNY 25 02

Attachment 3: Master Plan



Master Plan

1087, 1091 and 1095 Leslie Street

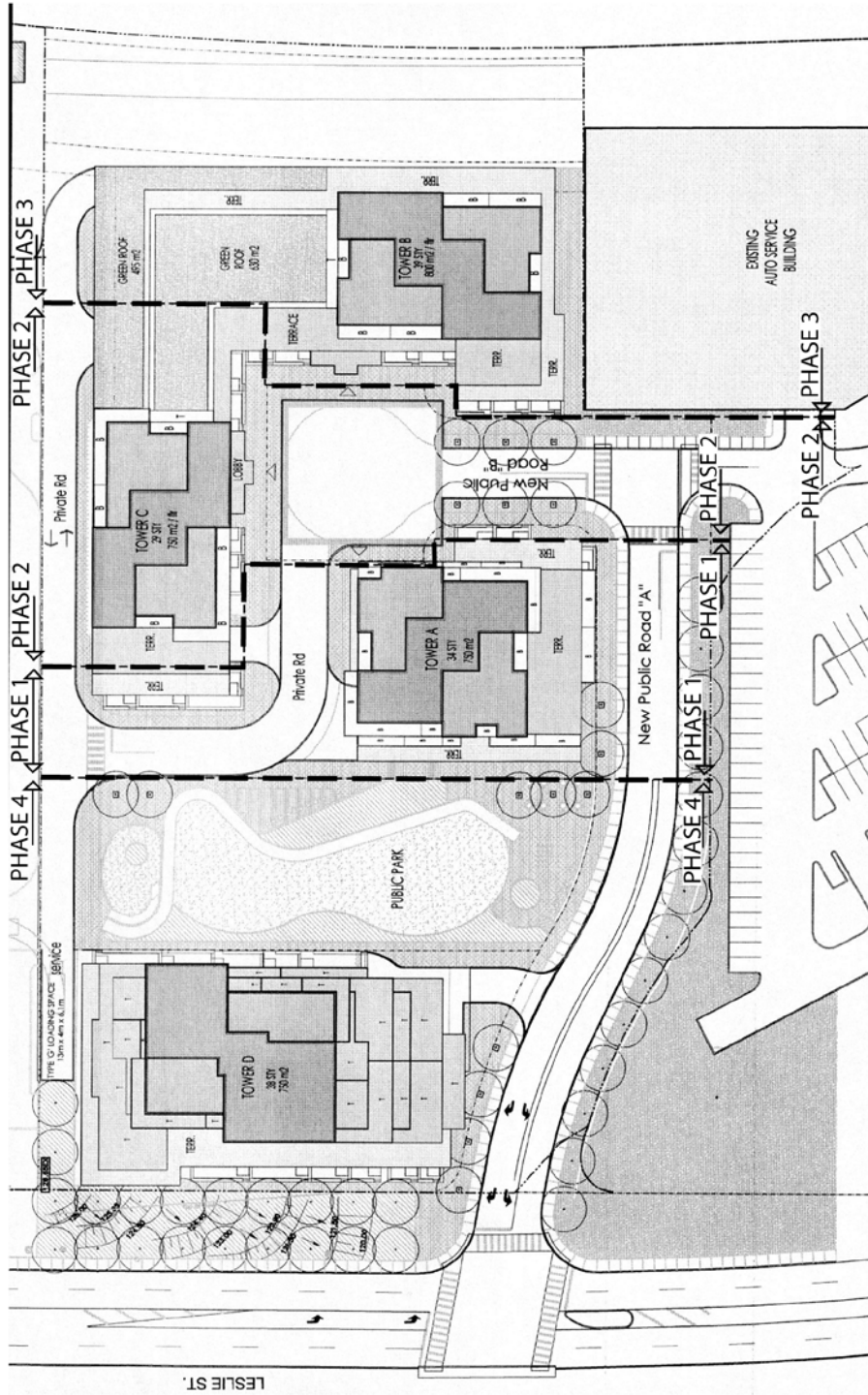
Applicant's Submitted Drawing

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05/25/2016



File # 15 108593 NNY 25 02

Attachment 4: Phasing Plan



Phasing Plan

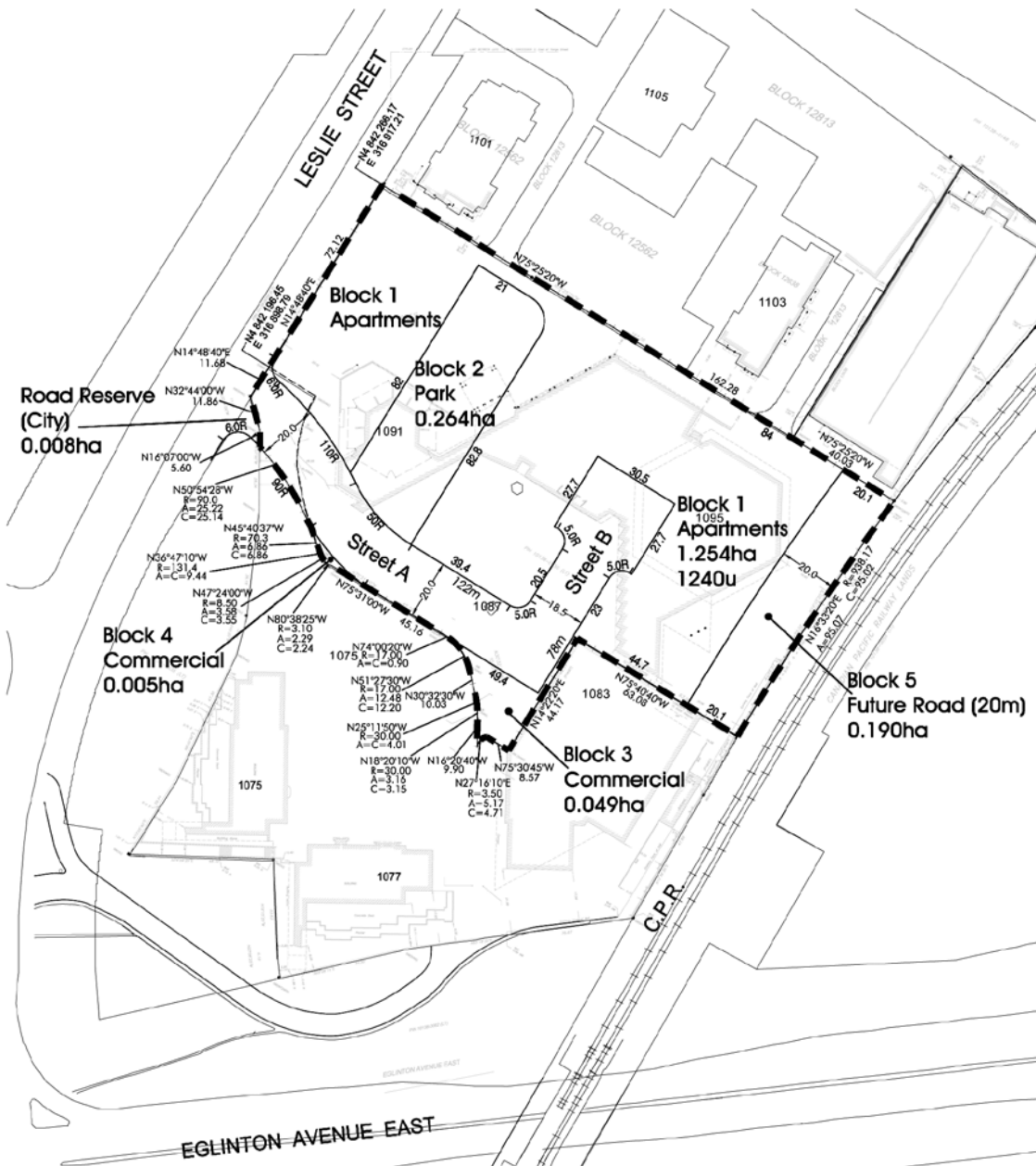
Applicant's Submitted Drawing

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05/25/2016

1087, 1091 and 1095 Leslie Street

File # 15 108593 NNY 25 0Z

Attachment 5: Draft Plan of Subdivision



Draft Plan of Subdivision

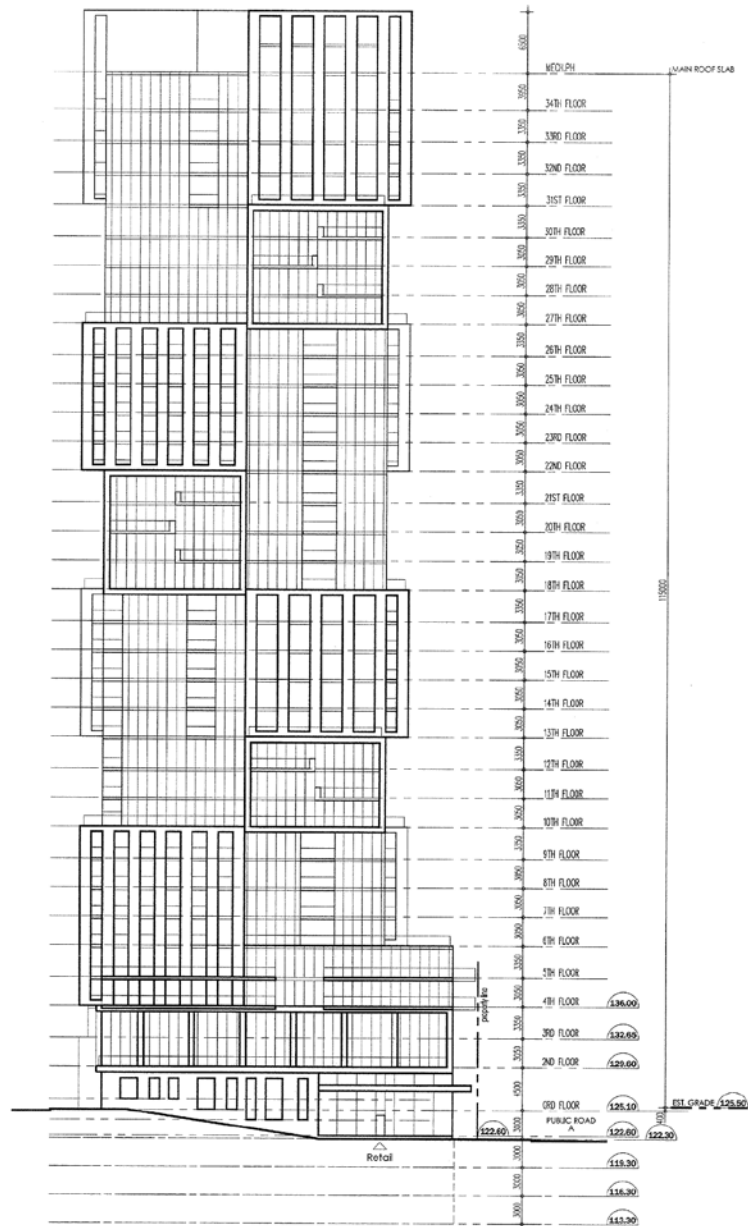
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6A: West Elevation Tower A



West Elevation - Tower A

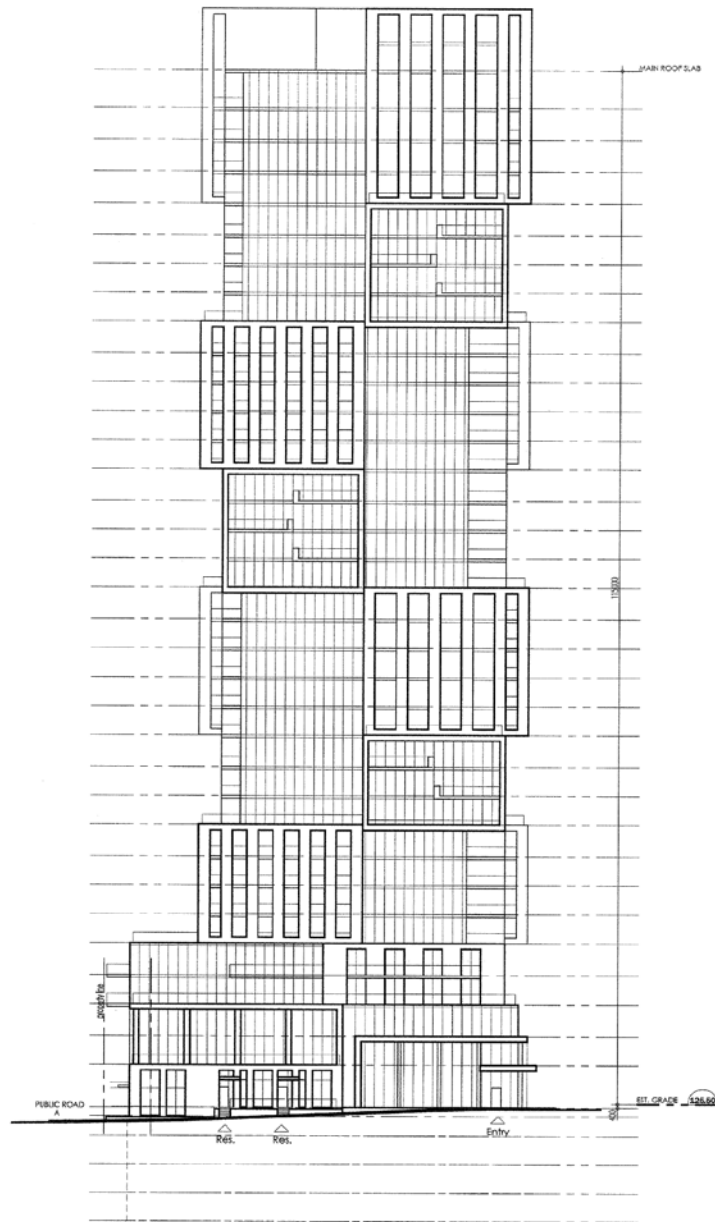
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6B: East Elevation Tower A



East Elevation - Tower A

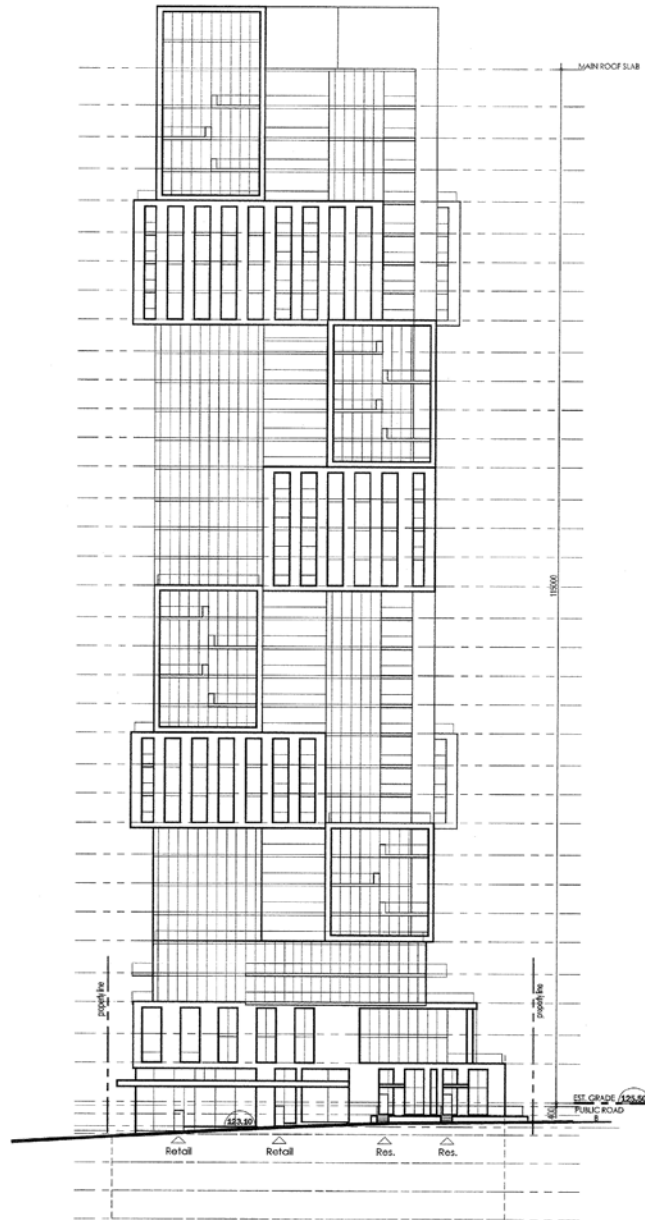
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6C: South Elevation Tower A



South Elevation - Tower A

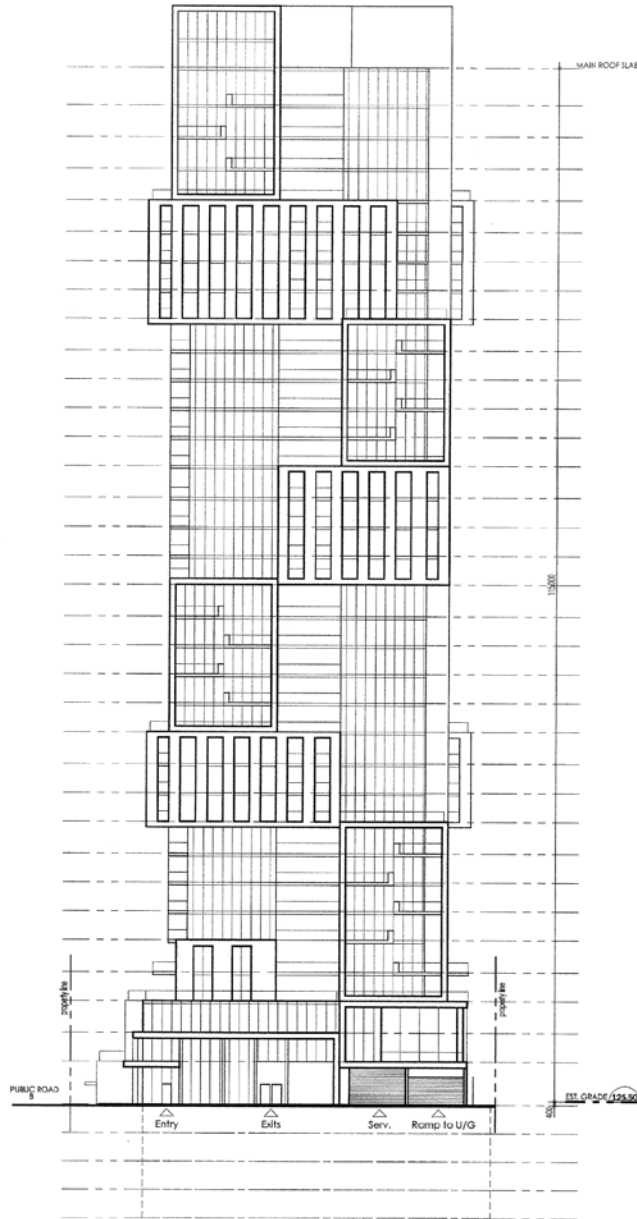
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6D: North Elevation Tower A



North Elevation - Tower A

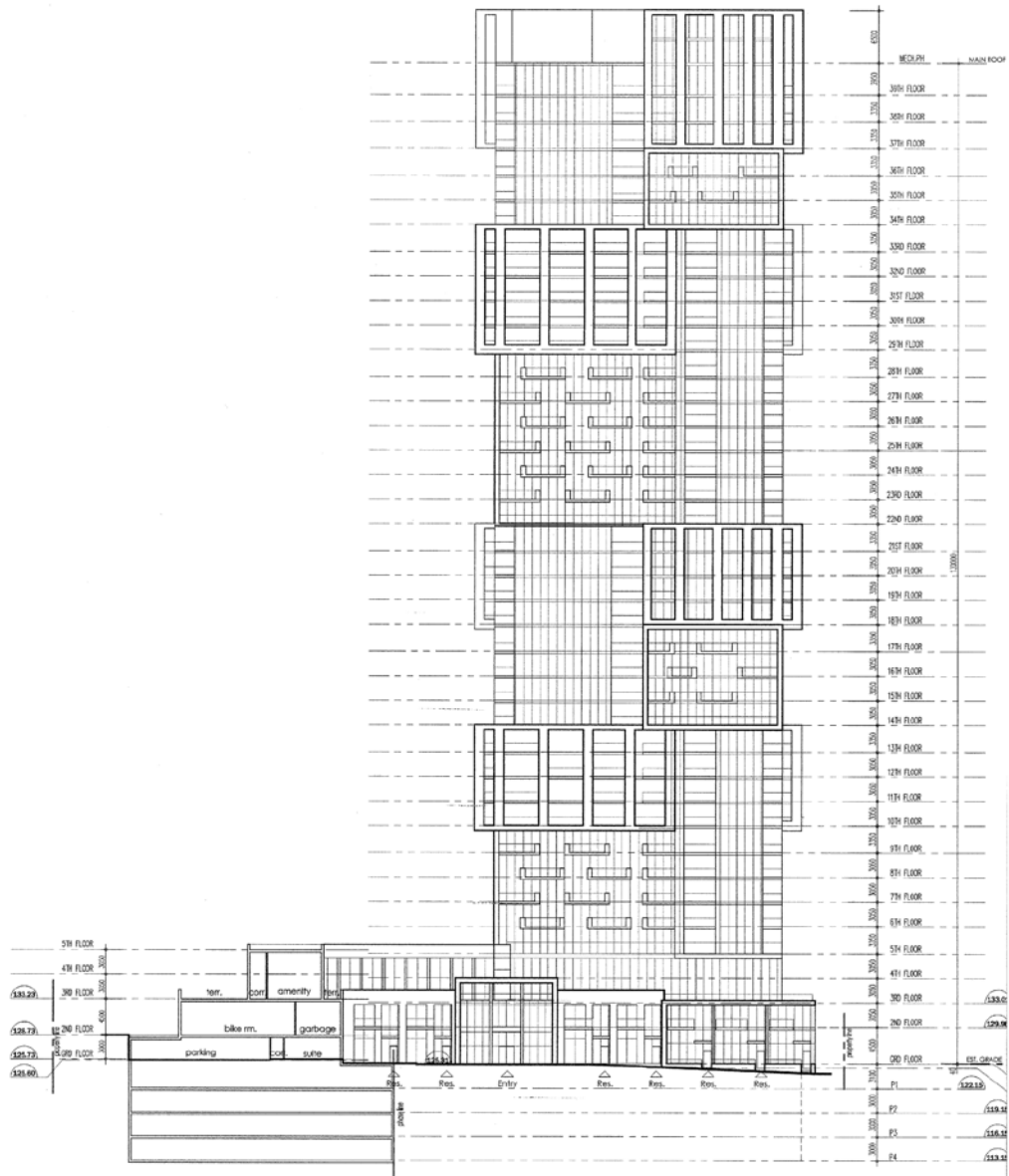
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 0Z

Attachment 6E: West Elevation Tower B



West Elevation - Tower B

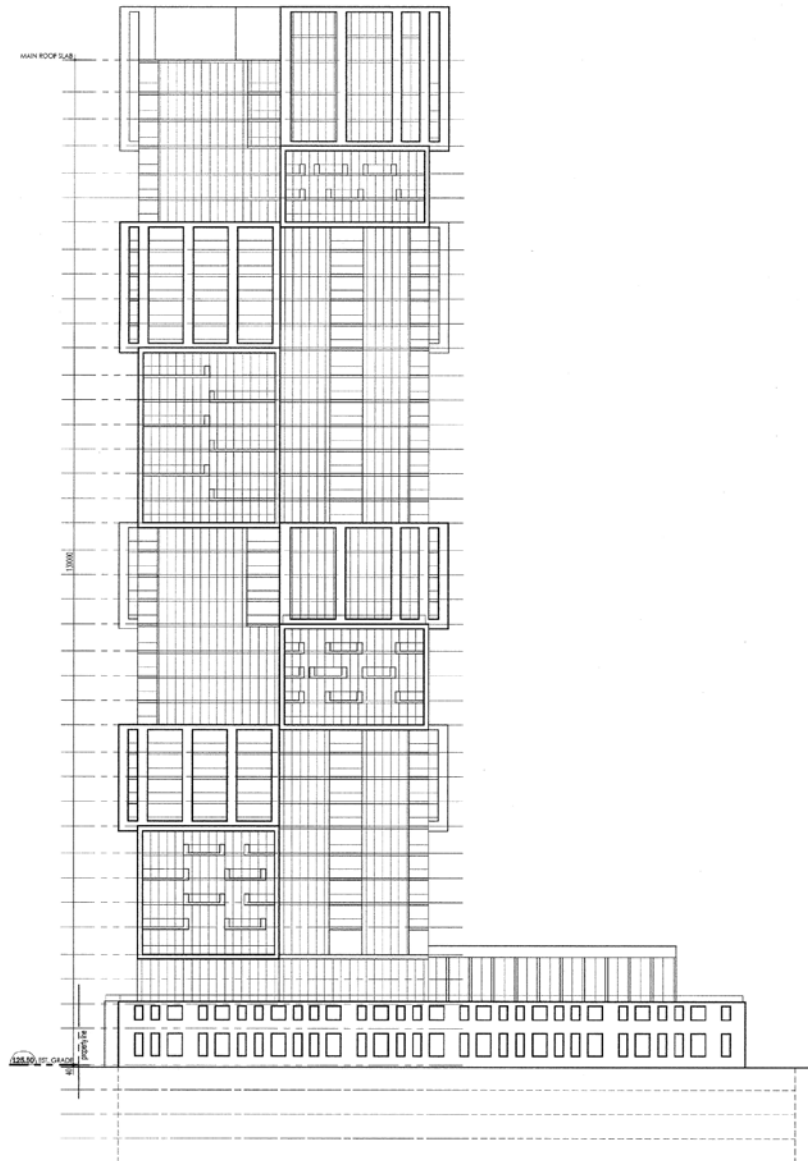
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6F: East Elevation Tower B



East Elevation - Tower B

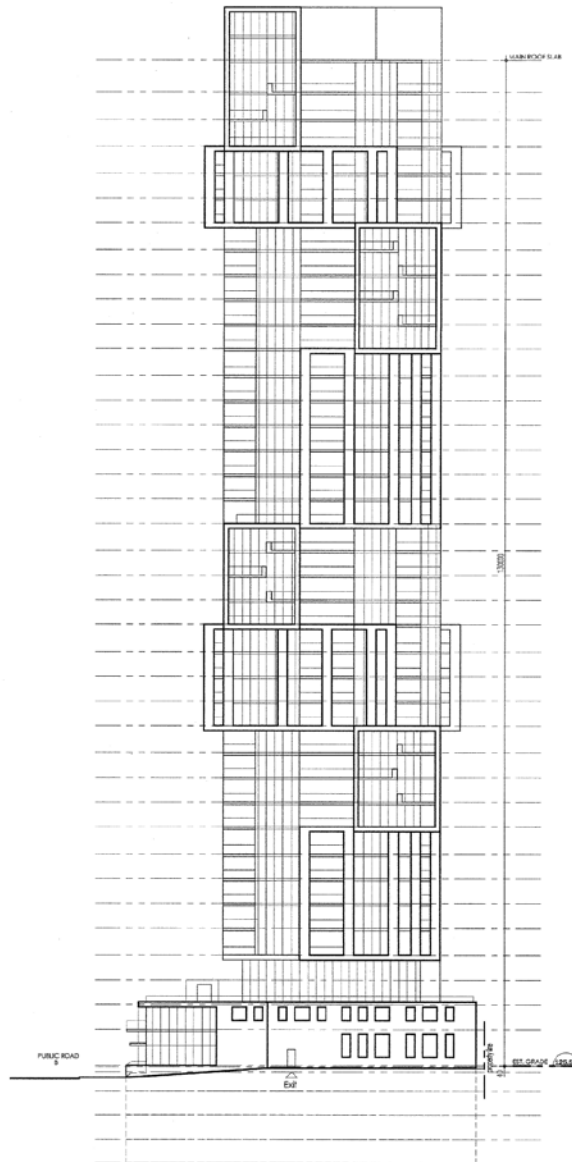
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 0Z

Attachment 6G: South Elevation Tower B



South Elevation - Tower B

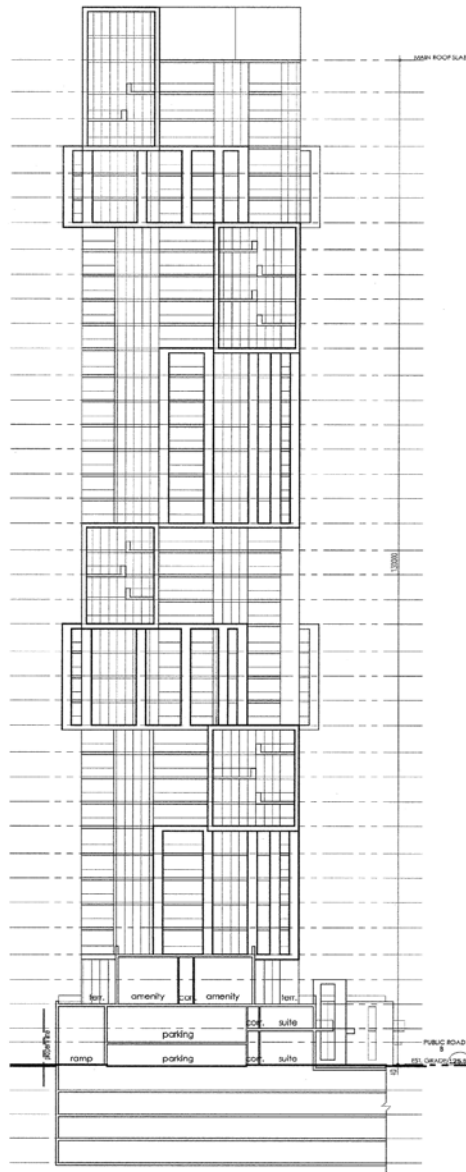
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

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05/25/2016

File # 15 108593 NNY 25 02

Attachment 6H: North Elevation Tower B



North Elevation - Tower B

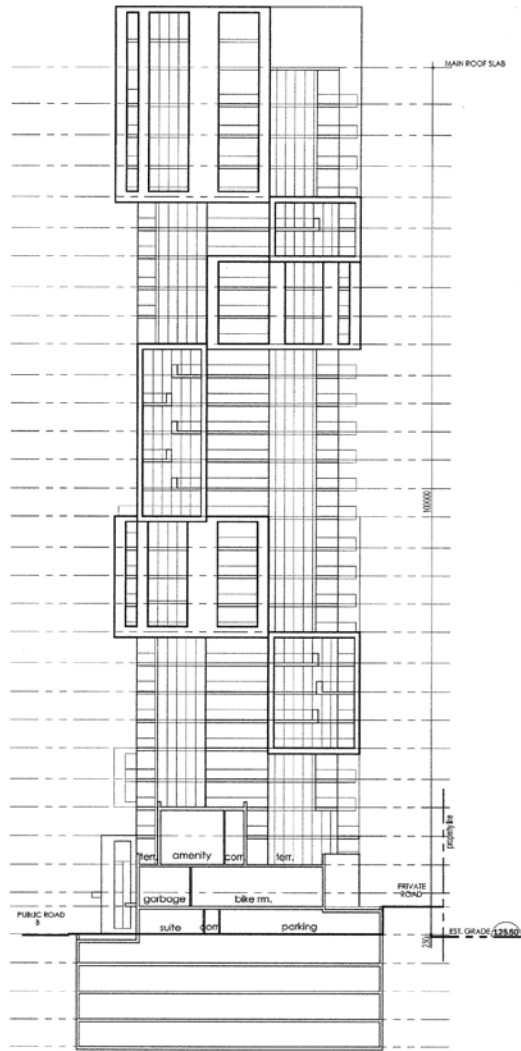
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6I: East Elevation Tower C



East Elevation - Tower C

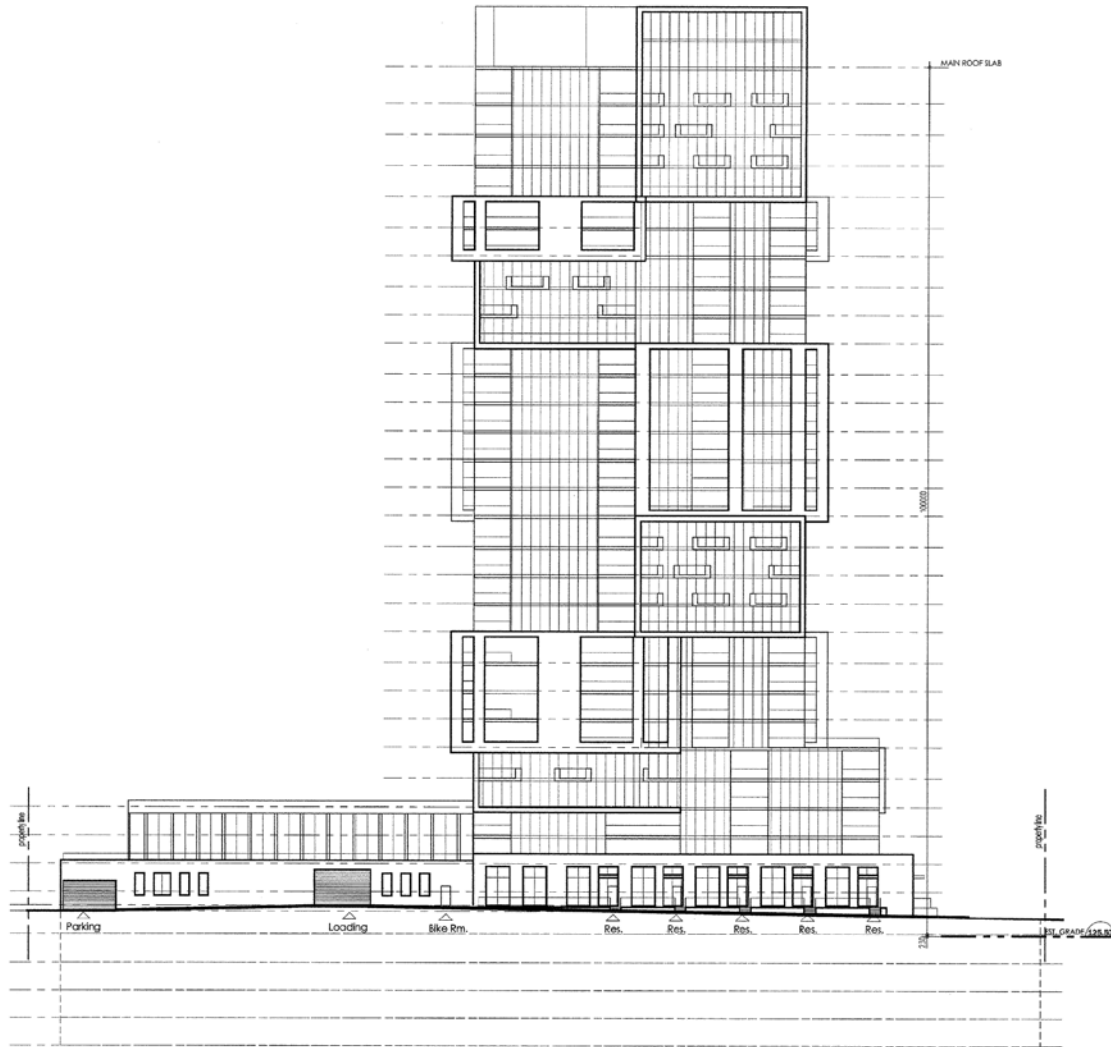
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

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05/25/2016

File # 15 108593 NNY 25 02

Attachment 6J: North Elevation Tower C



North Elevation - Tower C

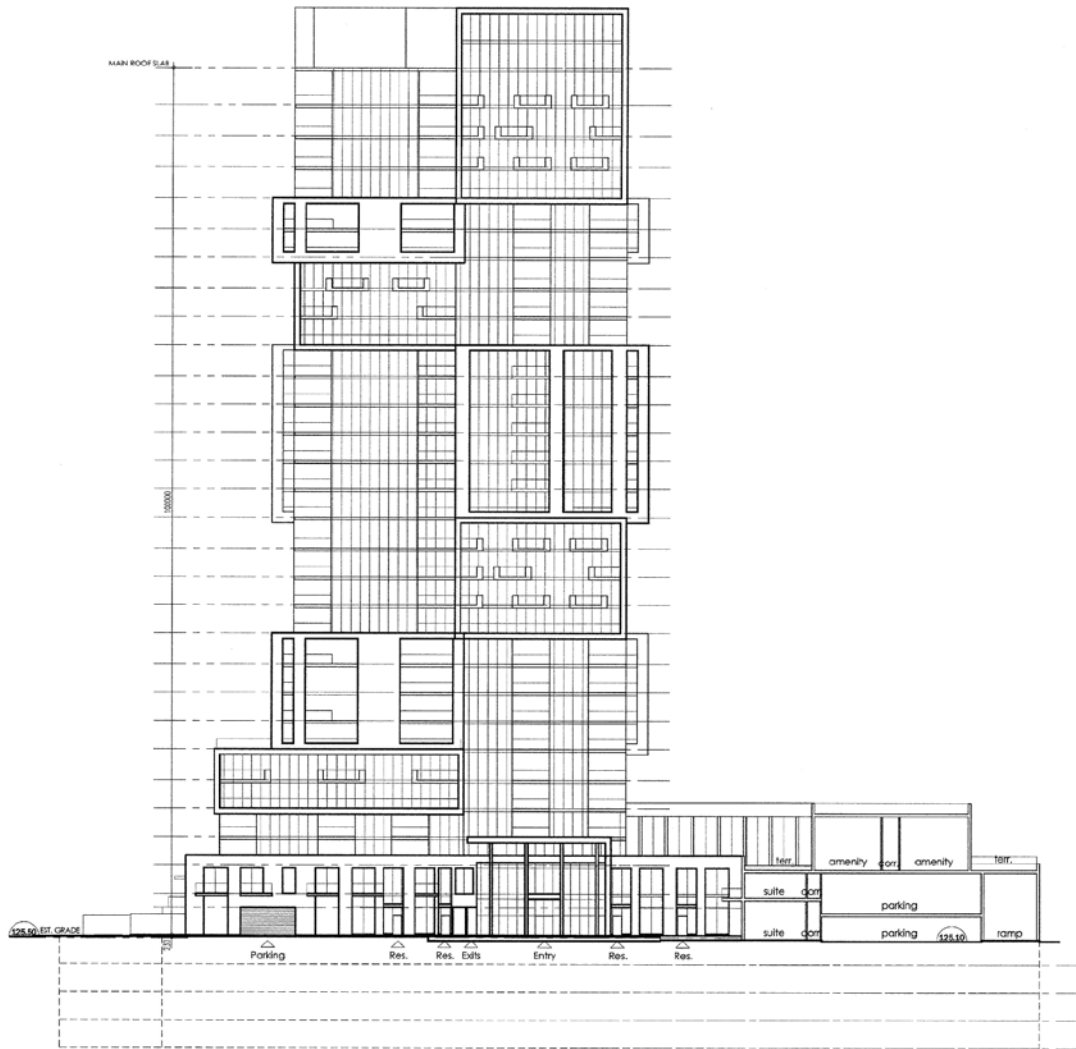
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6K: South Elevation Tower C



South Elevation - Tower C

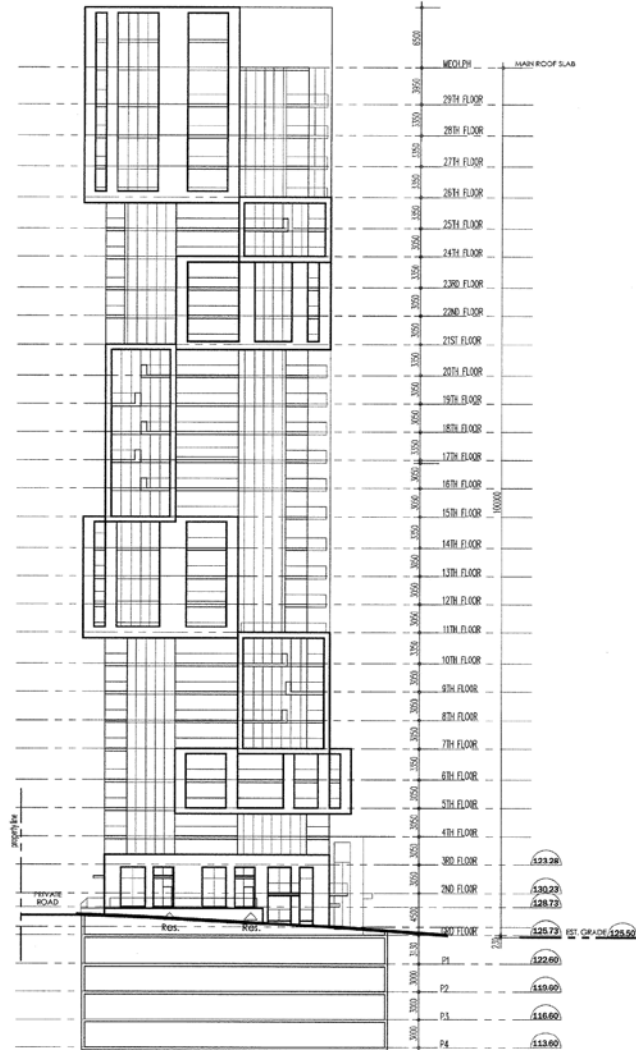
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6L: West Elevation Tower C



West Elevation - Tower C

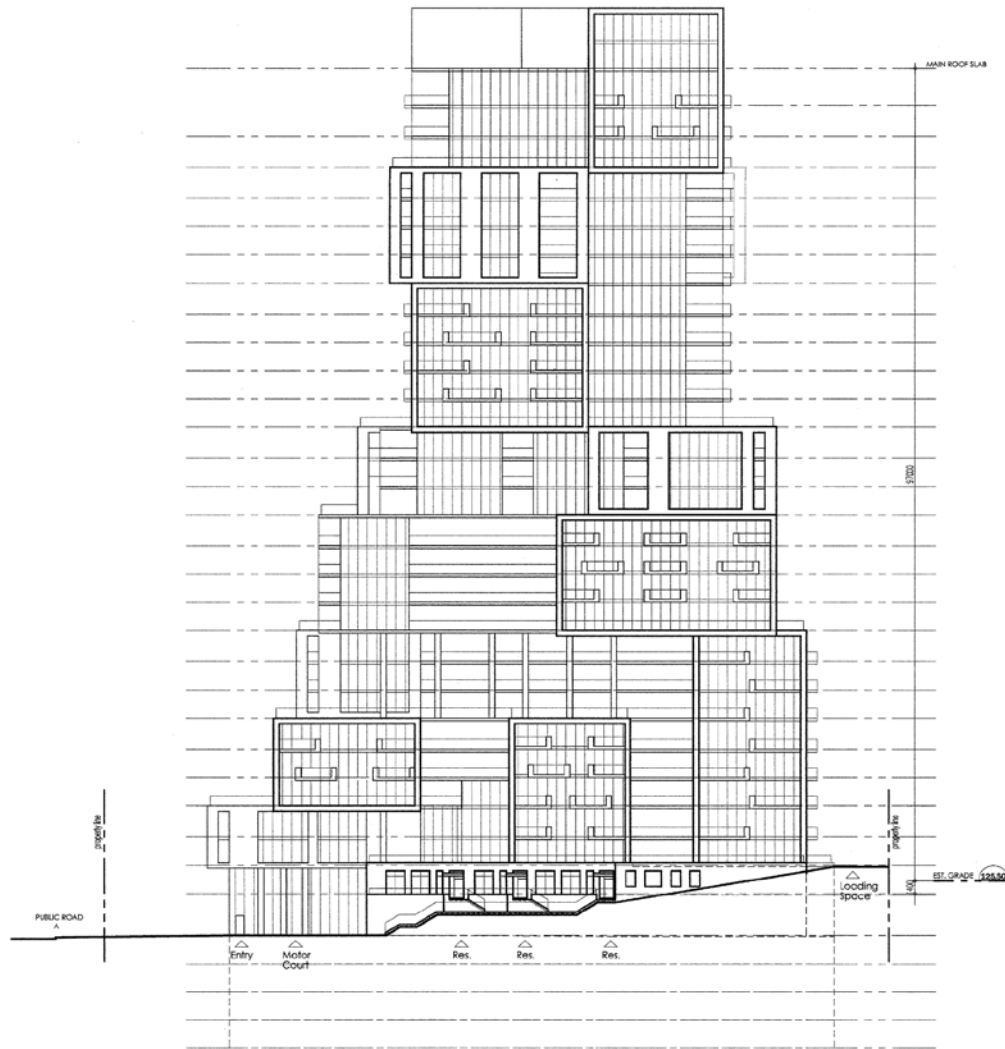
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6M: East Elevation Tower D



East Elevation - Tower D

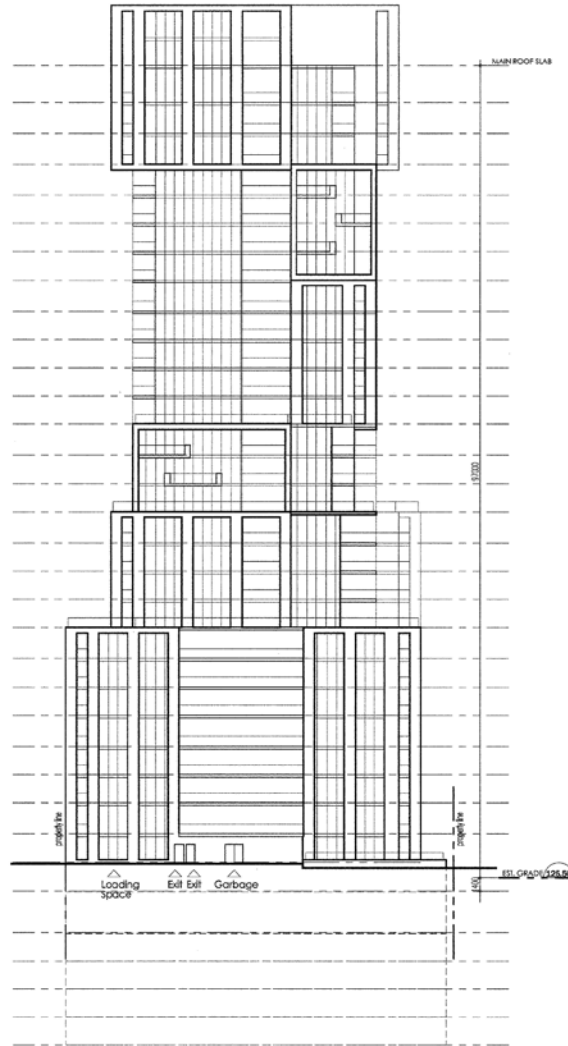
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 0Z

Attachment 6N: North Elevation Tower D



North Elevation - Tower D

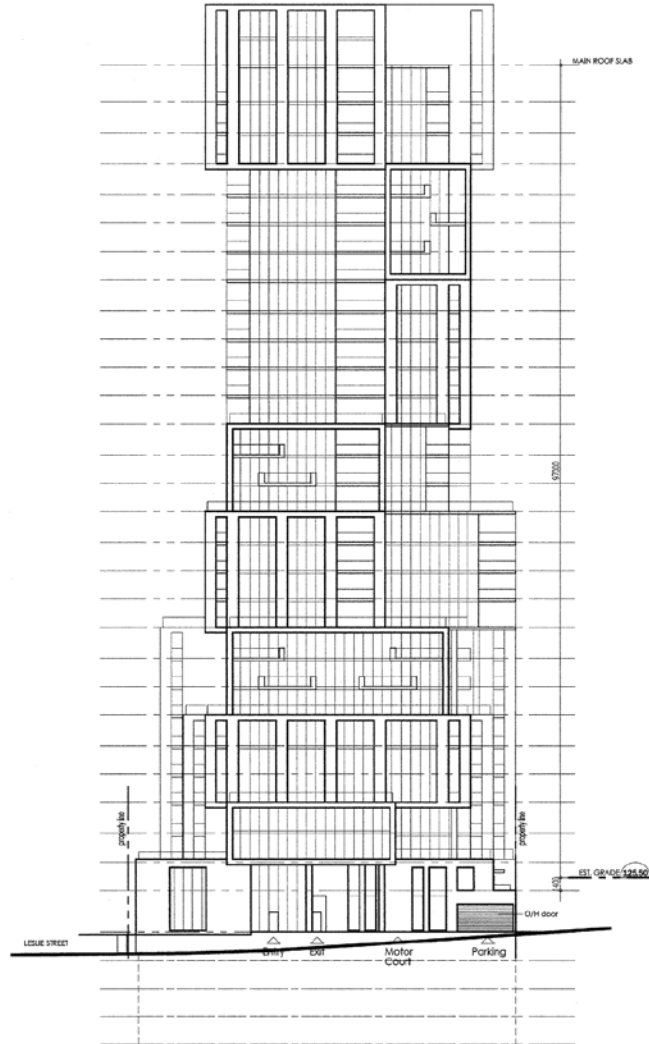
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

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05/25/2016

File # 15 108593 NNY 25 02

Attachment 6O: South Elevation Tower D



South Elevation - Tower D

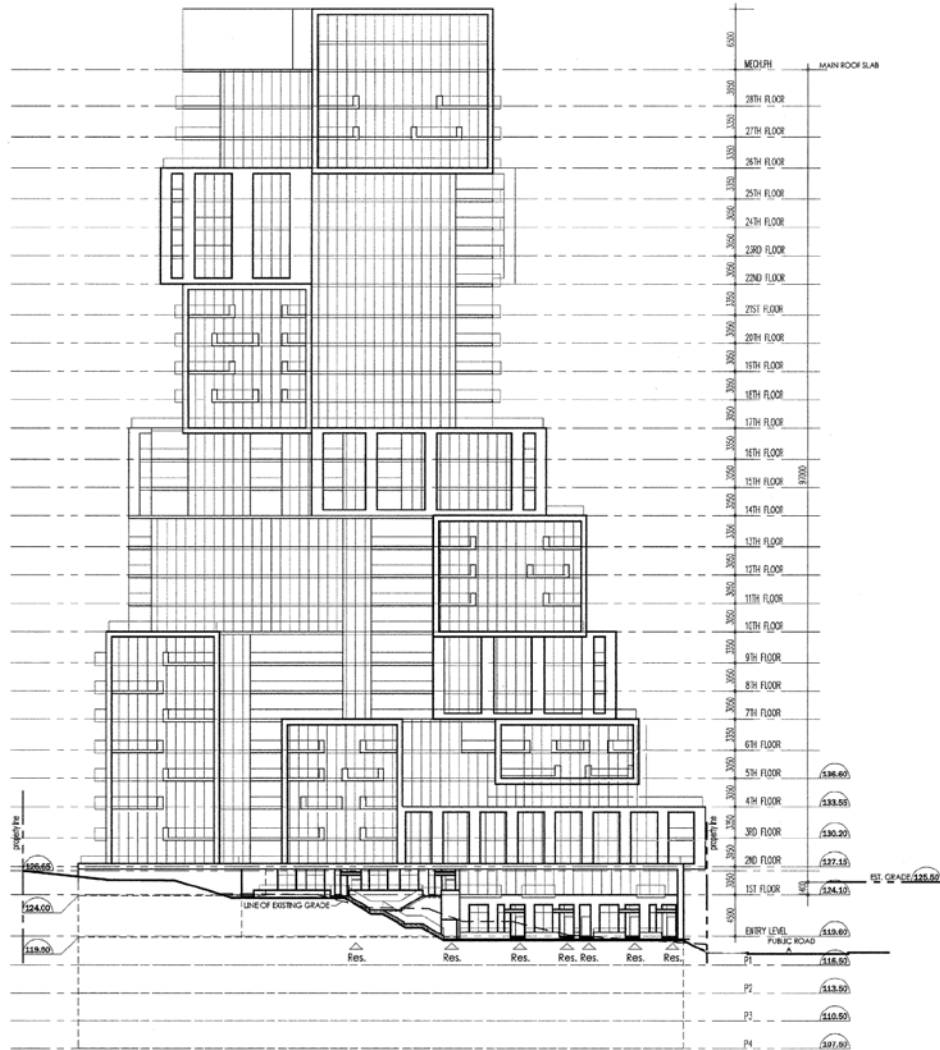
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 6P: West Elevation Tower D



West Elevation - Tower D

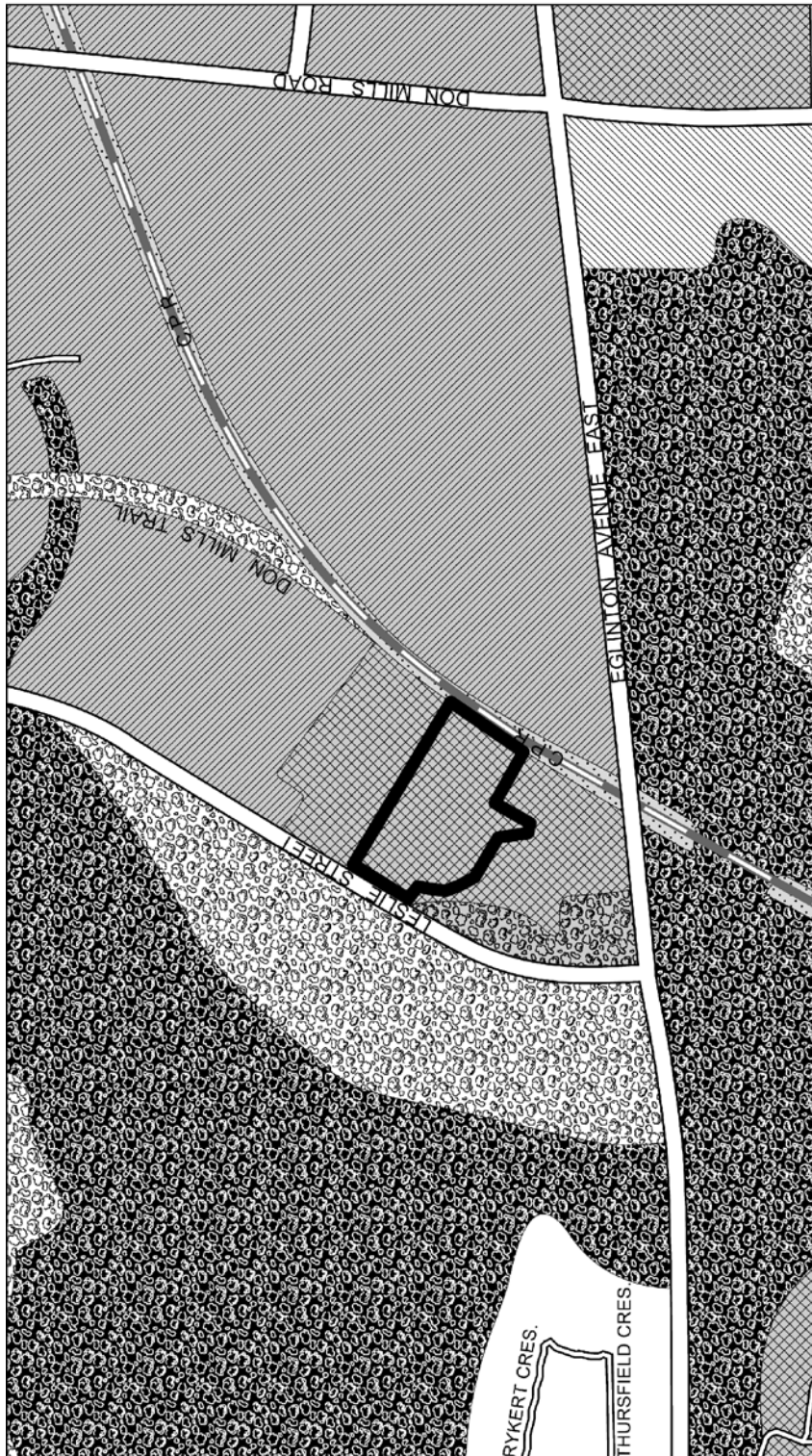
1087, 1091 and 1095 Leslie Street

Applicant's Submitted Drawing

Not to Scale
05/25/2016

File # 15 108593 NNY 25 02

Attachment 7: Official Plan



Toronto City Planning
Extract from Official Plan

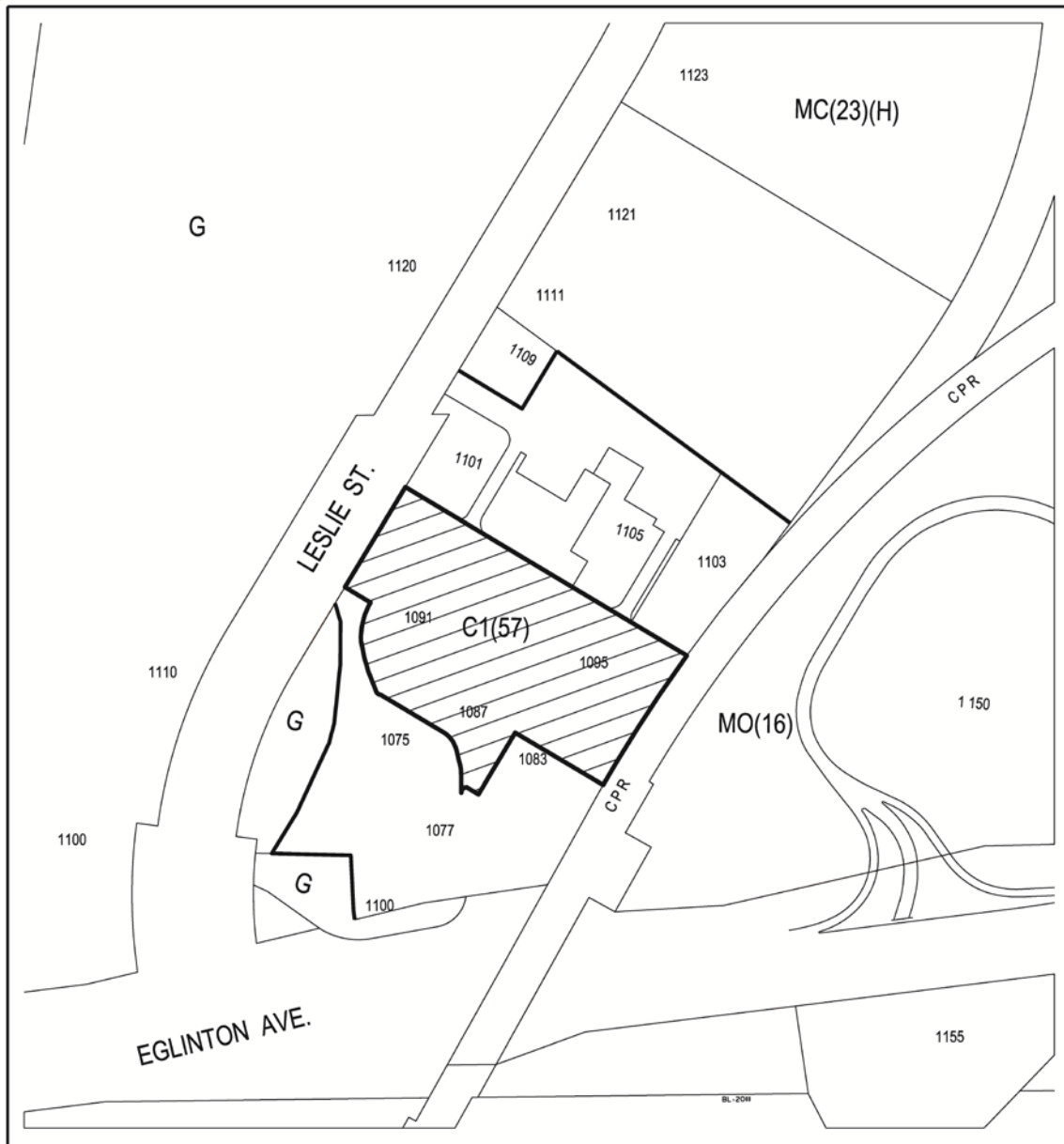
1087, 1091, & 1095 Leslie Street

File # 15 108578 NNY 25 02



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02/03/2015

Attachment 8: Zoning



Toronto City Planning
Zoning

1087, 1091 & 1095 Leslie Street

File # 15 108578 NNY 25 02

G Greenbelt Zone
C1 General Commercial Zone
MC Industrial-Commercial Zone
MO Industrial-Office Business Park Zone
NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

Not to Scale
Zoning By-law 7625
Extracted 02/03/2015

Attachment 9: Application Data Sheet

Application Type	Rezoning	Application Number:	15 108593 NNY 25 OZ
Details	Rezoning, Standard	Application Date:	January 26, 2015

Municipal Address: 1095 LESLIE ST

Location Description: PLAN 4133 W PT LOT 8 LOT 9 E PT LOT 10 **GRID N2510

Project Description: The application proposes to rezone and subdivide approximately 2.07 hectares of land on the east side of Leslie Street, north of Eglinton Avenue East, for the purposes of a mix-use development. The proposal consists of four residential buildings with heights of 28, 29, 34 and 39 storeys containing 1,240 residential units and a total of 375 square metres of commercial uses. A public park has also been proposed. A new public road is proposed that will provide direct access to and from the subject lands via a signalized intersection at Leslie Street. A private road also provides access throughout the site.

Applicant:

DELTERA

Agent:

Architect:

Owner:

2023057 ONTARIO LTD

PLANNING CONTROLS

Official Plan Designation: Neighbourhoods

Site Specific Provision:

Zoning:

Historical Status:

Height Limit (m):

Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq. m):	21748	Height:	Storeys:	39
Frontage (m):	72.12		Metres:	130
Depth (m):	202.33			
Total Ground Floor Area (sq. m):	8413			Total
Total Residential GFA (sq. m):	111618		Parking Spaces:	1469
Total Non-Residential GFA (sq. m):	375		Loading Docks	3
Total GFA (sq. m):	111993			
Lot Coverage Ratio (%):	38.7			
Floor Space Index:	5.15			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	111648	0
Bachelor:	0	Retail GFA (sq. m):	375	0
1 Bedroom:	505	Office GFA (sq. m):	0	0
2 Bedroom:	610	Industrial GFA (sq. m):	0	0
3 + Bedroom:	125	Institutional/Other GFA (sq. m):	0	0
Total Units:	1240			

CONTACT:

PLANNER NAME:

John Andreevski, Senior Planner

TELEPHONE:

416-395-7097