

3, 5 Kingslake Road and 3, 5, 11, 17, 21 Allenbury Gardens Official Plan Amendment and Zoning Amendment, Final Report

Date: June 14, 2018
To: North York Community Council
From: Director, North York Community Planning
Wards: Ward 33

Planning Application Number: 17 267810 NNY 33 OZ

SUMMARY

This application proposes to amend the Sheppard East Subway Corridor Secondary Plan, as well as the site specific zoning by-law that applies to the Allenbury Gardens redevelopment, to permit an increase in the overall residential gross floor area from 82,913 to 90,650 square metres, the overall number of dwelling units from 1,034 to 1,150 units, and the height of Building E from 63 metres and 20 stories to 76 metres and 24 stories. Amendments to other provisions of the site specific by-law to facilitate these increases are also proposed. The proposed increase in residential gross floor area (7,737 metres) and dwelling units (116 units) would largely be accommodated in Building E fronting onto Fairview Mall Drive, adjacent to Highway 404. The overall increase in the gross floor area results in a density of 3.05 times the entire area of the lands whereas 2.8 times is permitted in Section 4.2.9 of the Sheppard East Corridor Secondary Plan.

The development proposes intensification through a compact urban form and provides for a range of housing, including the replacement of Toronto Community Housing Corporation (TCHC) residential units within the larger redevelopment area. The site is located near an arterial road, adjacent to bus service and within walking distance of the Don Mills subway station and will increase the potential number of transit users in the area. The proposed development fits within the existing and planned context and provides an appropriate transition to adjacent neighbourhoods.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2017). This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning, recommends that:

1. City Council amend the Official Plan, for the lands at 3, 5 Kingslake Road and 3, 5, 11, 17, 21 Allenbury Gardens substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 8 to this report.
2. City Council amend Zoning By-law 7625 and site specific by-law 615-2013, for the lands at 3, 5 Kingslake Road and 3, 5, 11, 17, 21 Allenbury Gardens substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9 to this report.
4. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
5. Before introducing the necessary Bills to City Council for enactment, City Council requires the owner to:
 - a) address all of the outstanding comments and requirements within the Engineering and Construction Services memo dated June 12, 2018, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and
 - b) provide financial securities for, and enter into any agreements to complete the work prior to first above grade building permit as required by the City, to secure any upgrades or required improvements to the existing municipal infrastructure identified in the reports required as per condition 5(a) to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services in consultation with the General Manager, Transportation Services.
6. Before introducing the necessary Bills to City Council for enactment, City Council require the Owner to amend the existing Agreement pursuant to Section 37 of the Planning Act to the satisfaction of the Director, Community Planning North York District and the City Solicitor as follows:
 - a) The community benefits recommended to be secured in the amending Section 37 Agreement are as follows:
 - i. Prior to the issuance of the first above grade building permit the Owner shall provide to the City of Toronto \$550,000 to be used for capital improvements/renovation of Fairview Library including enhancements to the third floor including a new Learning Centre, Digital Innovation Hub, new study rooms and new public computer area;
 - ii. The financial contribution referenced to in subsection 6.a)i. shall be indexed upwardly in accordance with the Statistics Canada Non-Residential or Apartment-Building-Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the date the payment is made;
 - iii. In the event the cash contribution referred to in Section 6.a)i. has not been used for the intended purpose within three (3) years of this By-

law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Councillor, provided that the purposes are identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.

7. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
 - a. The owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard.
 - b. The owner shall provide the following Transportation Demand Management measures, to the satisfaction of the Director of Community Planning, North District:
 - i. The provision of six additional weather protected bicycle parking spaces near the building entrance;
 - ii. The provision of two bike repair stands, with locations to be determined during the review of the Site Plan Control application;
 - iii. The provision of a minimum of four car-share spaces that are publically accessible, with locations to be determined during the review of the Site Plan Control application;
 - iv. The provision of a minimum of five parking spaces with an electrical charging facility with details to be determined during the review of the Site Plan Control application;
 - v. The provision of a pedestrian connection between Buildings D and E in the underground parking garage to facilitate the proposed shared parking between the two buildings with details to be determined during the review of the Site Plan Control application;
 - vi. The construction of streetscape improvements, including bump-outs between the Phase 2.1 and Phase 2.2 driveways.
 - c. The owner shall submit a Site Plan Control application which shall address the urban design guidelines attached to the master site plan approval, to the satisfaction of the Chief Planner, and Executive Director, City Planning.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

On March 21, 2013, Official Plan Amendment No.202, Zoning By-law 615-2013 (amending the former City of North York By-Law No. 7625) and a rental housing

demolition application were approved by City Council. These planning instruments implemented the revitalization of the Toronto Community Housing Corporation (TCHC) site known as Allenbury Gardens. The City Council decision can be found at the following link:

[Allenbury Gardens March 2013 Council Decision](#)

The applications permitted the demolition and replacement of 127 TCHC residential units, an additional seven rental housing units and 900 residential condominium units within buildings ranging in height from three storey townhouses to 9-20 storey apartment buildings. A maximum permitted density of 2.8 times the area of the site was approved. Additional matters secured as part of these applications was the creation of an approximately 3,297 square metre public park in the centre of the site. The Final Report anticipated a phased implementation with the west portion of the site developed first, and the east portion of the site and the park to be developed in the second phase. (See Attachment 10: Allenbury Gardens Master Site Plan)

On March 31, 2016 City Council adopted a recommendation that six of the TCHC rent-geared-to-income units to be demolished as part of the Leslie Nymark revitalization in the Leslie Street and Sheppard Avenue East area, be replaced off-site as part of the Allenbury Gardens revitalization project. The City Council decision can be viewed at the following link:

[Leslie Nymark Revitalization March 2016 City Council decision](#)

A pre-application meeting was held on July 27, 2017. The current application was submitted on November 27, 2017 and deemed complete on December 27, 2018. A Preliminary Report on the application(s) was adopted by North York Community Council on January 16, 2018 authorizing staff to conduct a community consultation meeting. The Community Council decision and the Preliminary Report can be viewed at the following link: [Allenbury Gardens January 2018 Community Council decision](#)

ISSUE BACKGROUND

Proposal

This application proposes an increase in the overall residential gross floor area of the entire site from 82,913 to 90,650 square metres, (an increase of 7,737 square metres) and an increase in the overall residential units from 1,034 to 1,150, (an increase of 116 units). The site specific by-law 615-2013 permitted increases in the permitted gross floor area and number of units by up to 5% for Buildings A,B,D and E, provided the overall total was less than the maximum permitted. The proposed amendment to the by-law reflects the 5% increases in density already provided as well as an increase to Building E. The gross floor area of Building E is proposed to increase from 20,361 to 26,965 square metres, (an increase of 6,604 square metres); and the residential units from 282 to 374, an increase of 92 units. The height of Building E is proposed at 76 metres and 24 stories from 63 metres and 20 stories, an increase of four stories. The proposed additional density results in an increase of density from 2.8 times the area of the entire lot to 3.05 times the area of the lot across the entire site.

Both pedestrian and vehicular access to the site is proposed from Fairview Mall Drive with 371 vehicle parking spaces provided within three underground levels. A total of 262 resident and 36 visitor bike parking spaces are proposed. The ground floor

consists of residential units with terraces on the west side and two separate amenity areas totalling 582 square metres (one each on the east and west sides) with direct access to outdoor amenity areas. An outdoor amenity area is proposed on the eighth floor. (See Attachment 11-15: Site Plan and Elevations).

This application was originally submitted in November of 2017. Following community consultation and discussions with City staff, the proposal was amended and revised plans were submitted in May 2018 to incorporate the following changes:

- Reduction of the floor plate of the building from storeys five to 12;
- The podium increased from four to seven storeys with stepbacks at the fifth floor;
- Increase in the height of the tower component of the building from 23 to 24 stories, with stepbacks at the 22nd and 24rd floors;
- Provision of a minimum of ten, three bedroom units (zero were previously proposed);
- Increase the width of the pedestrian walkway connecting Allenbury Gardens to Fairview Mall Drive on the east side of the building from 12 metres to 14 metres;
- Internalize the loading and waste storage area proposed on the west side of the building to within the building;
- Revise the ground floor plan to provide more active uses along the west elevation including a re-allocation of lockers to the underground levels;
- Include improvements to the streetscape between Phases 2.1 and 2.2;
- Provide more vehicle parking spaces;
- Provide more at grade weather protected bicycle parking.

The following is a chart describing in more detail the proposed revisions to the density provisions in the by-law.

Table 1: Proposed Increases in Height and Density

	Current Permission	Original Submission	Current Proposal
Entire Site Floor Space Index	2.8	3.04	3.05
Gross Floor Area (m²)			
Across entire site	82,913	90,204	90,650
Building E	20,361	26,693	26,965
Buildings D and E	35,498	42,578	42,850
Number of Dwelling Units			
Across entire site	1,034	1,147	1,150
Building E	282	371	374
Building D and E	481	578	581
Height of Building E	63 metres/ 20 stories	75 metres/ 23 stories	76 m / 24 stories
Building Separation Building E and townhouse block 7	15 metres	12 metres	14 metres

A statistical summary of the proposal can be found in Attachment 1: Application Data Sheet.

Site and Surrounding Area

The overall Allenbury Gardens site is 2.96 hectares and is located east of Don Mills Road, north of Sheppard Avenue East and Fairview Mall and west of Highway 404. The Allenbury Gardens revitalization is occurring in two phases, with the portion west of the public park to be constructed first (See Attachment 10: Allenbury Gardens Master Site Plan).

Phase 1.1 of the revitalization, comprising Building B townhouse blocks 2-4 (with 30 of the TCHC replacement units), are completed and occupied. Phase 1.2, comprising Building A and townhouse block 1, is under construction with completion expected in the Spring/Summer of 2018. A site plan application for phase 2.1 comprising Buildings C and D and townhouse blocks 5-7 is under review. All TCHC replacement units will be provided in phases 1 and 2.1 of the redevelopment. The public park in the centre of the Allenbury Gardens community is anticipated to be constructed along with Phase 2.1 (Building C).

Phase 2.2 of the revitalization comprises Building E, the subject of this application, which is located on the eastern edge of the site adjacent to Highway 404. The site was originally developed with TCHC rent-geared-to-income two storey apartment style buildings. The units have been demolished and will be replaced in phase 2.1 of the revitalization.

Land uses surrounding the overall Allenbury Gardens site are as follows:

North: across from Allenbury Gardens are single detached homes on Kingslake Road and Allenbury Gardens;
South: across from Fairview Mall Drive is Fairview Mall shopping centre and the Fairview branch of the Toronto Public Library, and to the south east is a 7-storey office building;
East: Highway 404; and
West: across from Allenbury Gardens are apartment buildings with heights of 14 to 16 storeys.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;

- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan and the Sheppard East Subway Corridor Secondary Plan as follows:

Chapter 2 - Shaping the City

Section 2.3.1, Healthy Neighbourhoods, directs that Neighbourhoods and Apartment Neighbourhoods are considered to be physically stable areas and that development will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in the area.

Chapter 3 - Building a Successful City

The Official Plan includes policies dealing with public realm and built form which recognize the importance of a high quality urban environment and promote a high quality of architecture, landscaping and urban design. Section 3.1.1 includes policies for the layout and design of new streets and parks. Section 3.1.2 provides built form policies regarding the layout and organization of the site as well as massing of buildings.

The Section on Built Form states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

The Official Plan also provides additional direction and policy criteria for the development of tall buildings as articulated in Section 3.1.3 stating that tall buildings come with larger civic responsibilities and to ensure tall buildings fit into their existing or planned context they should, among other considerations, be designed to consist of three parts carefully integrated into a single whole: base; middle; and top

Section 3.2.1 of the Official Plan includes policies that encourage the provision of a full range of housing, in terms of form, tenure and affordability, and the protection of rental housing units including social housing. The Official Plan defines social housing as rental housing units which are owned by a non-profit housing corporation and which are produced or funded under government programs providing comprehensive funding or financing arrangements. Policy 7 indicates that redevelopment of social housing properties that would remove one or more social housing units will secure:

- Full replacement of the social housing units;
- Replacement of social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
- An acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right of-first-refusal to occupy one of the replacement social housing units and other assistance to mitigate hardship.

Section 3.2.2 of the Official Plan includes policies on the provision of adequate community services and facilities. Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible Cities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Chapter 4- Land Use Designations

The subject lands are designated *Apartment Neighbourhoods* on Map # 19 of the Official Plan (See Attachment 3: Official Land Use Map). A full range of residential uses as well as parks, schools, cultural and recreational facilities and small scale retail, service and office uses that serve the needs of area residents are permitted in this designation. The Official Plan indicates that *Apartment Neighbourhoods* are distinguished from *Neighbourhoods* as a greater scale of buildings is permitted and different scale-related criteria are needed to guide development.

Section 4.2 *Apartment Neighbourhoods* includes specific criteria related to lands designated *Apartment Neighbourhoods* including:

- Locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- Locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent low scale *Neighbourhoods*;
- Provide indoor and outdoor recreation space for building residents;
- Provide ground floor uses that enhance safety, amenity and animation of adjacent streets and open spaces and,
- Provide sufficient off-street motor vehicle and bicycle parking for residents and visitors.

Section 37 of the Planning Act gives municipalities authority to pass zoning by-laws involving increases in the height or density of development in return for the provision by the owner of community benefits. Section 5.1.1 of the Official Plan includes policies dealing with the use of Section 37. The policies state that Section 37 community benefits are capital facilities and/or cash contributions toward specific capital facilities and include amongst other matters, rental housing to replace demolished rental housing, improvements to libraries, recreation centres, streetscapes and parks.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

The Sheppard East Subway Corridor Secondary Plan

The site is also subject to the Sheppard East Subway Corridor Secondary Plan. The Secondary Plan contains policies that are area-specific and at a greater level of detail than those in the Official Plan. A portion of the Allenbury Gardens site is part of a Key Development Area in the Don Mills Node of the Secondary Plan (See Attachment 4: Sheppard East Subway Corridor Secondary Plan Key Development Area Map). In addition to the general policies of the Secondary Plan, the site is subject to the area

specific development policies of Section 4.2.9 – 3,5,11,17 and 21 Allenbury Gardens and 3,5 Kingslake Road. Within this specific policy area, on the lands designated *Apartment Neighbourhoods* development is permitted with a maximum density of 2.8 times the area of the lands. On the lands shown as Block A, fronting onto Fairview Mall Drive, apartment buildings and townhouses are permitted. On the lands shown as Block B, along Kingslake Road and Allenbury Gardens, only townhouses with a maximum height of three storeys are permitted (See Attachment 5: Secondary Plan Policy 4.2.9). Section 4.3.1 – General recognizes that where a comprehensive development proposal involves land of a sufficient size, a maximum density greater than that approved for the area (in this case 2.8 times the area of the lot) may result on individual parcels comprising the development site, provided the maximum density assigned to the development as a whole does not exceed that established by this Secondary Plan.

The Sheppard East Subway Corridor Secondary Plan can be found here: [Sheppard East Subway Corridor Secondary Plan](#)

Official Plan Amendment 320

As part of the City's ongoing Official Plan Five Year Review, Council adopted Official Plan Amendment No. 320 (OPA 320) on December 10, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies. These policies support Council's goals to protect and enhance existing neighbourhoods, allow limited infill on underutilized Apartment Neighbourhood sites and implement the City's Tower Renewal Program.

In addition, OPA 320 adds new criteria to existing Healthy Neighbourhoods policy 2.3.1.2 in order to improve the compatibility of new developments located adjacent and close to *Neighbourhoods* and in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas*. The new criteria address aspects in new development such as amenity and service areas, lighting and parking.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016, and this decision has been appealed in part. On December 13, 2017 the OMB issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect. More information regarding OPA 320 can be found here:

www.toronto.ca/OPreview/neighbourhoods.

The outcome of staff's analysis and review of relevant Official Plan and Secondary Plan policies and designations are summarized in the Comments section of the Report.

Zoning

The lands are currently zoned Multiple-family dwellings sixth density zone (RM6(212) in the Former North York Zoning By-law No. 7625 and have not yet been brought into the City of Toronto Zoning By-law 569-2013. (See Attachments 6 and 7: Zoning By-law Maps) The zoning establishes permitted uses and performance standards for residential

development on the site. Permitted uses include apartment house dwellings and accessory uses and multiple attached dwellings.

The zoning by-law permits a maximum gross floor area of 82,913 square metres and 1,034 dwelling units across the entire site. It also sets out a maximum number of dwelling units and gross floor area per building and/or parcel and allows increases up to 5% for each building, provided the overall total number of dwelling units and gross floor area do not exceed the overall maximum permissions.

Design Guidelines

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of 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 link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>

Allenbury Gardens Urban Design and Built Form Guidelines

The Allenbury Gardens Urban Design Guidelines and Built Form Guidelines, dated January 2013, provide area-specific urban design and built form guidelines for the revitalization of the Allenbury Gardens community and were approved with the Master Site Plan approval; Planning staff have used these Guidelines in the evaluation of this application.

Growing Up Guidelines

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale. The Growing Up Draft Urban Design Guidelines were considered in the review of this proposal, specifically guidance on the proportion and size of units in new multi-unit residential developments. The draft guidelines can be [found here](#) and the accompanying staff report is [available here](#).

Site Plan Control

A Master Site Plan for the entire site was approved by City Council in March 2013 (See Attachment 10). On April 18, 2017 the applicant filed a Site Plan Control application for phase 2.1 (Buildings C, D and townhouse blocks T5, T6, and T7). The application is currently under review. A Site Plan Control application for Building E has not yet been received by the City, but will be required prior to the issuance of any building permits.

Reasons for Application

The proposal requires an amendment to the Official Plan through amendments to Site and Area Specific Policy 4.2.9 and Map 9-2 of the Sheppard East Subway Corridor

Secondary Plan. The proposed amendment would increase the density on the *Apartment Neighbourhoods* lands from 2.8 times the area of the lands to 3.05 times the area of the lands.

Amendments to the site specific Zoning By-law 615-2013 are required to:

- Increase the overall number of dwelling units permitted on the overall Allenbury Gardens lands from 1,034 to 1,150;
- Increase the overall residential gross floor area permitted on the overall Allenbury Gardens lands from 82,913 to 90,650 square metres;
- Increase the combined number of dwelling units permitted in Buildings D and E from 481 to 581;
- Increase the combined gross residential floor area permitted in Buildings D and E from 35,498 to 42,850 square metres;
- Increase the number of dwelling units permitted in Building E from 282 to 374;
- Increase the gross floor area permitted in Building E from 20,361 to 26,965 square metres;
- Increase the permitted height of Building E from 63 metres and 24 stories to 76 metres and 23 stories;
- Reduce the separation between Building E and townhouse block 7 from 15 metres to 14 metres; and
- Reduce the parking rate.

Application Submission

The following reports/studies were submitted in support of the application:

- Surveys, Architectural Plans, Engineering Drawings, Landscape Plans;
- Sun/Shadow Study;
- Planning Rationale Report;
- Draft Official Plan and Zoning By-Law Amendments;
- Tree Preservation Plan and Arborist Report;
- Community Services and Facilities Study Memorandum;
- Pedestrian Level Wind Study;
- Transportation Study Memorandum;
- Stormwater Management Report, Site Servicing Report, Hydrogeological Study;
- Noise Feasibility Study; and
- Toronto Green Standards Checklist and Statistics

Links to the above noted information is available at the Application Information Centre (AIC): <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

Agency Circulation

The application together with the applicable reports/studies noted above, have been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendment and Zoning By-law amendment standards.

Community Consultation

A public consultation meeting was held on February 8, 2018 with one person in attendance. No issues or concerns with respect to the proposed development were raised.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report. The proposal will increase the number and range of residential units within the Allenbury Gardens community. The development promotes intensification through a compact urban form and provides for a range of housing including the replacement of social housing within the larger redevelopment area. The site is located adjacent to bus service and within walking distance (630 metres) of the Don Mills subway station and will increase the potential number of transit users in the area. This is consistent with and conforms to Policy 1.1.3.2 which states that land use patterns within settlement areas shall efficiently use land and resources, efficiently use infrastructure and public service facilities and be transit-supportive. The larger Allenbury Gardens revitalization is a complete community with the provision of a range of residential units sizes and tenure, affordable housing, child care facilities, retail space, a community park, and landscaped areas on site and the adjacent Fairview Mall. This is consistent and conforms to Policy 1.4 Housing which directs that an appropriate range and mix of housing types and densities are required to meet projected requirements of current and future residents.

The proposed development is consistent with the PPS (2014) and conforms (and does not conflict) with the Growth Plan for the Greater Golden Horseshoe (2017).

Land Use

This application has been reviewed against the Official Plan policies and Secondary Plan policies described in the Issue Background section of the report as well as the policies of the Toronto Official Plan as a whole. The subject lands are designated *Apartment Neighbourhoods* on Land Use Map 19 of the City of Toronto Official Plan. A full range of residential uses as well as parks, schools, cultural and recreational facilities and small scale retail, service and office uses that serve the needs of area residents are permitted in this designation. This application proposes to increase the number of residential units within Building E on the site from 262 to 374, an increase of 92 units. The *Apartment Neighbourhoods* designation would not be amended. Section 4.2.9 of the Sheppard East Subway Corridor Secondary Plan states that on the lands known as Block A, fronting on Fairview Mall Drive, apartments and townhouses are permitted. On the lands shown as Block B, along Kingsdale Road, only townhouses are permitted. The proposed building is on block A where apartment buildings are a permitted use. The proposal complies to the *Apartment Neighbourhood* designation.

Height, Massing, and Density

The Official Plan's built form policies indicate that new development should be designed to fit into its existing and/or planned context by designing buildings to: frame and support adjacent streets, parks and open spaces at good proportion; create appropriate transitions in scale to neighbouring and/or planned buildings and locate entrances so they are clearly visible to streets and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm.

Height and Massing

The existing and planned context for the site includes a low-rise neighbourhood to the north, Highway 404 to the east, the three-storey townhouse block within phase 2.1 of the revitalization to the north-west, a 17-storey apartment building to the south-west, and a seven storey office building and large shopping mall to the south. The current approval permits a 20-storey building on the site. The proposed building has a seven storey base building which steps back at the fifth floor, with a 24-storey tower that steps back on the north side at the 22nd and 24th floors. The tallest portion of the building is located at the south end of the site fronting onto Fairview Mall Drive. The tower portion of the building steps back at the fifth level continuing the consistent pedestrian scaled, four-storey street wall along the north side of Fairview Mall Drive. On the north side of the site, along Allenbury Gardens, the building steps back 11.5 metres at the fifth floor with additional stepbacks at the eighth, 22nd and 24th floors.

The building is located and massed to be contained within a 45 degree angular plane projected from the *Neighbourhoods* boundary. This provides an appropriate transition in terms of height and massing by locating the taller building elements to the south away from the low-rise neighbourhood to the north. In addition, a 15 metre landscaped buffer has been provided to separate the proposed development from the nearest residential homes, further reinforcing the stability of the low rise residential area to the north. The tower floor plate between the eighth and 21st floors at approximately 780 square metres is larger than the 750 square metres recommended in the Tall Building Guidelines. This is acceptable in this context, as the building is directly adjacent to Highway 404 to the east with minimal additional shadow impacts on surrounding neighbourhoods or public realm. The upper storey floor plate from the 22nd to the 24th floors is below 750 square metres. The building massing and façade treatment will be further refined during the review of the Site Plan Control application.

Density

The proposed increase in density from 2.8 to 3.05 times the area of the lot is consistent with other approvals within the Sheppard East Subway Corridor Secondary Plan and is appropriate for the site as it has been deployed with no negative impacts to the surrounding area and with an appropriate transition to the surrounding existing and planned context. From a land use perspective, the proposal conforms to the Official Plan and Sheppard East Subway Corridor Secondary Plan.

Site Organization

Pedestrian access is from Fairview Mall Drive and Allenbury Gardens. Residential units and an amenity area on the west side of the building face onto the West Mews walkway that links Fairview Mall Drive with Allenbury Gardens. A shared outdoor amenity area

and large open space and service areas are located on the east side of the building adjacent to Highway 404. Ground floor uses and design will be further refined during the site plan application process to ensure that appropriate indoor/outdoor connections, animation and safety are achieved on this site. Detailed design of the landscaped areas surrounding the building as well as improvements to the streetscape and boulevard will be secured during the review of the Site Plan Control application.

The proposed site would have one access driveway providing connection to the Fairview Mall Drive cul-de-sac. The site access driveway will provide access to the underground parking for all of the residential units located on-site as well as the loading area. In general, Transportation Services accepts the proposed driveway access location and configuration. Details of the design and configuration of the driveway will be determined during the review of the Site Plan Control application.

All parking is consolidated and proposed to be provided in three levels of underground parking which is accessed from a driveway off Fairview Mall Drive. Car share and electric vehicle charging facilities will be provided in the underground parking to further advance transportation options and reduce private vehicle demand.

Sun Shadow, Wind, Noise

The submitted shadow study demonstrates that the impacts of the additional height and density have minimal shadow impact on the existing and planned context, especially given the immediate adjacency of Highway 404 to the west.

A Wind Study dated October 2017, with an update Addendum dated June 14, 2018 were submitted in support of the application. They assessed the pedestrian comfort and safety within and surrounding the development site with respect to wind. The Study found that all areas within and surrounding the development, more specifically surrounding sidewalks and walkways, building access points and outdoor amenity areas including those located on rooftop terraces, will experience acceptable wind conditions for the intended uses on a seasonal basis. The walkway between building D and E will have a comfort level for walking in the Spring and Autumn and for sitting in the Summer. While this is acceptable, additional measures to improve this condition through landscape design will be explored as part of the site plan application process to allow for some areas to be acceptable for seating. The wind conditions for the outdoor amenity area on the eight floor have been determined to be suitable for standing for the summer months, and walking or better for the remaining seasons. Additional measures to improve this condition through landscape design will be explored as part of the site plan application process.

A Noise Study prepared by Valcoustics dated November, 2017, with an Addendum based on the revised proposal updated April 2018 were submitted in support of the application. The study found that with the incorporation of the recommended noise mitigation measures including mandatory air conditioning, and warning clauses advising occupants of potential noise impacts, applicable Ministry of Environment and Climate Change Noise Guidelines can be met. The recommended noise mitigation measures will be secured through the site plan process. Additional measures to improve the outdoor amenity areas and noise mitigation measures on the eight floor and at-grade on the east of the building will be explored during the site plan review process.

Traffic Impact, Parking, and Loading

Traffic Impact

A Traffic Assessment letter, dated November 23, 2017 by BA Group, was submitted in support of the proposed development. The letter notes the increase in units from 292 to 371, a total of 89 residential dwelling units. It also outlines the original 2012 trip generation of approximately 155, 245, and 235 new two-way trips during the morning, afternoon, and Saturday peak hours, respectively, for 907 new units (not including 127 rental replacement units).

A review of the existing trip generation, for the buildings constructed in previous phases, was found to be in the order of 0.08, 0.16 and 0.13 trips per unit for the morning, afternoon and Saturday peak hours, respectively. The report goes on to suggest a decline in actual trip generation as compared to the original forecast volumes resulting in a reduction of trip generation of approximately 150, 80, and 100 new two-way trips. The site is operating with fewer trips than predicted. The report explains that approximately 90 percent of the residential units in Phase 1.1 are built and occupied, which supports the accuracy of the trip generation numbers.

The latest submission includes another update, dated May 10, 2018, which notes another increase of three residential dwelling units. Transportation Services accepts the conclusions of this new traffic assessment letter, and the increase in residential dwelling units as it relates to the total site traffic impact.

Planning and Transportation Services staff have requested that improvements to the public realm be provided in conjunction with this development. These improvements include building out the boulevard and sidewalks adjacent to the site, as well as providing additional pavement markings at the pedestrian crossings at Fairview Mall Drive. These improvements will be secured through the Site Plan Control application.

As part of Transportation Demand Management to enhance transportation options for area users and reduce vehicle trips and parking demand, the following measures will be secured as a matter of convenience in the Section 37 Agreement and in the zoning by-law:

1. The provision of six additional weather protected bicycle parking spaces near the building entrance (proposed by the applicant and illustrated in the March 2018 plans);
2. The provision of two bike repair stands, with locations to be determined during review of the Site Plan Control application;
3. The provision of a minimum of four car-share spaces that are publicly accessible, with locations to be determined during review of the Site Plan Control application;
4. The provisions of a minimum of five parking spaces with an electrical vehicle charging facility, with details to be determined during the review of the Site Plan Control application;

5. Functional plans for the following improvements will be provided by the applicant at the Site Plan Control application stage. These improvements include:
 - a. a pedestrian connection between Buildings D and E in the underground parking to facilitate the proposed shared parking arrangement between the buildings (agreed by the applicant and details will be explored at Site Plan stage);
 - b. Streetscape improvements including bump-outs between the Phase 2.1 and Phase 2.2 driveways.

Parking

As approved during the original re-zoning, the parking standards for the overall site are governed by the site specific Zoning By-law No. 615-2013.

The table below summarizes requirements as outlined in the site specific Zoning By-law 615-2013:

Table 2: Parking Requirements for Project

Use	Scale	Parking Ratio	Required Number of Space
Building E (Condo Units)			
Bachelor	20 units	0.7	14
1 Bedroom	179 units	0.8	143
2 Bedrooms	172 units	0.9	155
Visitors	371 units	0.15	56
Sub-Total Residents			312
Sub-Total Visitors			56
Grand Total			368

As per the current site plan, a total of 216 parking spaces, of which 160 spaces will be for residents and 56 for visitors, are proposed to be located underneath Building E in a 3-level underground garage. A P-2 Level connection to the adjacent Buildings C and D is proposed with an additional 109 parking spaces to be provided there for a total of 269 resident parking spaces. The total parking for Building E will therefore be 325 spaces (269 resident, 56 visitor) for the proposed development, which is over the minimum parking rate proposed.

To justify this reduced parking supply, BA Group undertook parking surveys of the now-occupied adjacent Allenbury Gardens buildings. The resident parking supply was found to be in the order of 0.27 spaces per unit (0.21 for the condo units, 0.41 for the townhouse units). The peak visitor parking demand was found to be 0.15 spaces per unit.

The table below outlines the proposed parking rate.

Table 3: Proposed Parking Rate for Project

Use	Scale	Parking Ratio	Required Number of Space
Building E (Condo Units)			
Bachelor	32 units	0.50	16
1 Bedroom	172 units	0.65	111
2 Bedrooms	160 units	0.75	120
3 Bedrooms	10 units	0.90	9
Visitors	374 units	0.15	56
Sub-Total Residents			256
Sub-Total Visitors			56
Grand Total			312

Given the submitted parking surveys, the site context, and the current build-out, Transportation Services can accept these proposed parking ratios and supply. Additional comments regarding the design and configuration of the parking may be forthcoming through Site Plan Control.

The site will provide bicycle parking underground and at grade locations including amenities like weather protected bicycle shelter, bike repair stations, and additional bike rings above the minimum bicycle parking bylaw requirements. These facilities will be located throughout the site for increased availability, easy access and comfort for future residents, visitors, and transit users.

Loading

The proposed development will provide one Type G loading space and turnaround area adjacent to the parking ramp, with access from the main vehicular access driveway. The location of the loading space and staging area has been revised from the first proposal to now be internalized within the building. This supports Official Plan policies related to built form.

Streetscape

Improvements to the streetscape on the north side of Fairview Mall Drive including the replacement and extension of the sidewalk to the east end of the cul-de sac, an extension of the green boulevard space and street tree plantings will be secured in the Section 37 Agreement as a matter of convenience for this proposal. The details of these improvements will be determined during the review of the Site Plan Control application.

Servicing

The applicant submitted a Stormwater Management Report, Site Servicing Report, and Hydrogeological Study in support of the application. Engineering and Construction Services (ECS) staff have advised that further information is necessary regarding the hydrant flow test and watermain hydraulic analysis. Planning staff recommend that prior to introducing the Bills to City Council for enactment, the applicant be required to submit a revised Site Servicing Report updating the hydrant flow test and watermain hydraulic

analysis, as well as satisfy all outstanding comments in the ECS memo dated June 12 25, 2018.

Unit Sizes and Amenity Area

The proposed development includes the provision of 10 three-bedroom units, which is approximately 11% of the additional units proposed in building E. Approximately 43% of the units proposed in Building E are two bedroom units. These ratios support the City's draft Growing Up Guidelines which states a building should provide a minimum of 25% large units (10% three bedroom and 15% two bedroom).

The proposed amount of indoor and outdoor amenity area proposed in the development complies with the rate in the site specific by-law 615-2013 (1.5m²/dwelling unit of indoor and outdoor space). The owner has agreed to explore the possibility of providing more indoor amenity space on the eighth floor contiguous with the outdoor amenity space to bring the standard more in line with the current amenity space rate (2.0m²/dwelling unit of indoor and outdoor amenity space) in the City-wide Zoning By-law 569-2013.

Rental Housing Demolition and Conversion By-law

Section 111 of the City of Toronto Act, 2006 authorizes Council to regulate the demolition and conversion of residential rental properties in the City. Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law, implements Section 111. The By-law prohibits the demolition or conversion of rental housing units in buildings containing six or more residential units, of which at least one unit is rental, without obtaining a permit from the City and requires a decision by either City Council or the Chief Planner and Executive Director, City Planning.

City Council, at its meeting on March 21, 2013, approved with conditions the demolition and replacement of 127 social housing units at 3, 5, 11, 17, 21 Allenbury Gardens & 3, 5 Kingslake Road. The units are being replaced in Phases 1 and 2.1 of the development. The first phase has been completed and 30 households have moved back to Allenbury Gardens. Phase 2.1 includes the replacement 103 units (97 units from Allenbury Gardens and 6 units from Leslie Nymark) in a new apartment building and townhouses on the site.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.80 to 1.56 hectares of local parkland per 1,000 people. The site is in the middle quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

This proposal for Phase 2.2 of the Allenbury Revitalization Project – Building E contemplates an increase in the number of market condominium units, from 282 to 374, and an increase in the residential gross floor area, from 20,361 m² to 26,965 square metres. A 3,324 m² public park will be dedicated as part of the entire Allenbury Revitalization development, located between Buildings B and C with frontages along Fairview Mall Drive and Allenbury Gardens.

Cash-in-lieu of parkland shall be applied proportionately to any approved increases in density above and beyond By-law 615-2013. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit for Building E.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). A tree permit application for the removal of 14 trees for the entirety of Phase 2 was submitted on October 24, 2017. Subsequently the applicant agreed to protect two private and one street tree as part of this phase of development. Urban Forestry will comment further on the proposed tree protection, removal and re-planting during review of the Site Plan Control application.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives.

The applicant is required to meet Tier 1 of the TGS. Measures being secured through the zoning by-law include Low Emitting Vehicle Spaces and Bicycle Parking Rates. Other TGS performance measures including the use of high-albedo materials, water efficient plan material and green roofs at the podium level, will be secured through the Site Plan Control application.

Community Services Assessment

The applicant provided an addendum to the October 2011 Community Services and Facilities (CS&F) Study as part of the circulation of the original Allenbury Gardens applications. This addendum provides a current assessment of the available CS&F that would serve the proposed development including: an updated demographic profile; inventory of CS&F, sector gap analysis along with identification of facility priorities to respond to the projected growth.

Planning staff support the revised CS&F Study findings which noted that the facility priorities identified in their original CS&F Study (including: new daycare facilities; facilities for community groups and other human services; and additional public parkland) have generally been provided in the area with the opening of an additional child care centre in the study area, the opening of the Parkway Forest Community Centre and the ongoing provision of parkland, including a new public park to be delivered on the Allenbury Gardens site.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in an amended Section 37 Agreement are as follows:

1. Prior to the issuance of the first above grade building permit the Owner shall provide to the City of Toronto \$550,000 to be used for capital improvements/renovation of Fairview Library including enhancements to the third floor including a new Learning Centre, Digital Innovation Hub, new study rooms and new public computer area.

TDM measures listed earlier in this report are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017), and the Toronto Official Plan.

Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2017). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to providing intensification which fits within the existing and planned context of the neighbourhood.

Staff recommend that Council approve the proposed Official Plan and Zoning By-law Amendments as described in this report.

CONTACT

Seanna Kerr, Senior Planner
Tel. No. 416-395-7053
E-mail: Seanna.Kerr@toronto.ca

SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Sheppard East Subway Corridor Secondary Plan Key
Development Area Map
Attachment 5: Secondary Plan Policy 4.2.9
Attachment 6: Existing Zoning By-law 7625 Map
Attachment 7: Existing Zoning By-law 569-2013 Map
Attachment 8: Draft Official Plan Amendment
Attachment 9: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 10: Allenbury Gardens Master Site Plan
Attachment 11: Site Plan
Attachment 12: East Elevations
Attachment 13: North Elevations
Attachment 14: South Elevations
Attachment 15: West Elevations

Attachment 1: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 267810 NNY 33 OZ
Details	OPA & Rezoning, Standard	Application Date:	November 27, 2017
Municipal Address:	21 ALLENBURY GDNS		
Location Description:	PLAN M993 PT BLK O << STRUCTURE ADDRESS FOR 11-21 ALLENBURY GDNS **GRID N3302		
Project Description:	Official Plan and Zoning Bylaw Amendments to permit a 24 storey residential building. A total of 374 residential units and 371 parking spaces in three levels of underground parking are proposed. This is phase 2.2 of the Allenbury Gardens revitalization and is associated with files 11 293972 NNY 33 OZ and 12 263954 NNY 33 SA		

Applicant:	Agent:	Architect:	Owner:
URBAN STRATEGIES 197 Spadina Avenue, Ste 600		CORE ARCHITECTS 317 Adelaide St West	TORONTO COMMUNITY HOUSING CORPORATION

PLANNING CONTROLS

Official Plan Designation:	Apt Neighbourhoods	Site Specific Provision:	Y BL 615-2013
Zoning:	RM6(212)	Historical Status:	N
Height Limit (m):	76 metres	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	5,169.01	Height:	Storeys:	24
Frontage (m):	54.94		Metres:	71.8
Depth (m):	94.3			
Total Ground Floor Area (sq. m):	2,049.04			Total
Total Residential GFA (sq. m):	26,963.77		Parking Spaces:	371
Total Non-Residential GFA (sq. m):	0		Loading Docks	1
Total GFA (sq. m):	26,963.77			
Lot Coverage Ratio (%):	39.6			
Floor Space Index:	5.22			

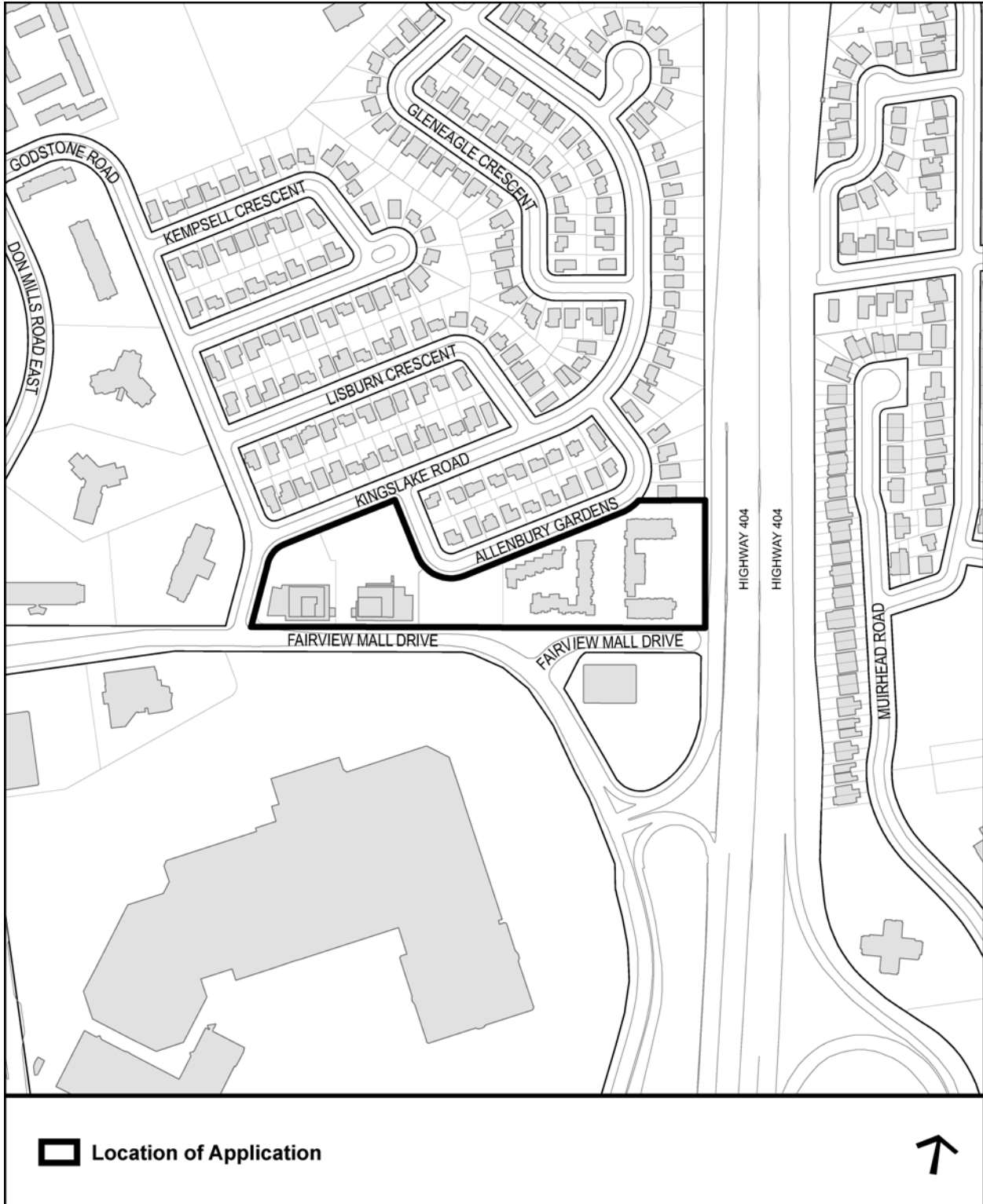
DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

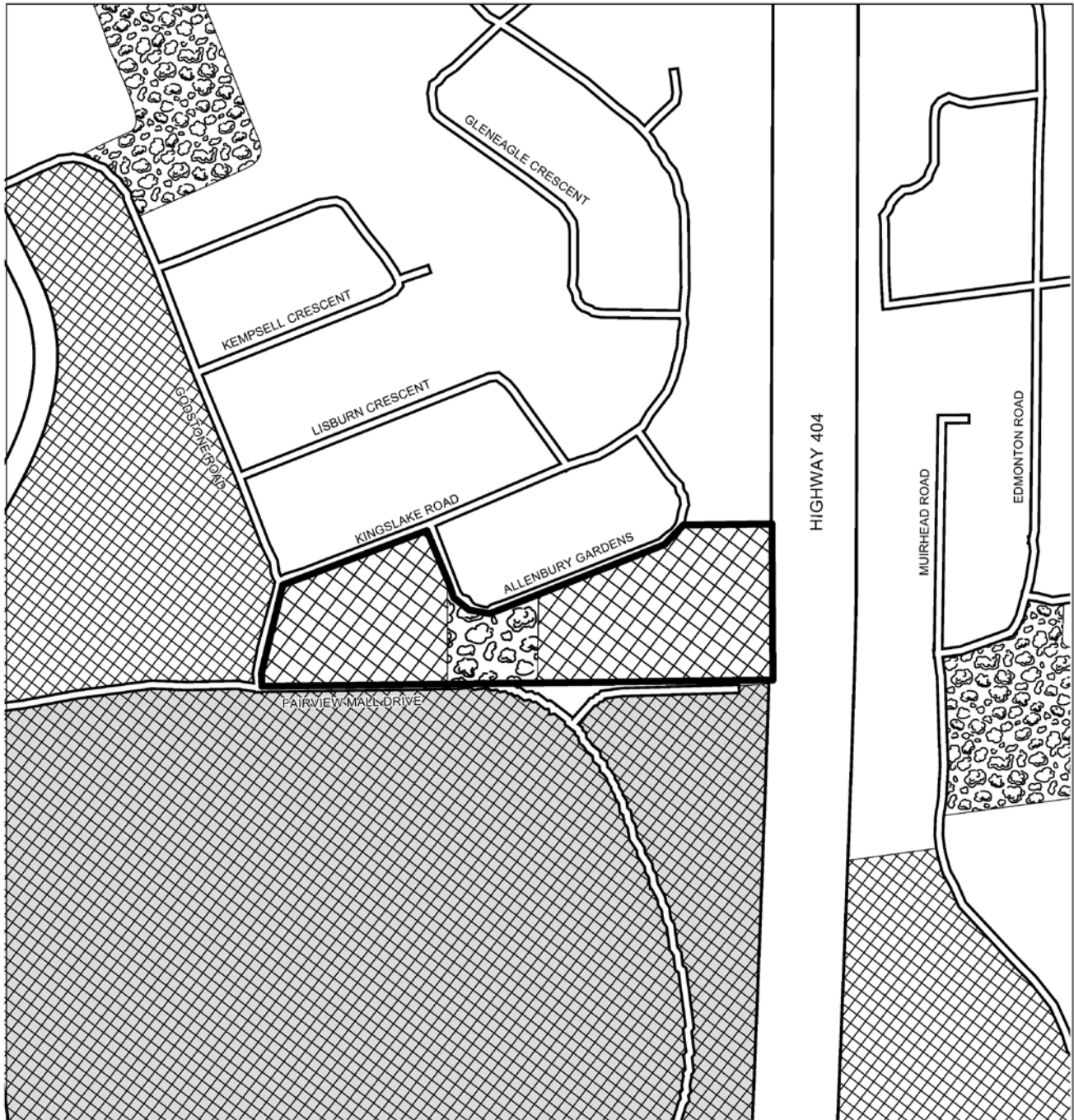
Tenure Type:			Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	26,963.77	0
Bachelor:	32	Retail GFA (sq. m):	0	0
1 Bedroom:	172	Office GFA (sq. m):	0	0
2 Bedroom:	160	Industrial GFA (sq. m):	0	0
3 + Bedroom:	10	Institutional/Other GFA (sq. m):	0	0
Total Units:	374			

CONTACT:	PLANNER NAME:	Seanna Kerr, Senior Planner
	TELEPHONE:	416-395-7053
	EMAIL:	Seanna.Kerr@gmail.com

Attachment 2 Location Map









Attachment 3: Official Plan Land Use Map



TORONTO
 Extract from Official Plan

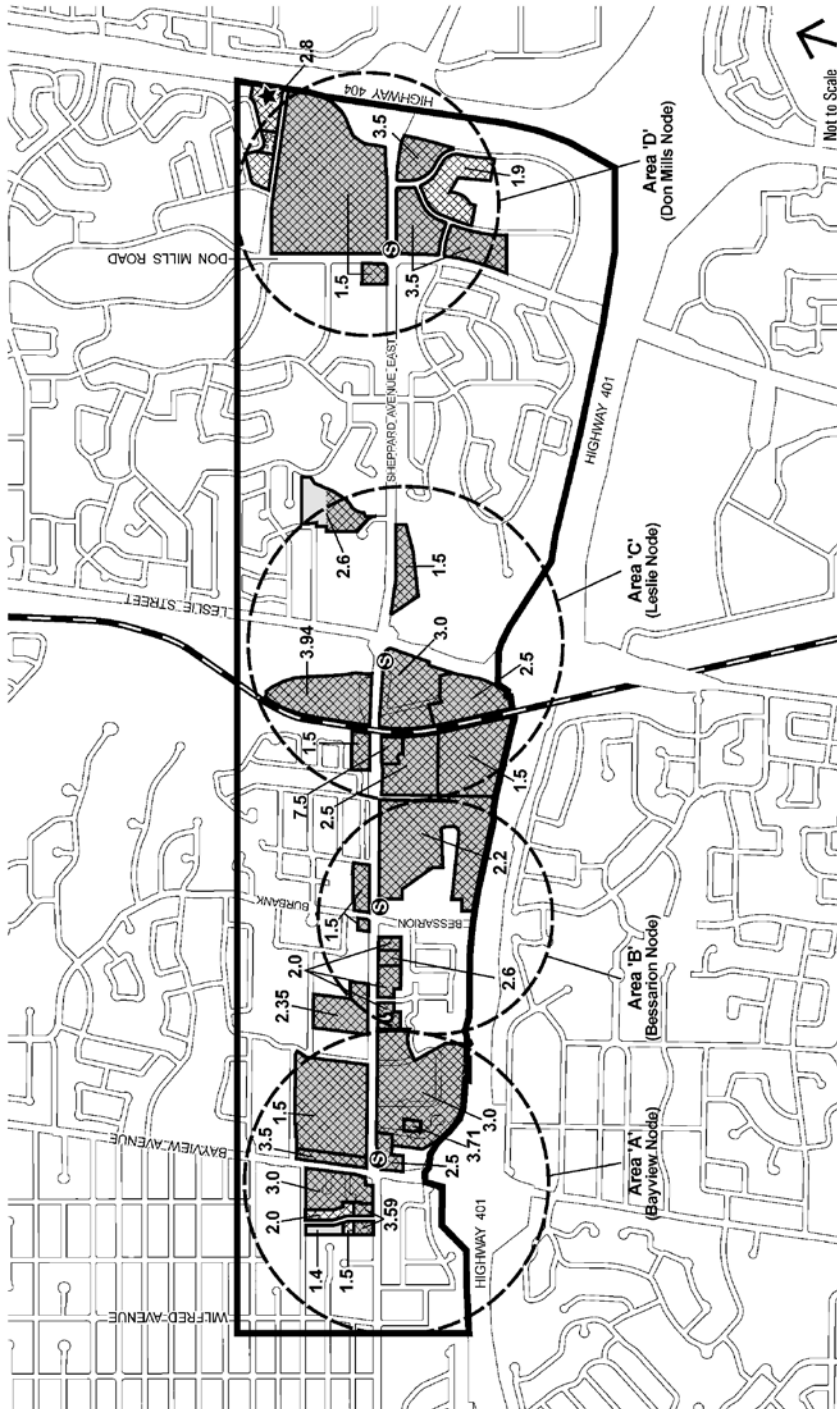
3, 5 Kingsale Road &
 3, 5, 11, 17, 21 Allenbury Gardens

File # 17 267810 NNY 33 0Z

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

↑
 Not to Scale
 06/11/2018

Attachment 4: Sheppard East Subway Corridor Secondary Plan Map 9-2 Key Development Areas



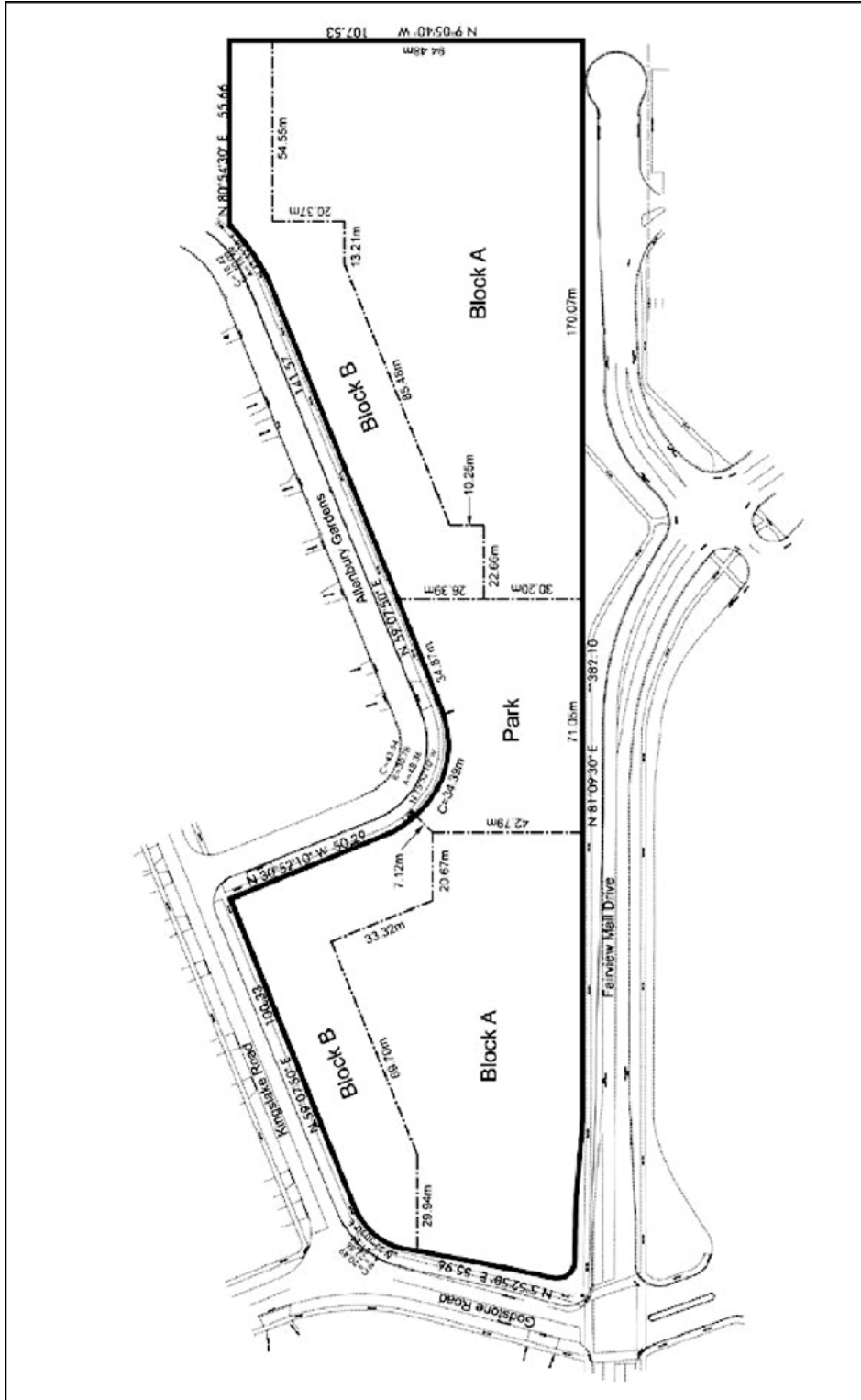
Sheppard East Subway Corridor Secondary Plan

MAP 9-2 Key Development Areas

- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Density
- Subway Station
- Location of Application

November 2015

Attachment 5: Secondary Plan Site and Area Specific Policy 4.2.9



Site and Area Specific Policy 4.2.9

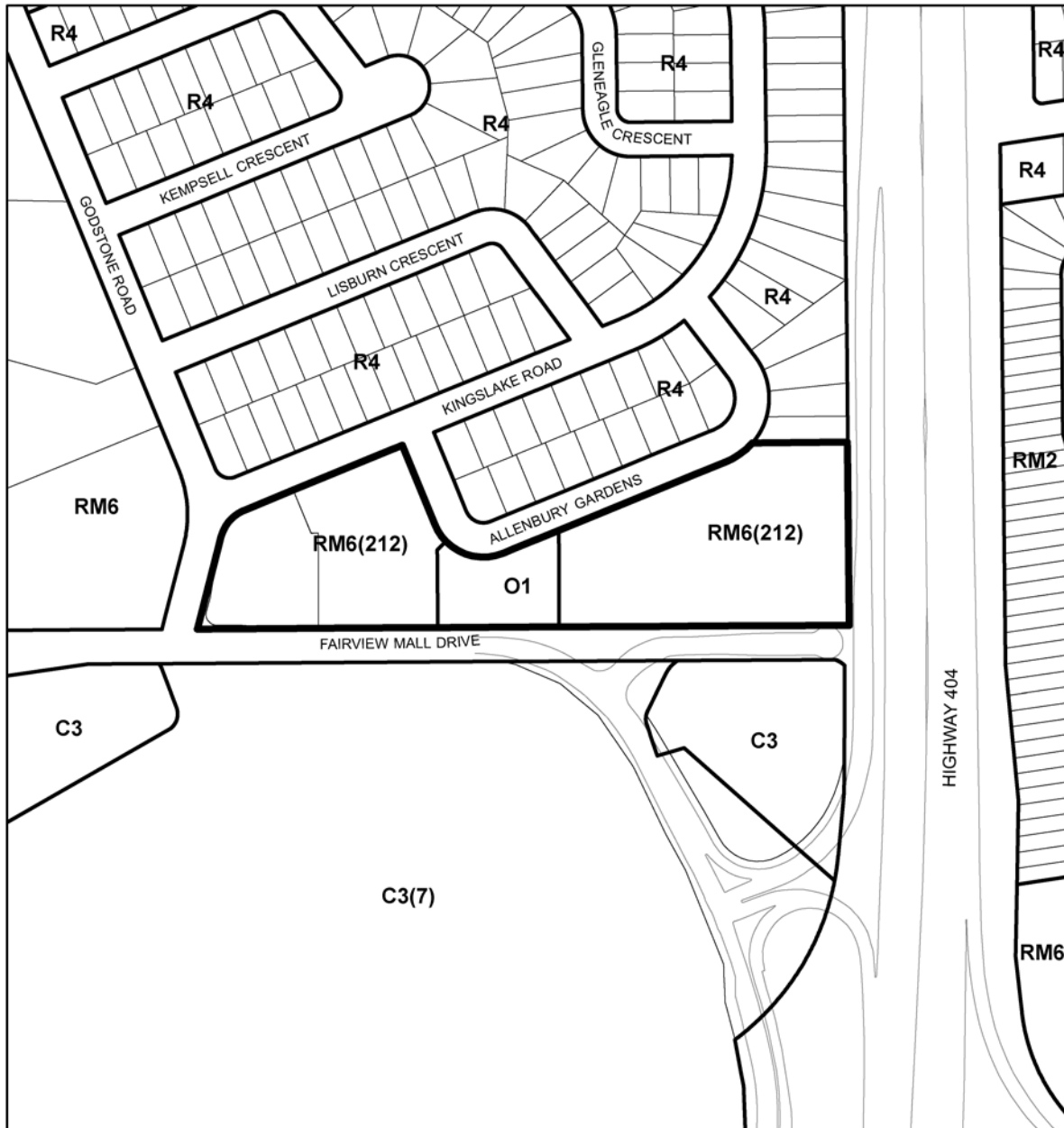
File # 17 267810 NNY 33 0Z



Not to Scale

Date: 06/11/2018
Approved by: S.K.


Attachment 6: Existing Zoning By-law 7625 Map



Zoning By-law 7625

3, 5 Kingsale Road & 3, 5, 11, 17, 21 Allenbury Gardens

File # 17 267810 NNY 33 0Z

 Location of Application

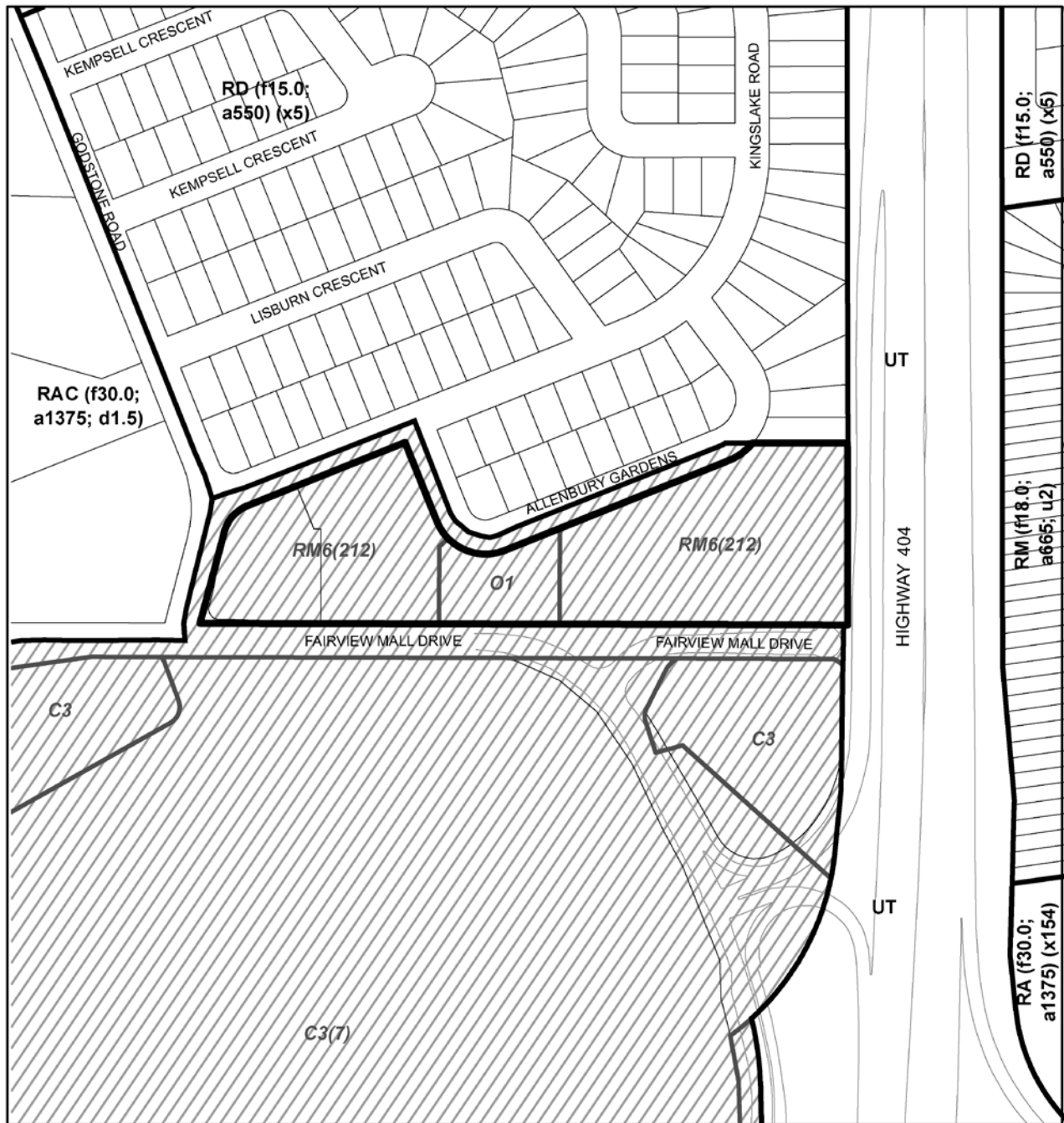
R4 One-Family Detached Dwelling Fourth Density Zone
RM2 Multiple-Family Dwellings Second Density Zone

RM6 Multiple-Family Dwellings Sixth Density Zone
C3 District Shopping Centre Zone
O1 Open Space Zone



Not to Scale
 Extracted: 06/11/2018

Attachment 7: Existing Zoning By-law 569-2013 Map



3, 5 Kingsale Road & 3, 5, 11, 17, 21 Allenbury Gardens

Zoning By-Law No. 569-2013

File # 17 267810 NNY 33 0Z

Location of Application

See Former City of North York By-Law No. 7625
RM6 Multiple-Family Dwellings Sixth Density Zone
C3 District Shopping Centre Zone
O1 Open Space Zone

RD Residential Detached **RAC** Residential Apartment Commercial
RM Residential Multiple **OR** Open Space Recreation
RA Residential Apartment **UT** Utility and Transportation



Not to Scale
 Extracted: 06/11/2018

Attachment 8: Draft Official Plan Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW XXX

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2013, as
3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road**

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*,

The Council of the City of Toronto enacts:

1. The attached Amendment No. 422 to the Official Plan of the City of Toronto in respect of lands municipally known as 3,5, 11, 17 and 21 Allenbury Gardens and 3,5 Kingslake Road consisting of the attached text and Schedule, is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

ULLI S. WATKISS,
City Clerk

(Seal of the City)

AMENDMENT NO. 422 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2013 AS
3, 5, 11, 17, 21 Allenbury Gardens and 3, 5 Kingslake Road**

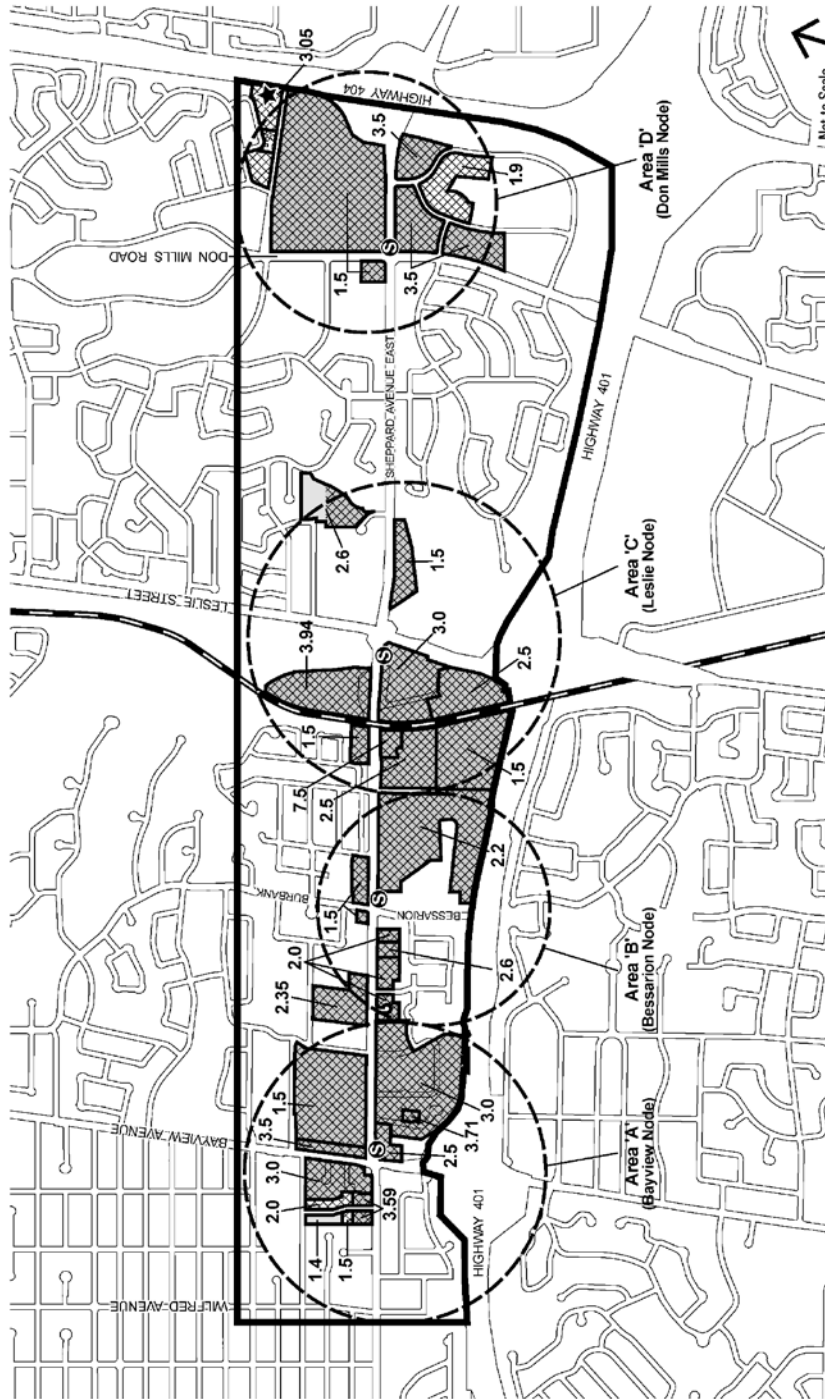
The Official Plan of the City of Toronto is amended as follows:

1. Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended by increasing the maximum density figure in Section 4.2.9 (3, 5, 11, 17 and 21 Allenbury Gardens and 3, 5 Kingslake Road) from 2.8 to 3.05 times the area of the lands, so that the first sentence reads as follows:

On the lands designated Apartment Neighbourhoods, development is permitted with a maximum density of **3.05** times the area of the lands shown on the map below.

2. Map 9-2, Key Development Areas, of Chapter 6, Section 9 (Sheppard East Subway Corridor Secondary Plan) is amended by adding the lands known municipally in 2017 as 3, 5, 11, 17 and 21 Allenbury Gardens and 3, 5 Kingslake Road as a Key Development Area with a density of **3.05** as shown on the attached Schedule A.

Schedule A



Toronto
 Sheppard East Subway Corridor Secondary Plan
 MAP 9-2 Key Development Areas

- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Density
- Subway Station
- Location of Application

November 2015

Attachment 9: Draft Zoning By-law Amendment

Authority: North York Community Council Item _____
as adopted by City of Toronto Council on _____

CITY OF TORONTO
Bill No. _____
BY-LAW No. _____

**To amend the City of North York Zoning By-law No. 7625, as amended,
By By-law 615-2013, with respect to the lands municipally known as,
3, 5 Kingslake Road and 3, 5, 11, 17, 21 Allenbury Gardens.**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

Whereas the owner of the Lands, municipally known in 2013 as 3, 5 Kingslake Road and 3, 5, 11, 17, 21 Allenbury Gardens has applied amongst other matters to amend site-specific by-law provisions respecting the Lands;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedule RM6(212)A of By-law 7625 of the former City of North York is hereby amended in accordance with Schedule A of this By-law.
2. Schedule RM6(212)C of By-law 7625 of the former City of North York is hereby amended in accordance with Schedule B of this By-law.
3. Section 2(f)(i) is deleted and replaced with the following:
 - (i) The total number of dwelling units on all of Parcels A, B, C and D combined shall not exceed 1,150 dwelling units.
4. Section 2(f)(vi) is deleted and replaced with the following:
 - (vi) Building E shall have a maximum of 374 dwelling units, with a minimum of 10 three bedroom units.
5. Section 2(f)(ix) is deleted and replaced with the following:
 - (ix) Notwithstanding section (f)(ii) and (iii), (v) and (vi) above, increases above 5% of the maximum number of dwelling units, as permitted within each of the Buildings A, B, D and E are allowed provided the total number of dwelling units for Buildings A and B combined does not exceed 422 units and the total number of dwelling units for Buildings D and E are allowed provided the total number of dwelling units for Buildings D and E combined does not exceed 581 units.

6. Section 2(g)(i) is deleted and replaced with the following:
 - (i) The total gross floor area of all buildings on Parcels A, B, C and D combined shall be a maximum of 90,650 square metres.
7. Section 2(g)(iv) is deleted and replaced with the following:
 - (iv) The maximum gross floor area of Building C shall be 8,260 square metres.
8. Section 2(g)(vi) is deleted and replaced with the following:
 - (vi) The maximum gross floor area of Building E shall be 26,965 square metres.
9. Section 2(g)(ix) is deleted and replaced with the following:
 - (ix) Notwithstanding section (g)(ii), (iii), (v) and (vi) above, increases up to 5% of the maximum gross floor area, as permitted within each of Buildings A, B, D and E are allowed provided the total gross floor area for Buildings A and B combined does not exceed 31,599 square metres and the total gross floor area for Buildings D and E combined does not exceed 42,850 square metres.
10. The following Section to be added as Section 2(r)(iv) after Section 2(r)(iii):
 - (ii) Notwithstanding Section (r)(ii) of this by-law, the following parking rates will apply to Building E:
 - (A) Minimum 0.5 parking space per dwelling unit and maximum 1.0 parking space per dwelling unit, for a bachelor unit;
 - (B) Minimum 0.65 parking space per dwelling unit and maximum 1.2 parking spaces per dwelling unit, for a 1 bedroom unit;
 - (C) Minimum 0.75 parking space per dwelling unit and maximum 1.3 parking spaces per dwelling unit, for a 2 bedroom unit;
 - (D) Minimum 0.9 parking spaces per dwelling unit and maximum 1.6 parking spaces per dwelling unit, for a 3 or more bedroom unit;
 - (E) For residential visitors, minimum 0.15 parking rate per dwelling unit, minus two spaces.
 - (F) A minimum of four car-share spaces that are publically accessible shall be provided on-site for Building E. For every one care share space provided the minimum number of visitor parking spaces required for Building E shall be reduced by one, to a maximum reduction of four spaces.
 - (G) A minimum of five parking spaces with an electrical vehicle charging facility shall be provided on site for Building E.

Definitions

11. For the purposes of this By-law, the following terms shall have the following meaning:
 - a) "Car-share" means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometers driven, and set membership requirements of the car-sharing

organization, including the payment of a membership fee that may or may not be refundable;

b) "Car-share parking space" means a parking space that is exclusively reserved and actively used for car-sharing.

12. Within the lands shown on Schedule "A" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
- (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

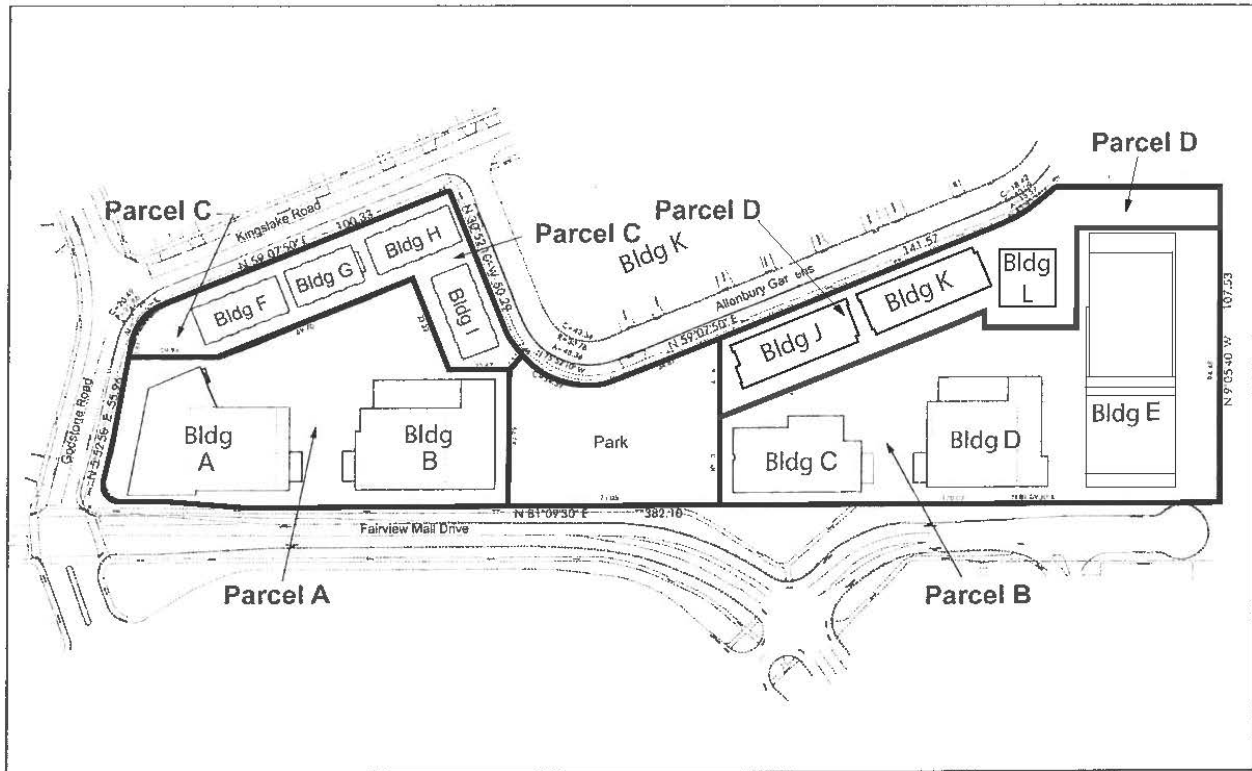
SECTION 37 Provisions

13. Pursuant to Section 37 of the Planning Act and subject to compliance with this By-law, the increase in height and density of development is permitted beyond that otherwise permitted on the lands shown on Schedule A in return for the Owner's election to provide, at the Owner's sole expense, the facilities, services and matters set out in Appendix 1 hereof and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor and registered on title to the lands.

Where Appendix "1" of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.

The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Appendix "1" are satisfied.

Schedule A: Revised Schedule RM6(212)A from Zoning By-law 615-2013



City of Toronto By-law No. 615-2013



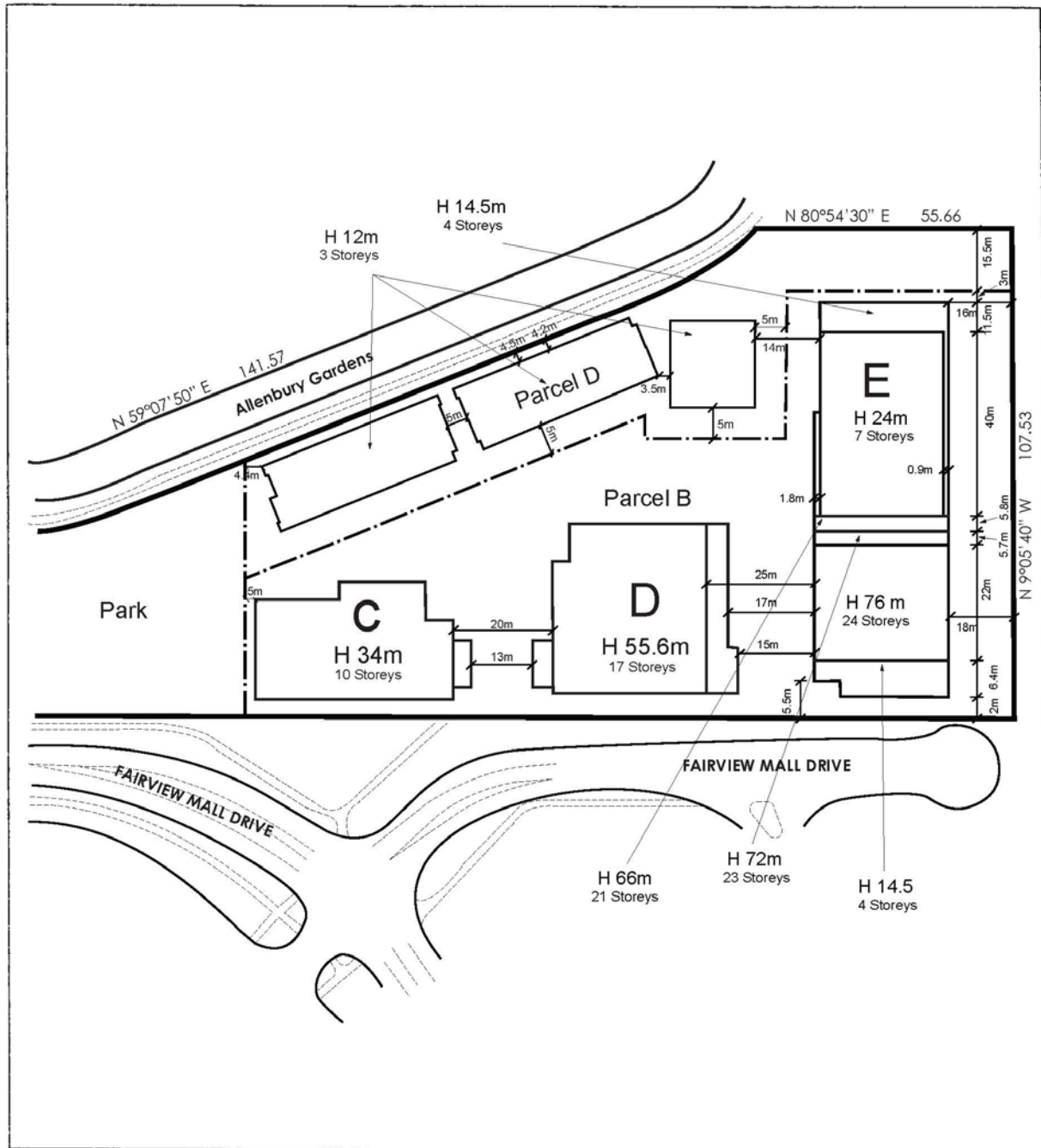
Schedule RM6(212)A

Block D, R.P. M-993, City of Toronto
 J.D. Barnes Limited
 Date: 12/08/2012
 Approved by: N. Salamon

File # 11 293972 NNY 33 0Z



Schedule B: Revised Schedule RM6(212)C from Zoning By-law 615-2013



Schedule RM6(212)C

Block O, R.P. M-993, City of Toronto
J.D. Barnes (printed)
Date: 25/2013
Approved by: N. S. (signature)

File # 11 293972 NNY 33 0Z



Appendix 1

Section 37 Provisions

The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in height and density of the proposed development on the lands as shown in Schedule "1" in this By-law and secured in an agreement or agreements under Section 37(3) of the Planning Act whereby the owner agrees as follow:

- a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
 - i. Prior to the issuance of the first above grade building permit for Building E the Owner shall provide to the City of Toronto \$550,000 to be used for capital improvements/renovation of Fairview Library including enhancements to the third floor including a new Learning Centre, Digital Innovation Hub, new study rooms and study and new public computer area;
 - ii. The financial contribution referred to in (a) above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential or Apartment-Building-Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the date the payment is made;
 - iii. In the event the cash contribution referred to in (a) has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Councillor, provided that the purposes are identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.
- b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
 - i. The owner shall provide the following Transportation Demand Management measures, to the satisfaction of the Director of Community Planning, North District:
 - The provision of six additional weather protected bicycle parking spaces near the building entrance;
 - The provision of two bike repair stands, with locations to be determined during the review of the Site Plan Control application;
 - The provision of a pedestrian connection between Buildings D and E in the underground parking garage to facilitate the proposed shared parking between the two buildings with details to be determined during the review of the Site Plan Control application;
 - The construction of streetscape improvements, including bump-outs between the Phase 2.1 and Phase 2.2 driveways, to the satisfaction of the Chief Planner and Executive Director, City Planning.

Attachment 10: Allenbury Gardens Master Site Plan



Allenbury Gardens Master Site Plan

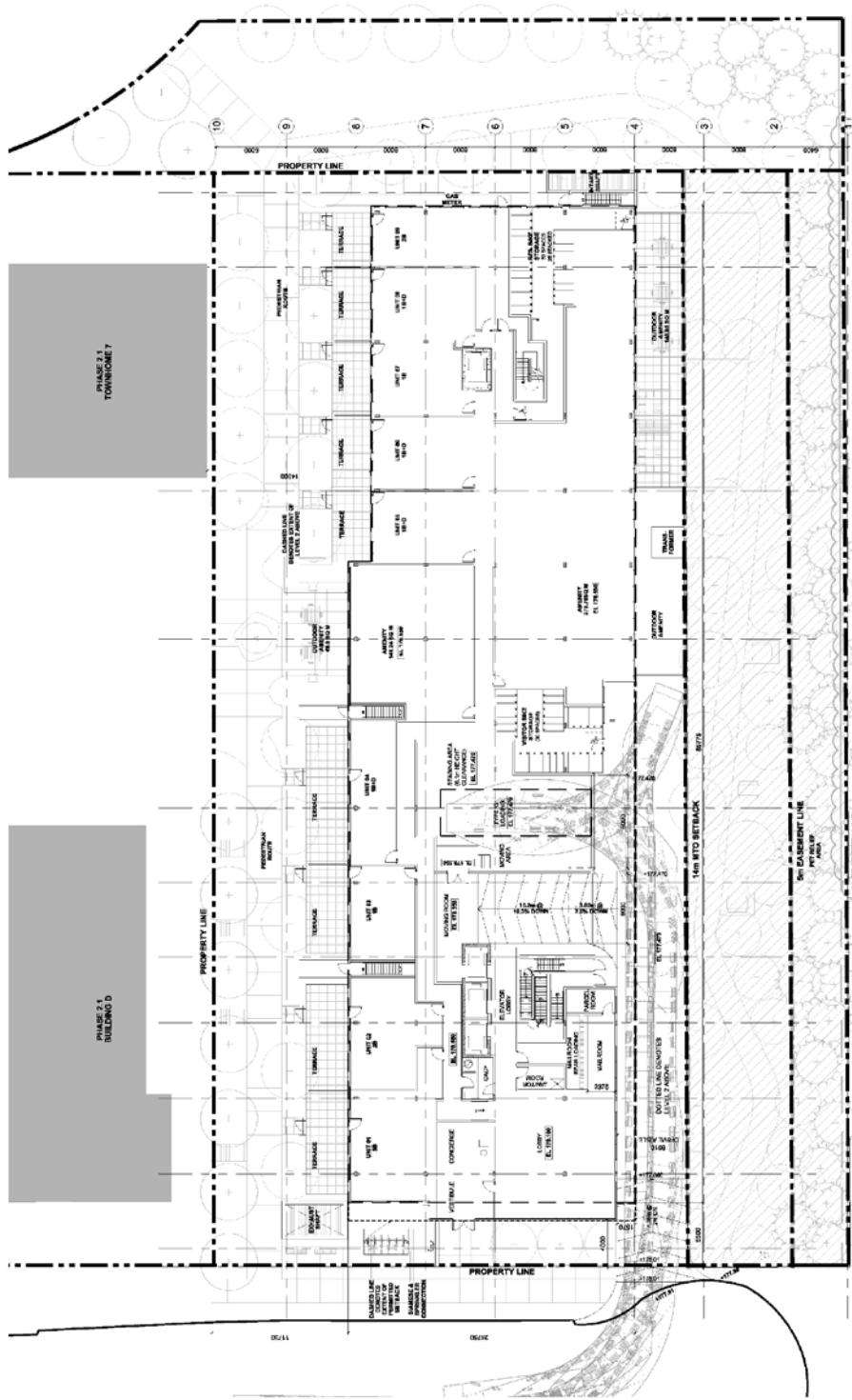
Applicant's Submitted Drawing

Not to Scale
12/04/2017



21 Allenbury Gardens

File # 17 267810 NNY 33 02



Site Plan

Applicant's Submitted Drawing

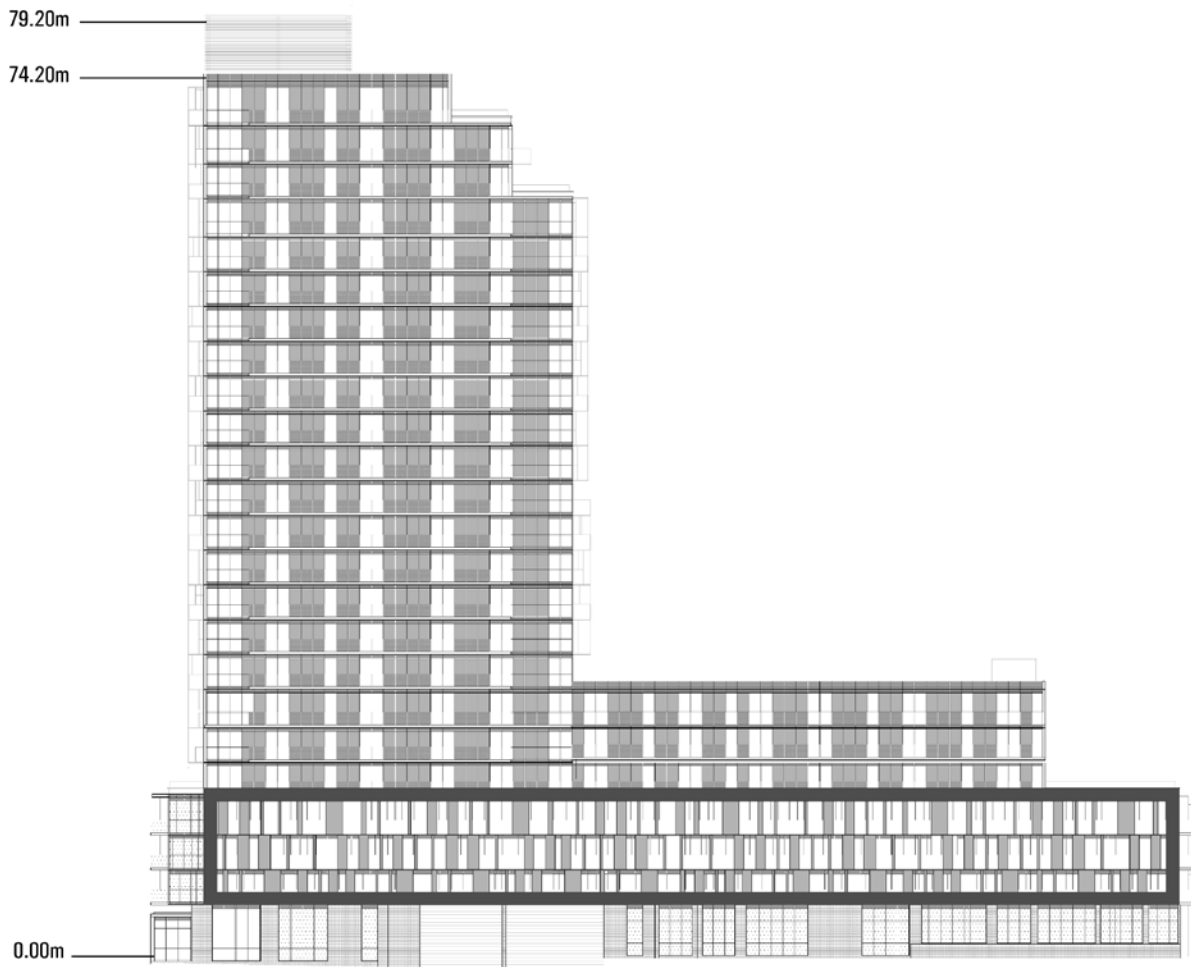
Not to Scale
06/12/2018



3, 5 Kingsale Road & 3, 5, 11, 17, 21 Allenbury Gardens

File # 17 267810 NNY 33 0Z

Attachment 12: East Elevation



East Elevation

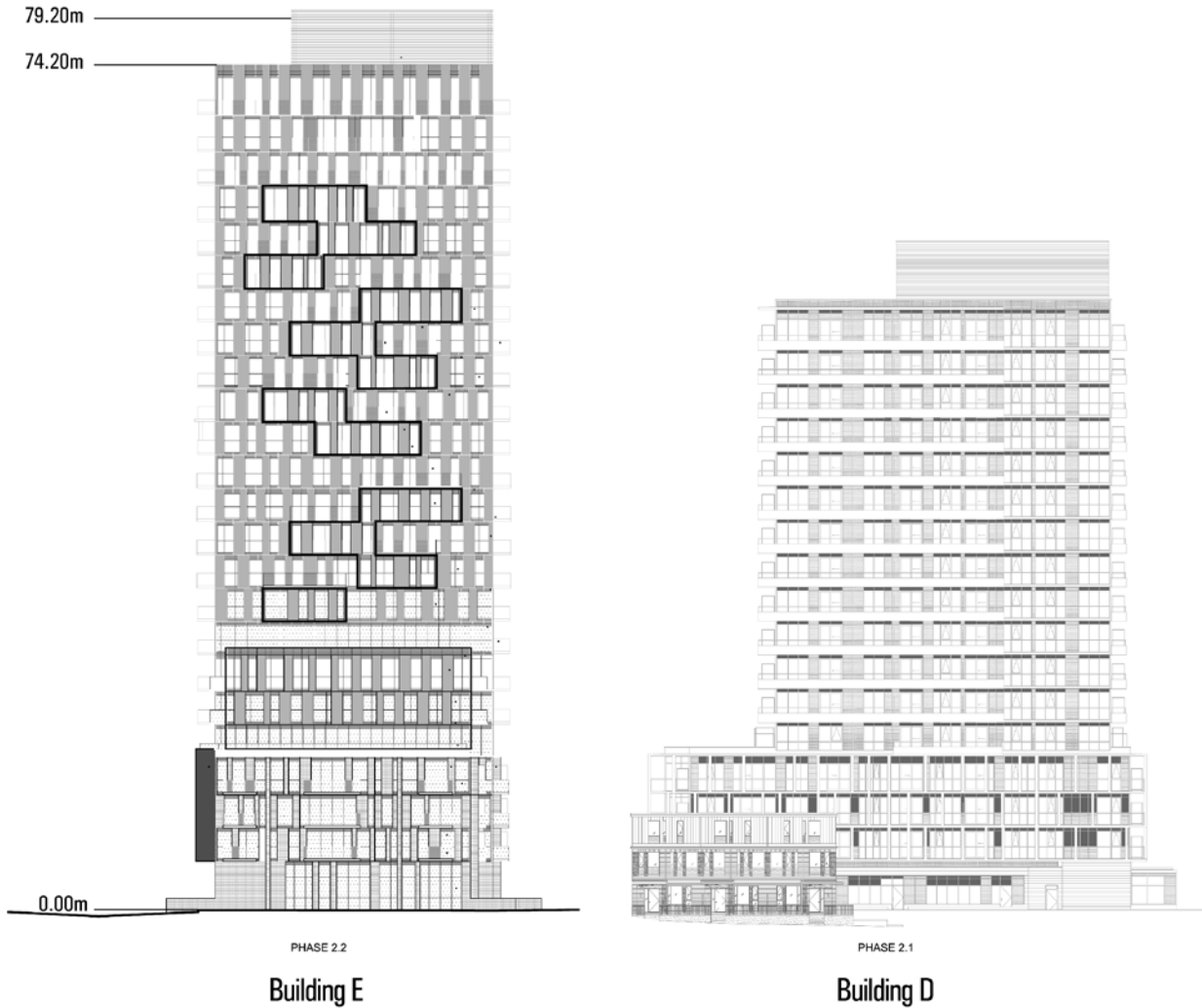
3, 5 Kingsdale Road & 3, 5, 11, 17, 21 Allenbury Gardens

Applicant's Submitted Drawing

Not to Scale
06/11/2018

File # 17 267810 NNY 33 0Z

Attachment 13: North Elevation



North Elevation

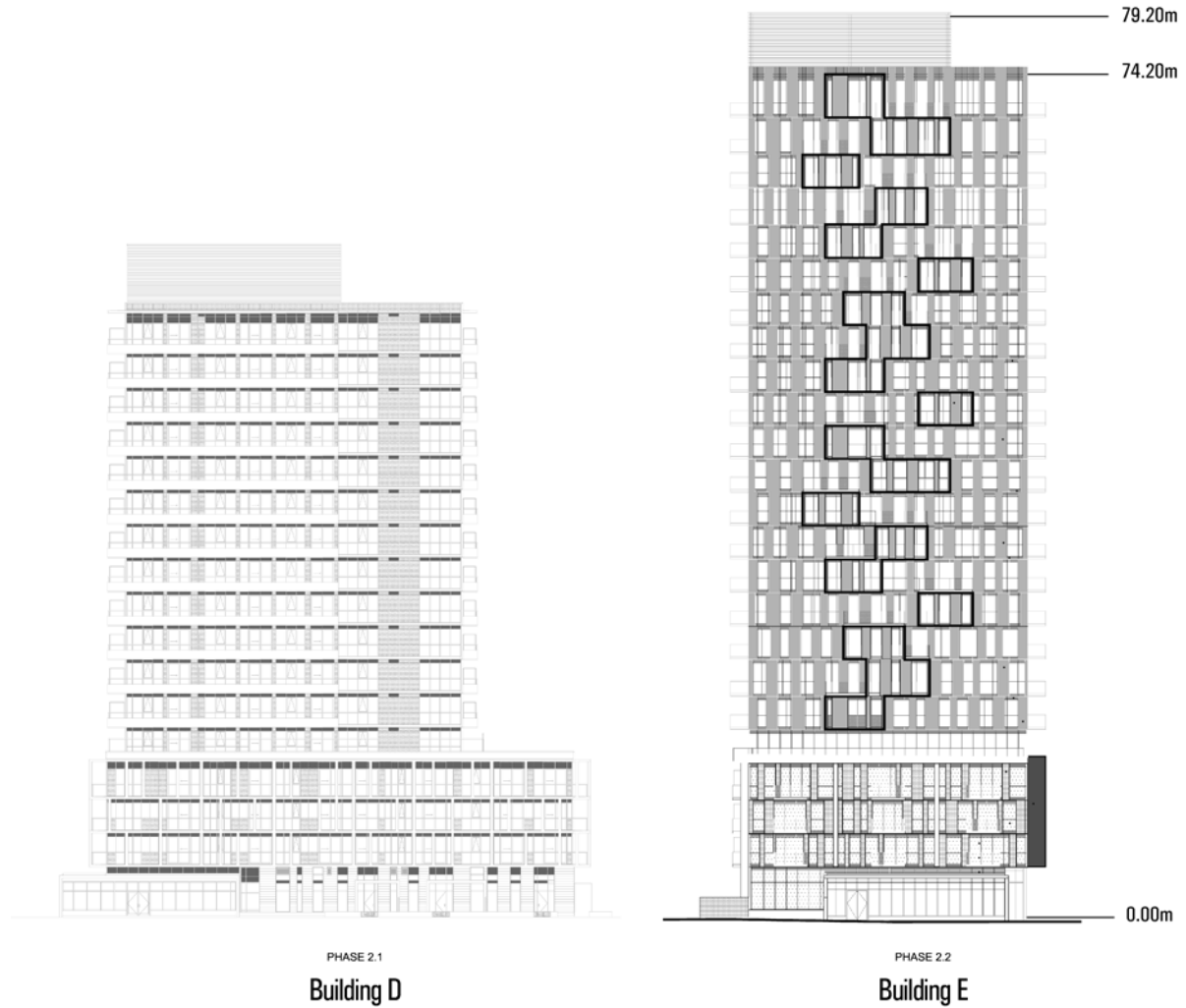
3, 5 Kingsdale Road & 3, 5, 11, 17, 21 Allenbury Gardens

Applicant's Submitted Drawing

Not to Scale
06/11/2018

File # 17 267810 NNY 33 0Z

Attachment 14: South Elevation



South Elevation

3, 5 Kingsdale Road & 3, 5, 11, 17, 21 Allenbury Gardens

Applicant's Submitted Drawing

Not to Scale
06/11/2018

File # 17 267810 NNY 33 0Z

Attachment 15: West Elevation



West Elevation

3, 5 Kingsdale Road & 3, 5, 11, 17, 21 Allenbury Gardens

Applicant's Submitted Drawing

Not to Scale
06/11/2018

File # 17 267810 NNY 33 0Z
