

2450 Victoria Park Avenue – Zoning Amendment Application – Request for Direction Report

Date: January 23, 2019

To: North York Community Council

From: Director, Community Planning, North York District

Ward: Ward 17 - Don Valley North

Planning Application Number: 17 255293 NNY 33 OZ

SUMMARY

This application proposes to redevelop the property at 2450 Victoria Park Avenue with a total of four residential buildings containing retail uses on the ground floor ranging in height from 11 to 44 storeys, for a total of 1,247 residential units and 1,606 m² of ground floor retail space. The proposed total gross floor area is 96,405 m², creating a proposed density of 4.99 times the area of the lot. A total of 1,266 vehicle parking spaces and 952 bicycle parking spaces are proposed. A new 2,915 m² on-site public park and two new east-west private roads are also proposed as part of the application. The existing seven-storey (7,755 m²) office building is proposed to be demolished.

The applicant appealed the Zoning By-law Amendment application to the Local Planning Appeal Tribunal (LPAT) citing City Council's failure to make a decision within the prescribed time frames set out in the Planning Act. The appeal was filed on March 23, 2018 and is considered a "legacy" appeal under the transition regulations of the LPAT Act.

The purpose of this report is to seek City Council's direction for the City Solicitor, together with appropriate City staff, to attend the LPAT hearing to oppose the application in its current form, as staff have concerns with the development application including the appropriate amount of non-residential use replacement, density, height, massing and building scale. The proposal is not in keeping with the Council approved policy direction for the ConsumersNext Secondary Plan Area.

This report also recommends that the City Solicitor and appropriate City staff be authorized to continue discussions with the applicant in an effort to address the issues outlined in this 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 appear before the Local Planning Appeal Tribunal (LPAT) hearing to oppose the Zoning By-law Amendment application in its current form for the lands at 2450 Victoria Park Avenue.
2. City staff continue discussions with the applicant to revise their proposal to address outstanding issues outlined in this report.
3. Should the LPAT approve the applications, City Council direct the City Solicitor to advise the LPAT that the Zoning By-laws should not be approved without the provision of such services, facilities or matters pursuant to Section 37 of the Planning Act, as may be considered appropriate by the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor.
4. In the event that the LPAT allows the appeal in whole or in part, City Council authorize the City Solicitor to request the LPAT to withhold the issuance of its final Order on the Zoning By-law Amendment appeal for the subject lands until such time as:
 - a. The owner has provided draft by-laws to the LPAT in a form and with content satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;
 - b. The owner enter into an agreement with the City, pursuant to Section 37 of the Planning Act, to secure services, facilities or matters as may be required to the satisfaction of the Chief Planner and Executive Director, City Planning in consultation with the local Councillor.
 - c. The owner has submitted a revised Transportation Impact Study, a revised Functional Servicing Report and a revised Stormwater Management Report, all to the satisfaction of the Chief Engineer and the Executive Director, Engineering and Construction Services, and the General Manager, Transportation Services.
 - d. A peer review of the submitted Environmental Noise Assessment Report has been undertaken, at the expense of the applicant, to the satisfaction of the Chief Planner and Executive Director, City Planning and any recommended mitigation measures are included in the amending by-laws and/or Section 37 Agreement.
 - e. The LPAT is advised by the City Solicitor that City Council has classified the site as a Class 4 noise area under relevant provincial noise guidelines (NPC 300), if the peer review of the Environmental Noise Assessment Report identified in recommendation 4 (d) above concludes that a Class 4 noise area designation of the subject site is appropriate; and

f. The owner has submitted and received approval of a draft plan of subdivision in order to create the development blocks, a new public park block, and any required new public street.

5. City Council require the Owner of the lands at 2450 Victoria Park Avenue to satisfy the full parkland dedication requirement through an on-site dedication, in the location as shown generally on the applicant's proposed plans dated October 26, 2017 that were submitted to the City on October 30, 2017.

6. In the event that the LPAT allows the appeal on the Zoning By-law Amendment application in whole or in part, and the applicant has resolved any parkland issues to the satisfaction of the General Manager, Parks, Forestry and Recreation, City 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

The recommendations in this report have no financial impact.

DECISION HISTORY

Toronto's Municipal Comprehensive and Statutory 5-year Review (OPA 231)

On August 20, 2012, the owner filed a request to consider the conversion of the site's designation in the Official Plan from Employment Areas to Mixed Use Areas. This request was followed by a formal Official Plan Amendment (OPA) application to convert the lands from Employment Areas to Mixed Use Areas. The OPA application proposed to redevelop the site into four development blocks which would contain 895 dwelling units in two, 25-storey buildings on the Hallcrown Place frontage of the site, one 30-storey building at the southeast corner of the site along the Victoria Park Avenue frontage, and two, three-storey townhouse blocks along the southern edge of the site. The existing seven-storey office building at the northeast corner of the site would have been retained. The development proposed a total gross floor area of 80,512 m² including 3,298 m² of grade related retail uses. The proposal also included approximately 2,000 m² of open space / parkland in two separate locations, one fronting Consumers Road and the other fronting onto Victoria Park Avenue. The proposal had an overall Floor Space Index of 4.17 times the area of the lot.

On December 18, 2013, City Council approved Official Plan Amendment No. 231 (OPA 231), which was the result of the City's 5-Year Official Plan Review and Municipal Comprehensive Review. OPA 231 re-designated the lands fronting onto Sheppard Avenue East and Victoria Park Avenue, including the subject site, from Employment Areas to Mixed Use Areas. It also introduced Site and Area Specific Policy No. 386 (SASP 386) into what is known as the Consumers Business Park and some of the lands along Sheppard Avenue East and Victoria Park Avenue. Among other matters, SASP 386 requires that development that includes residential units (where permitted) is required to increase the non-residential gross floor area. SASP 386 also requires that an implementation plan be established as Official Plan policy to address matters including: an incentive program for Council adoption to encourage office development; the provision of amenities throughout the area to create an attractive environment for existing and new offices; development densities; and the creation of new streets and blocks.

ConsumersNext: Planning for People and Business at Sheppard and Victoria Park

In June 2015, the City of Toronto launched ConsumersNext, a multi-disciplinary study examining ways to manage anticipated growth while improving the Consumers Road Business Park and area around Sheppard and Victoria Park Avenues, as required by SASP 386. In July 2017, City Council adopted a Proposals Report for the ConsumersNext Secondary Plan area directing staff to prepare and consult with the public on a draft Secondary Plan based on the policy directions that emerged from the completion of three component studies: a Planning Study which included Transportation and Servicing Master Plans, an Economic Potential Study and a Community Services and Facilities Study. At the same meeting City Council also directed that any Official Plan amendment and rezoning applications in the future Secondary Plan Area for ConsumersNext be considered and reviewed in the context of the Public Realm, Built Form, Transportation and Community Services and Facilities recommendations outlined in the Proposals Report. The Council decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.11>

The ConsumersNext Secondary Plan (OPA 393) went before the Planning and Growth Management Committee on February 22, 2018 and was approved by City Council on March 26, 2018. The ConsumersNext Secondary Plan was appealed to the LPAT by a number of appellants (Case No. PL180544), including the applicant of this application. The appeal of the ConsumersNext Secondary Plan is under the new LPAT system. The first Case Management Conference was held on December 11, 2018 and a second Case Management Conference is scheduled for May 7, 2019. No other hearing dates have been scheduled. The Council decision approving the Secondary Plan can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG27.2> and a link to the LPAT case status site can be found here: <http://elto.gov.on.ca/tribunals/lpat/e-status/>

Current Application

Two pre-application consultation meetings were held with the applicant, on December 5, 2016 and February 21, 2017. Discussions focussed on complete application submission requirements and issues including, but not limited to, the existing and planned policy framework for the site, site layout and organization, building massing, height and density, non-residential floor space replacement and the provision of a new public street and public park.

The current application was submitted on October 30, 2017 and deemed complete on November 29, 2017. On March 23, 2018 the applicant appealed the application to the LPAT for failure of Council to make a decision on the application within the statutory timeframe. A Preliminary Report dated March 15, 2018 on the application was before North York Community Council on April 4, 2018. North York Community Council deferred consideration of the Preliminary Report to allow staff to continue discussions and to prepare a subsequent report, at the appropriate time, in light of the appeals filed with the LPAT regarding the Zoning By-law Amendment application. This report is the subsequent report, as directed by North York Community Council.

The application was also brought forward for first review to the City's Design Review Panel on May 10, 2018. The Panel directed the applicant to refine the development proposal. The chair's key points on this application was the potential it has to be an example for the emerging ConsumersNext area and to re-think the quantity and placement of density, massing and height to create a finer grained, more sensitively scaled development throughout the entire site; to provide sufficient outdoor amenity to sustain proposed site population and to further develop the ground plane design to decrease the hard-scape vehicular realm, and at the same time increase pedestrian-first green space, further extending the presence of park dedication area throughout this site. A link to the minutes of the Design Review Panel meeting can be found here: <https://www.toronto.ca/wp-content/uploads/2018/06/8fec-UrbanDesign-DesignReviewPanel-MtgMinutes-10May2018.pdf>

The first prehearing conference was held on the appeal on September 24, 2018. The Armenian Community Centre, located at 45 Hallcrown Place was added as a party to the appeals, and a number of area resident associations, landowners and an area resident were granted participant status at the prehearing. A second prehearing conference has been scheduled for March 22, 2019 to permit time to continue discussions between the parties and for the City Solicitor to obtain direction from City Council. No full hearing date has been scheduled.

ISSUE BACKGROUND

Proposal

The applicant proposes to amend the zoning by-law in order to redevelop the property into two development blocks (a north and south block), divided by a private east-west internal street. On the north block, the proposal includes three residential buildings of

11, 39, and 44 storeys in height respectively, each containing retail space on the ground level and connected to one another for the first eight storeys. The buildings are oriented around an internal courtyard open space area. On the south block, the proposal includes one 11-storey residential building with retail on the ground floor. A new 2,915 m² public park fronting onto Hallcrown Place is also proposed on this block. A second private street would be located along the south property limit of the site, extending east-west from Hallcrown Place and dead-end at the proposed entrance to Building A. All of the residential units in the north block are proposed to be ownership units and include 50 affordable ownership units. The residential units in the south block are proposed to be rental units, and include 50 affordable rental units. Please see Table 1 below and the application data sheet at Attachment 1 for a more detailed breakdown on the proposal.

A total of 1,247 residential units and 1,606 m² of retail space are proposed. The proposed gross floor area is 96,405 m² (approximately 1.04 million square feet), and the proposed density is 4.99 times the area of the lot. The existing seven storey office building on the subject property would be demolished and the office uses are not proposed to be replaced. Indoor and outdoor amenity area for each building is also proposed, for a total indoor amenity space of 2,527 m² and a total outdoor amenity space of 2,463 m².

Building A, would be located on the south block, and is an 11 storey residential building with retail at grade. Along the Victoria Park frontage, the building would step back 3 metres at the fifth storey and then rises to 11 storeys. The central section of Building A, would step down to 8 storeys and then to 7 storeys along the frontage of the proposed park.

On the north block, on the east side, Building B would be an 11 storey building fronting onto Victoria Park Avenue. Building B would have a 3 metre stepback at the fourth storey and then rise to 11 storeys.

Building C would be located in the middle of the north block and is a 39 storey tower above a four to eight storey base building. The building would be connected to Building D from the second to eighth storey. There would be an open space at the ground level between Buildings C and D, which would provide for access to the at-grade loading areas servicing each building. Floors 5 to 18 would step back 2.5 metres from the base building, and floors 19 – 39 would step back a further 2 metres for a total of a 4.5 metre stepback from the fourth floor base building's northern edge, which results in floors 19 to 39 cantilevering by 2.5 metres to the south side of the building. The tower floor plate would be 812 m² and the separation distance between the tower of Building C and the tower of Building D would be 26.85 metres.

Building D would be located on the west side of the north block and is a 44 storey tower above an eight storey base building (which connects to Building C). The tower portion of the building would step back 5.3 metres from the fourth floor base building along the Consumers Road frontage for a setback distance of 9.7 metres from the Consumers Road property line. The tower floor plate of Building D would be 661 m².

Vehicular access to the proposed development would be via two dead-end new private streets accessed from Hallcrown Place. The proposed 15.2 metre wide private road that bisects the site into the north and south blocks is located on an existing 15.2 metre wide stormwater and sanitary sewer easement in favour of the City, which is to remain. The second 20 metre wide private street would be located along the south property limit of the site. The existing accesses to the site from Consumers Road would be closed.

To service Building A, one Type G loading space is proposed inside the building, at the ground level. Buildings B and C would also be served by one Type G loading space, which would be located inside Building B at the ground level. Building D would also be serviced by a Type G loading space, located inside the building at the ground level.

The buildings in the north block would be arranged around a central open space area, accessed from the private internal street. Similarly, the building in the south block also would include a central, largely paved open space area, accessed from the private internal road. The amount of landscaped open space provided onsite would be approximately 6,745 m² (35% of the site area).

Pedestrian access to the buildings would be from the sidewalks along Victoria Park Avenue, Consumers Road, and Hallcrown Place, as well as from the internal open space courtyards that would be accessed from the internal private street system. A total of 100 short term bicycle parking spaces would be at grade, and accessed from the sidewalks along Victoria Park Avenue, Consumers Road, and Hallcrown Place, as well as from the internal open space courtyards. Long term bicycle parking spaces would be provided for in the underground parking garages. The two new proposed internal roads would provide access to the vehicular parking spaces located in the underground parking garages.

The applicant also proposes that a Class 4 noise area classification be applied to the proposed development, as set out in the Ministry of the Environment and Climate Change's Environmental Noise Guideline - Stationary and Transportation Sources (NPC-300) as the site is in proximity to stationary noise sources such as the Enbridge head office located opposite the site, on the north side of Consumers Road, which operates under an existing Environmental Compliance Approval for the air cooled condenser units, exhaust fans, and cooling towers on site.

The table below provides some of the key statistics for the proposed development. The application data sheet, site plan, massing model, renderings, rendering and elevations can be found in Attachments 1, 12, 13, 14, and 15 respectively.

Table 1 - Development Proposal Statistics

	South Block	North Block			
	Building A	Building B	Building C	Building D	Total
Site Area	7,158 m ² (0.72 ha)	7,229 m ² (0.72 ha)			14,387 m ² + 2,915 m ² (park) + 2,023 m ² (easement) = 19,324 m ² (1.93 HA)
FSI	4.99				
Residential GFA (m ²)	18,077	9,704	33,135	33,885	94,800
Non-Residential GFA (m ²)	538	282	481	304	1,605
Total GFA (m ²)	18,615	9,986	33,616	34,188	96,405
Height (storeys)	11 (36.5m)	11 (36.3 m)	39 (117 m)	44 (132 m)	-
Ground Floor Heights	6.0 m	6.0 m	6.0 m	6.0 m	-
Tower Floorplate Size	-	-	812	661	-
Total Residential Units	210	107	440	490	1,247
1 Bedroom	89	12	155	131	387 (31%)
2 Bedroom	121	95	285	359	860 (69%)
Proposed Tenure	Rental	Condo	Condo	Condo	-
Indoor Amenity	466 m ² (2.2 m ² /unit)	216 m ² (2 m ² /unit)	908 m ² (2 m ² /unit)	936 m ² (1.9 m ² /unit)	2,527 m ² (2.02 m ² /unit)
Outdoor Amenity	419 m ² (2 m ² /unit)	245 m ² (2.3 m ² /unit)	835 m ² (1.9 m ² /unit)	964 m ² (1.97 m ² /unit)	2,463 m ² 1.98 m ² /unit)
Parking Spaces					
Retail	5	9			14
Resident	180	901			1081
Visitor	36	135			171
Total	221	1045			1266
Bicycle Parking Spaces					
Long Term	144	708			852
Short Term	20	80			100

	South Block	North Block			
	Building A	Building B	Building C	Building D	Total
Total	164	788			952

Site and Surrounding Area

The site is located at the southwest corner of the intersection of Consumers Road and Victoria Park Avenue. Please see Attachment 2 for the Location Map. The site is within the Consumers Road Business Park, which is bounded by Sheppard Avenue East to the north, Victoria Park Avenue to the east, Highway 401 to the south and Highway 404 to the west. The business park is comprised primarily of buildings containing non-residential uses developed in the 1970's with large surface parking lots.

The site is generally rectangular in shape, has an area of approximately 1.93 hectares (19,324 m²) and a frontage of approximately 160 metres on Victoria Park Avenue, 131 metres on Consumers Road, and 142 metres on Hallcrown Place. It is currently developed with a seven-storey office building at the northeast corner of the site, a two-storey office building along the Consumers Road frontage and a 294-space surface parking lot on the southern portion. The site is subject to a 15.2 metre wide east-west City stormwater and sanitary sewer easement that bisects the site, extending from Hallcrown Place to Victoria Park Avenue.

Surrounding land uses include:

North: To the north of site is Consumers Road, which has a planned right-of-way width of 27 metres. On the opposite side of Consumers Road is a five-storey Enbridge office building, loading space and surface parking lot.

South: To the south of the site is the St. Mary's Armenian Apostolic Church and Community Centre at 45 Hallcrown Place, the Radisson Hotel at 55 Hallcrown Place, the Armenian Youth Centre of Toronto at 50 Hallcrown Place and Highway 401 beyond.

East: To the east of the site is Victoria Park Avenue which has a right-of-way width of 36 metres. Due to close proximity of the interchange with Highway 401, the street includes six lanes of traffic (three each way) as well as off- and on- ramp approaches. On the opposite side of Victoria Park Avenue are retail buildings with restaurants and service uses fronting onto Victoria Park Avenue. To the east of these are single detached dwellings on lands designated Neighbourhoods.

West: To the west of the site is Hallcrown Place, which is a cul-de-sac public street which terminates at the Radisson Hotel at 55 Hallcrown Place and the Armenian Youth Centre at 45 Hallcrown Place. On the west side of Hallcrown Place, opposite the subject site, is a seven-storey office building (515 Consumers Road) and an 11-storey office building (505 Consumers Road).

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, OPA 231, SASP 386 and the ConsumersNext study and OPA 393 as follows:

Chapter 2 - Shaping the City

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation:

The Official Plan states that future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, growth areas in the City are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2 of the Official Plan.

The subject site is located on Victoria Park Avenue, on the segment which is identified as an Avenue on Map 2 – Urban Structure in the Official Plan. Avenues are important corridors along major streets where reurbanization is anticipated and encouraged so as to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Official Plan Policies 2.4.3 and 2.4.4 state that planning for new development will be undertaken in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development. Furthermore, policy 2.2.3 requires that the City's transportation network be maintained and developed to support the growth objectives of the plan, by, among other matters, ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure. Furthermore, policy 3.1.1.17 identifies that new streets should be public streets.

Chapter 3 - Building a Successful City

Public Realm

The public realm policies in Section 3.1.1 of the Official Plan acknowledge the importance of the public realm and quality urban design in creating great communities and building a great city. The public realm is comprised of the streets, parks, and open spaces of the City and is the framework with which development occurs. Among other matters, the policies aim to promote quality architectural, landscape and urban design; improve physical and visual access from public spaces of the City's natural features; and ensure that sidewalks and boulevards are designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians.

Policy 3.1.1.5 acknowledges that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. It directs that new and existing City streets incorporate a Complete Streets approach and be designed to perform their diverse roles by:

- "a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
 - i) the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;
 - ii) space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
 - iii) ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;
- b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
- c) reflecting differences in local context and character;
- d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
- e) serving as community destinations and public gathering places."

Policy 3.1.1.16 provides for development criteria for new streets, including that new streets be designed to provide connections with adjacent neighbourhoods, promote a connected grid of streets that offers safe and convenient travel options, extends sight lines and view corridors, divide larger sites into smaller development blocks; provide access and addresses for new development; allow the public to freely enter without obstruction; implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way; improve the visibility, access and prominence of unique natural and human-made features; and provide access for emergency vehicles.

Built Form

Section 3.1.2 Built Form: the Official Plan 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 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 directly accessible from the public sidewalk; providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and

preserving existing mature trees wherever possible and incorporating them into landscaping designs (Policy 3.1.2.1).

New development will also locate and organize vehicle parking, vehicular access, service areas and utilities to "minimize their impacts on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- a) using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- c) integrating services and utility functions within buildings where possible;
- d) providing underground parking where appropriate;
- e) limiting surface parking between the front face of a building and the public street or sidewalk; and
- f) integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces" (Policy 3.1.2.2.).

Furthermore, Policy 3.1.2.3 directs that new development will be massed and its exterior façade to 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 by:

- a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- d) providing for adequate light and privacy;
- e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2.4 requires that new development 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 uses of these areas.

As detailed in Policy 3.1.2.5, new development is to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing improvements to adjacent boulevards and sidewalks respecting sustainable design elements, such as trees, hedges, plantings, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting

and bicycle parking facilities; co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms; weather protection such as canopies, and awnings; landscaped open space within the development site; and public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development.

Section 3.1.3 includes Built Form policies for tall buildings, recognizing that tall buildings come with larger civic responsibilities and obligations than other buildings. Policy 3.1.3.1 outlines the main components of a tall building – base building, a middle portion, and a top building, with each having their own unique civic responsibility. The base buildings provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, and minimize the impact of parking and servicing uses. The middle portion should be designed so that smaller floor plate sizes and shapes have appropriate dimensions for the site, are located and oriented on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the policies of the plan. The top of tall buildings contribute to the skyline character and should integrate roof top mechanical systems into the design.

Policy 3.1.3.2 requires that tall buildings address key urban design considerations, including meeting the built form principles of this Plan, demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure; demonstrate how the proposed building and site design relate to the existing and planned context; taking into account the relationship of the site to topography and other tall buildings; providing high quality, comfortable and usable publicly accessible open space areas, and meeting the other goals and objectives of this Plan.

Housing

Section 3.2.1 of the Official Plan requires a full range of housing, in terms of form, tenure, and affordability across the City and within neighbourhoods to be provided and maintained to meet the current and future needs of residents. The existing housing stock is to be maintained and replenished, and new housing supply is encouraged through intensification and infill that is consistent with the policies of the Official Plan.

New Neighbourhoods

Section 3.3 of the Official Plan speaks to the building of new neighbourhoods. New neighbourhoods are to have a comprehensive framework which reflects the Official 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 land uses, a strategy to provide parkland, a strategy to provide community services and local institutions and a strategy to provide affordable housing (policy 3.3.1).

The official plan directs that new neighbourhoods will be viable as communities, and 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 (policy 3.3.2).

As per policy 3.3.3, new neighbourhoods will be carefully integrated into the surrounding fabric of the City, and will have good access to transit and good connections to the 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.

Chapter 4- Land Use Designations

The subject lands are designated Mixed Use Areas on Map 19 of the Official Plan (see Attachment 3). As outlined in Policy 4.5.1, Mixed Use Areas are made up of a broad range of residential, commercial, and institutional uses, in single or mixed use buildings, as well as parks and open spaces and utilities.

The development criteria for lands in the Mixed Use Areas are listed in Policy 4.5.2 and include the following:

- a) creating a balance of high quality commercial, residential, institutional and open space uses that reduces dependence on the automobile and meets the needs of the local community;
- b) providing for new jobs and homes for Toronto's growing population;
- c) locating and massing new buildings to: provide a transition between areas of different development intensity and scale; adequately limit shadow impacts on adjacent Neighbourhoods; and 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; and
- d) providing an attractive, comfortable, and safe pedestrian environment.

Section 37

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the Planning Act to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies. The community benefits to be secured must bear a reasonable relationship to the increased height and/or density of the proposed development and have an appropriate geographic relationship with the proposed development. Section 37 may be used for developments 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 increases the permitted height. The proposal is in excess of 10,000 m², exceeds the permitted density by more than 1,500

m² and is seeking an increase in the permitted height. As such, should this application be approved, then Section 37 policies would apply.

Implementation

Section 5.2.1 of the Official Plan identifies that Secondary Plan policies adopt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan. Policy 5.2.1.1 recognizes that Secondary Plans set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Official Plan's objectives. Secondary Plans will promote a desired type and form of physical development resulting in highly functional and attractive communities and plan for an appropriate transition in scale and activity between neighbouring districts.

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

OPA 231 and SASP 386

OPA 231 was adopted by City Council in December 2013, approved by the Ministry of Municipal Affairs and Housing in July 2014 and portions of the amendment are under appeal at the Ontario Municipal Board (Case No. PL140860). OPA 231 introduced a number of policies aimed at strengthening and supporting the City's diverse economy. New policy 3.5.1 (9) requires that new development that includes residential units on a property with at least 1,000 m² of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area used for office purposes when the property is located in a Mixed Use Area or Regeneration Area within the Downtown and Central Waterfront, a Centre, or within 500 metres of an existing or an approved and funded subway, light rapid transit or GO station. The Sheppard East light rapid transit project is an approved and funded light rapid transit project. The site is located approximately 400 to 525 metres from Sheppard Avenue East.

SASP 386 was also introduced into the Official Plan through OPA 231. This policy requires that an implementation plan be established as Official Plan policy to address matters including: an incentive program for Council adoption to encourage office development; the provision of amenities throughout the area to create an attractive environment for existing and new offices; development densities; and the creation of new streets and blocks. Furthermore, SASP 386 policy (b) also requires that any redevelopment on the lands within Area "A" (which includes the subject site) that contains residential units, is required to also increase the existing non-residential gross floor area in Area "A". As with other portions of OPA 231, this policy is currently under appeal and not in full force and effect, but was adopted by City Council and approved by the Minister of Municipal Affairs and Housing. As such it does represent City Council's vision for the site and area.

More information about OPA 231 can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

ConsumersNext Secondary Plan (OPA 393)

Resulting from a study that began in 2015, the Secondary Plan for the Consumers Road Business Park and surrounding areas designated as Mixed Use Areas along Sheppard Avenue East and Victoria Park Avenue was considered by the Planning and Growth Management Committee on February 22, 2018. The Secondary Plan was approved by City Council as OPA 393 at its meeting on March 26th - 28th, 2018. The Secondary Plan has been appealed to the LPAT by a number of appellants, including the applicant for this application, and is not in force but is determinative of Council's direction.

The ConsumersNext Secondary Plan contains a number of policies that will apply to the site. The vision for the ConsumersNext Secondary Plan area is for a contemporary, vibrant business park that is a transit oriented location for employment investment and well-connected to a complete, walkable, mixed-use community along Sheppard Avenue East and Victoria Park Avenue. The Plan contains policies to manage anticipated growth in the employment area and residential populations to align with the implementation of appropriate infrastructure. Built form policies, including building type and related development criteria are the primary tools used to direct the scale and form of development within the Secondary Plan area. Built form controls will also ensure that appropriate pedestrian comfort is achieved.

The subject lands are located in the "Victoria Park Corridor", within the structure of the Secondary Plan (See Attachment 7). New buildings are to be developed primarily at a mid-rise scale with a streetwall of up to six storeys and generous setbacks along Victoria Park Avenue. The maximum permitted density for this site is 3.0 times the area of the lot (see Attachment 8). The Secondary Plan recognizes that on the west side of Victoria Park Avenue, deep sites offer opportunities to use tall buildings as an alternative to mid-rise form, to a maximum of 83 metres in height, provided the development complies with the density and angular plane provisions of the Plan (see Attachment 9). This site would be considered a deep site.

The built form policies of the Secondary Plan seek to create consistent building setbacks, a consistent streetwall and to improve the civic and pedestrian experience. A minimum ten metre stepback from the base building of any tall building in the district is required. A minimum three metre stepback above the third storey is required for mid-rise buildings. Along the Victoria Park Corridor District, buildings are to be massed to fall beneath a 45 degree angular plane projected from the front property line of sites fronting onto Victoria Park Avenue, beginning at a height equal to 80% of the right-of-way to provide appropriate sunlight and wind conditions on sidewalks in anticipated high volume pedestrian areas near future higher order transit stops. Tall buildings may be permitted on the west side of Victoria Park Avenue, only if the base building does not exceed six storeys in height, the tower component does not exceed 83 metres in height, the development falls within the 45 degree angular plane projected from the front

property line of sites fronting Victoria Park Avenue, beginning at a height equal to 80 percent of the adjacent right-of-way, and the overall development does not exceed the maximum density as set out in the Secondary Plan on Map 38-4 (see Attachment 8)

A new public park and new public street extending from Hallcrown Place to Victoria Park Avenue are also identified as key public realm and structure elements for this site (see Attachment 6). Active uses such as restaurants, retail and service uses at grade are encouraged.

With respect to land use, the draft Secondary Plan carries forward the SASP 386 policy requiring that development on sites designated as Mixed Use Areas that include residential uses, also increase the non-residential gross floor area from the existing non-residential gross floor area. The Secondary Plan also includes policies that permit Council to enact Zoning By-law Amendments containing a Holding (H) symbol to ensure that non-residential development is constructed concurrent or prior to development containing residential units.

Regarding transportation and mobility, a Transportation Master Plan satisfying Phases 1 and 2 of the Municipal Class Environmental Assessment process was undertaken. It identified improvements and capital expenditures in order to improve the transportation network. New development will be reviewed to determine if there is available capacity within the transportation network and/or contributions are required to expand and enhance the transportation network. Holding (H) by-law(s) may be enacted to require certain transportation improvements to be in place prior to residential developments being permitted at the permitted densities. Policies 9.6 to 9.11 and Map 38-14 (see Attachment 10) describe the transportation network and the planned expansion and improvement thereto. The expansion of the street network in the Secondary Plan Area into a finer grid of streets and connections will occur incrementally with redevelopment through the direct construction and conveyance of new public streets on development sites or contributions towards the acquisition of land and construction of transportation infrastructure off site as secured through the development approvals process. Development areas and new segments of the street network and other network improvements are identified in the Transportation Master Plan (see Attachment 10). As per policy 9.8, if a network improvement forms part of a site under application for redevelopment, that improvement will be secured and/or constructed prior to development proceeding.

The Secondary Plan also promotes achieving a complete and inclusive community, including provision of a full range of housing in terms of tenure and affordability. As per policy 7.2, development containing more than 50 residential units will include a minimum of 30% of the total number of units as two-bedroom units, of which half must have a minimum of 90 m² of gross floor area. A minimum of 20% of the total number of units should be three-bedroom units, of which half must have a minimum gross floor area of 106 m². As per policy 7.4, on development sites containing more than 150 residential units, the City will also actively pursue at least 5% of the total residential

gross floor area as affordable rental housing and at least 10% of the total residential gross floor area as affordable ownership housing, or a combination of the above.

The Secondary Plan also contains policies with respect to Section 37. Policy 9.19 directs that section 37 of the Planning Act will be used to secure the following priorities for community benefits:

- new, non-profit child care to serve the projected residential growth;
- flexible multi-purpose community agency space to provide for a wide range of programs;
- above-base park improvements for new parks in the Secondary Plan area;
- new affordable housing, and
- contributions towards the expansion and/or retrofit of existing community facilities in the surrounding area taking into consideration relevant service plans of City Divisions and agencies.

Policy 9.20 of the Secondary Plan identifies that Section 37 will only apply to a proposed development that would permit a building or structure with residential gross floor area. The base value, in terms of residential gross floor area, from which increased height and/or density may be permitted in return for certain capital facilities will be zero (0) square metres.

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 to 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.

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. On December 7, 2018 the OMB issued an Order approving the remaining policies of OPA 320 on a City wide basis. More information regarding OPA 320 can be found here: www.toronto.ca/OPreview/neighbourhoods.

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 outcome of staff analysis and review of relevant Official Plan policies and designations; Secondary plans; Site and Area Specific Policies, and the ConsumersNext study are summarized in the Comments section of the Report.

Zoning

The site is zoned Industrial Office Business Park (MO) in the former City of North York Zoning By-law No. 7625 (See Attachment 4). The MO zone permits office uses, a number of manufacturing uses, institutional uses, hotels, financial institutions and commercial type uses such as retail stores, restaurants, and personal service shops.

The maximum permitted gross floor area for all uses on site is 150% of the lot area. Retail stores and service shops are permitted up to a maximum gross floor area of 20% of the gross floor area of the largest floor of the buildings on the lot. Residential uses are not permitted.

The site is not subject to Zoning By-law 569-2013 (see Attachment 5). However it is anticipated that, if approved in some form by the LPAT, any zoning amendments would be incorporated into By-law 569-2013.

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>

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Growing Up: Planning for Children in New Vertical Communities Design 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.

Further information regarding the Growing Up Draft Urban Design Guidelines can be found here:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/>

Site Plan Control

The proposal is subject to Site Plan Control. An application for Site Plan Control has not been submitted.

Draft Plan of Subdivision

An application for draft plan of subdivision will be required in order to create the development blocks, public park block, and any potential new public streets. A draft plan of subdivision has not been submitted to date.

Reasons for Application

An amendment to the former City of North York Zoning By-law No. 7625 is required as the zoning for the site does not permit the proposed residential use.

A zoning by-law amendment is also required to permit the proposed zoning standards such as: gross floor area, lot coverage, setbacks, separation distances, height, landscaped open space, and the proposed amount of vehicle and bicycle parking spaces.

Application Submission

The following reports/studies were submitted with the application:

- Planning Rationale
- Draft Zoning By-law Amendment
- Community Services and Facilities Study
- Public Consultation Plan
- Sun Shadow Study

- Pedestrian Wind Assessment
- Arborist Report and Tree Preservation Plan
- Functional Servicing and Stormwater Management Report
- Toronto Green Standards Checklist
- Preliminary Geotechnical Investigation
- Hydrological Investigation Update Report
- Transportation Impact Study
- Energy Strategy Report
- Phase One Environmental Site Assessment Update
- Phase Two ESA Update
- Stage 1 Archaeological Assessment, and
- Environmental Noise Assessment.

A Notification of Complete Application was issued on November 29, 2017.

Links to the above listed reports and studies can be found online through the City Planning Application Information Centre (AIC) at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre>

Agency Circulation

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application.

Community Consultation

A Community Consultation Meeting was held on April 10, 2018. The meeting was attended by the Ward Councillor, City Planning staff, and approximately 260 members of the public. Prior to and following the Community Consultation Meeting, members of the public have also provided verbal feedback and written correspondence on the application. The members of the community are predominantly concerned with the proposed building height, density/scale of development, the limited amount of non-residential space proposed, and the potential impacts on the neighbouring land uses, including the place of worship and education and community facilities located along Hallcrown Place, as well as the impact to the broader Consumers Road business park. The community was also very concerned that the proposal would exacerbate existing traffic capacity and circulation problems, and pose a safety risk to students of the area schools. Please see Attachment 11 for a summary of the comments heard at the Community Consultation Meeting, as prepared by the meeting facilitator, Lura Consulting.

The applicant agreed to a working group process with City staff and members of the public. At the Community Consultation Meeting City staff invited interested members of the public to sign up for consideration to be included as part of the working group

process. Following the community consultation meeting a working group was established, on a without prejudice basis, comprised of local area landowners, residents and ratepayer associations in order to work together in an attempt to resolve concerns with the proposed development application. Terms of Reference were established and the topics identified for discussion included site layout and organization, built form and density, transportation related issues and housing and community services and facilities. To date, two of an anticipated four working group meetings have been held in the spring / summer of 2018.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). Staff have determined that the proposal is not consistent with the PPS and does not conform with the Growth Plan for the reasons as set out below.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term. The PPS states that planning authorities shall identify appropriate locations for intensification and that an appropriate range and mix of housing types and densities be provided.

Policy 1.1.1 (g) of the PPS states that "healthy, livable and safe communities are sustained by ensuring that necessary infrastructure, and public service facilities are or will be available to meet current and projected needs." The applicant has not demonstrated that the necessary infrastructure, such as transportation capacity is available to support the proposed development, as noted in the Traffic Impact, Access, Parking Section of this Report.

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by a) "establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households" and by b) "permitting and facilitating all forms of housing required to meet the social, health, and well-being requirements of current and future residents and all forms of residential intensification including second units and redevelopment in accordance with Policy 1.1.3.3". The City has established minimum targets for affordable housing in the approved ConsumersNext Secondary Plan, as will be discussed further below in this report. The proposal, in its current form does not include any three-bedroom units that could be suitable for larger families and while the proposal does include some affordable housing, the applicant has not provided sufficient information to demonstrate that the proposal meets the City's affordable housing target. Information related to the size and type of units as well as rents or ownership cost have not been provided.

Policy 1.7.1 (d) of the PPS speaks to long-term economic prosperity that should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character. Policy 4.7 states that a municipality's "official plan is the most important vehicle for implementation of the Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through the official plans. Official Plans shall identify provincial interests and set out appropriate land use designations and policies." The Official Plan and the Council approved ConsumersNext Secondary Plan provide for a long term range of growth in the secondary plan area based on the provision of the necessary infrastructure to meet the planned growth. The development proposal in its current form does not comply with the City's Official Plan policies and urban design guidelines related to matters of non-residential gross floor area replacement, a range of appropriate housing sizes, density, built form and compatibility, as explained further in this report.

The Growth Plan provides a strategic framework for managing growth in the Greater Golden Horseshoe. Growth Plan policies for the management of growth (Policy 2.2.1.4) state the application of the policies will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- c) provide a diverse range and mix of housing options, including second units and affordable housing to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; and
- e) ensure the development of high quality compact built form, and an attractive and vibrant public realm, including public open spaces, through site design and urban design standards."

The proposed development does not provide for a built form that is well-designed and achieves the design objectives set out in the Official Plan, the ConsumersNext Secondary Plan and complementing urban design guidelines. Furthermore, the majority of residential units proposed are one and two bedroom units with no three-bedroom units proposed and the applicant has provided limited information about the affordable housing that is proposed in this development. The limited amount of non-residential gross floor area replacement does not reflect an appropriate mix of uses that supports the investment in transit infrastructure in the Secondary Plan area.

Policy 2.2.6.3 directs municipalities to consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. Of the 1,247 residential units proposed as part of this development, no three bedroom units are proposed that could be more appropriate for larger households.

Policy 2.2.2.4, which applies to delineated built-up areas as defined by the Plan, states that: "all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas which will,

- a) encourage intensification generally to achieve a desired urban structure;
- b) identify appropriate type and scale of development and transition of built form to adjacent areas;
- c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents."

In Section 5.2.4 Growth Forecasts, Policy 5 states that "within delineated built-up areas, municipalities may plan for development beyond the horizon of this Plan for strategic growth areas that are delineated in official plans and subject to minimum targets, provided that:

- a) integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacity;
- b) the type and scale of built form for the development would be contextually appropriate; and
- c) the development would support the achievement of complete communities, including a diverse mix of land uses and sufficient open space."

The Official Plan identifies a land use structure of areas where intensification is appropriate and directs growth to certain areas of the City. Furthermore, the City has recently undertaken and approved a Secondary Plan for this area which more specifically addresses appropriate locations for growth that is contextually appropriate, as described below. The proposed development does not conform with the Growth Plan and to Section 2.2.2.4 (b) as it does not represent an appropriate scale of development for the surrounding area and does not appropriately transition to adjacent properties. Further, the proposed development does not conform with Section 5.2.4.5.b) requiring the type and scale of development to be contextually appropriate as the proposed height and scale is not in keeping with the existing and planned context. While not in force, the Secondary Plan was approved by Council and represents Council's vision and objectives for the Secondary Plan area.

The Growth Plan 2017 contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors and subway lines. MTSAs are generally defined as the area within an approximately 500 metre radius of a transit station, representing about a 10-minute walk. The subject site is within 500 metres of the intersection of Sheppard Avenue East and Victoria Park Avenue, which is the location of a planned transit stop on the planned Sheppard East LRT.

As outlined in a report to City Council dated January 31, 2018 with respect to the ConsumersNext Secondary Plan, the future construction of higher order transit along

Sheppard Avenue East is planned to include an LRT station at Sheppard Avenue East and Victoria Park Avenue. The existing conditions in the Secondary Plan Area, including development recently constructed, approved or under construction, represents a total of over 220 jobs and residents per hectare which would exceed the minimum density target identified by the Growth Plan of 160 jobs and residents per hectare. The intensification provided for in the ConsumersNext Secondary Plan would exceed 470 jobs and residents per hectare.

The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan in order to delineate MTSA boundaries and to demonstrate how the MTSA's achieve appropriate densities. At the time of the MCR, municipalities can also make a request that the Province approve alternative targets to those set out in the Growth Plan provided criteria are satisfied. The MCR is a conformity exercise that is to be conducted by a municipality to bring its Official Plan into conformity with the Growth Plan 2017 and the approval authority for MCRs is the Minister.

Through the staff report regarding the ConsumersNext Secondary Plan dated January 31, 2018, staff have advanced a draft boundary for potential MTSA's for the planned construction of the Sheppard East LRT, the boundaries of which captures the lands designated for growth in the ConsumersNext Secondary Plan, including the subject site. Should these boundaries be adopted as part of the City's next MCR, the existing density of this area would exceed the minimum density requirements of the Growth Plan. Although the City will be undertaking the delineation and creation of MTSA's as part of its next MCR, the existing and planned context of the area would meet the Growth Plan requirements and the level of density and intensification as proposed by the applicant is not required to meet the projected density targets and is of a scale that is not appropriate for the area.

Non-Residential Gross Floor Area Replacement

Development in Mixed Use Areas will create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community. Furthermore, development will also provide for new jobs and homes for Toronto's growing population on underutilized lands, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians. The application proposes the introduction of 1,247 residential units, for a total of 94,799 m² of residential use, and proposes to demolish the existing seven-storey (7,755 m²) office building and is not proposing to replace the gross floor area of the office building. The proposed development would include 1,606 m² of non-residential retail/commercial uses in the ground floor of the residential buildings. The Mixed Use Areas designation does permit both residential and commercial uses, in either single use or mixed use buildings. Parks are also permitted in Mixed Use Areas.

The site was converted from Employment Areas to Mixed Use Areas through the City's Official Plan and Municipal Comprehensive Review that culminated in OPA 231. This redesignation included SASP 386 to apply to this site and other lands in the Consumers

Road Business Park to require developments which introduce residential uses in the Mixed Use Areas to also increase the amount of existing non-residential gross floor area. The site is located in Area "A" of SASP 386 and sub-section b) requires that development which includes residential units increase the non-residential gross floor area in Area "A". The application includes residential units but does not propose to increase the non-residential gross floor area, therefore the development, in its current form, does not conform to SASP 386. Of the overall proposed development, the non-residential gross floor area of 1,606 m² represents only 1.79% of all the proposed gross floor area. The existing office building has a gross floor area of 7,753.78 m² and the 1,605.6 m² of proposed non-residential gross floor area represents approximately 21% of the existing non-residential gross floor area, or a loss of 79% of the existing non-residential gross floor area on site.

While SASP 386 is subject to appeal before the LPAT and is not currently in force, it has been adopted by City Council and approved by the Minister. It is noted that the applicant did not appeal OPA 231 or SASP 386 and at the time the applicant submitted their site specific application for an official plan amendment which ultimately led to the redesignation, the applicant proposed to maintain the existing office building.

The ConsumersNext Secondary Plan (OPA 393) incorporates the requirement of SASP 386 and Policy 3.3 of OPA 393 requires that development on sites designated Mixed Use Areas that includes residential uses is also required to increase the non-residential gross floor area. While this OPA is also under appeal before the LPAT and is not in force, it reaffirms Council's direction to maintain a mix of residential and non-residential uses on lands designated Mixed Use Areas in the ConsumersNext area. The proposal, in its current form, does not conform to the Official Plan or respond to the ConsumersNext Secondary Plan.

Site Layout and Organization

The Official Plan and the adopted ConsumersNext Secondary Plan include policies that support a network of fine-grained public streets, parks, and open spaces that support a safe, pedestrian oriented public realm. The Built Form policies in Section 3.1.2 of the Official Plan direct that new development in the City fit harmoniously within the existing and/or planned context of the area. The proposed site organization breaks up the existing site into a north block and a south block, separated by two private streets. A public park is also proposed at the southwest quadrant of the site. The ConsumersNext Secondary Plan does provide for a public park at this location and for a new public street to connect from Hallcrown Place to Victoria Park Avenue (with right-in and right-out access onto Victoria Park Avenue), generally shown at the southern limit of the property. The ConsumersNext Secondary Plan also includes Policies 5.8 and 5.9 with respect to protecting view corridors to the cupola of the St. Mary Armenian Apostolic Church.

The proposed public street in the location shown in the Secondary Plan which connects from Hallcrown Place to Victoria Park Avenue is dependent upon the Ministry of Transportation (MTO's) approval. Through the application, there is an opportunity to

gain a new public street through the subject site without requiring the reconfiguration of the Highway 401 on-ramp, and staff would like to continue discussions with the applicant in this regard. A new public street through this site providing access to Victoria Park Avenue is an important component of the transportation network in the ConsumersNext Secondary Plan. Official Plan policy 3.1.1.17 directs that new streets should be public streets.

In order to achieve a high quality public open space there are a number of other revisions to the ground floor plane and public realm area that would be required of the proposed development. In particular, with respect to building setbacks, appropriate building setbacks are important for a number of reasons including having appropriate pedestrian clearways and continuous weather protection, tree planting and appropriate landscaping, providing adequate light and privacy, and framing of adjacent streets, parks, and open spaces in a way that respects the existing and planned context. The setbacks to the private internal streets, including any potential public street through the site will need to be reviewed to ensure appropriate setbacks.

The ground floor plane of the proposed buildings are narrow for all of the functions that they must fulfill, and should be increased so as to create a larger floor plate in order to provide opportunity for a wide variety of retail and commercial uses at the ground floor level. Furthermore, the onsite open spaces should include additional soft landscaping to improve the amenity of the open space area and create opportunities for children. Additional outstanding matters regarding the site layout that are required to be addressed include ensuring that servicing is contained within the proposed building, the integration of bicycle parking, access ramps and service areas in order to limit impacts on the proposed park, public realm and open spaces.

Density

As per Policies 4.5.2 of the Official Plan, development in Mixed Use Areas are required to locate and mass new buildings to provide an appropriate transition between areas of different development intensity and scale, through such means as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods and adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes; 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.

The density of the proposed development would be 4.99 times the area of the lot, as calculated under former City of North York Zoning By-law 7625. Adjacent properties in the immediate context are not developed to this density as the employment area has an existing maximum density equal to 1.5 times the area of the lot, based on the existing zoning by-law maximum densities. The ConsumersNext Secondary Plan assigns a density of 3.0 times the area of the lot to this site and to all other sites within the Victoria Park Corridor District, based on appropriate infrastructure such as public transit and a public street network being in place and appropriate built form controls for the area. The highest density assigned in the secondary plan is 3.5 times the area of the lot, which

applies to lands along Sheppard Avenue East and at the intersection of Sheppard Avenue East and Victoria Park Avenue, in anticipation of the higher order transit expected along the Sheppard Avenue East corridor. Densities (and heights) decrease the further a site is from Sheppard Avenue East.

As per Policy 2.4, the development densities in the Secondary Plan are intended to ensure that intensification does not exceed the capacity of the physical infrastructure, including public transit and the public street network and is undertaken in a contextually appropriate built form. Although intensification is anticipated within the Sheppard and Victoria Park Corridors, as well as within the Nodes, the scale of development in these areas will be more specifically controlled to ensure new buildings define a safe and comfortable public realm and are appropriately scaled for their context, transitioning to adjacent low scale uses. Policy 5.12 identifies that the densities provided for in the secondary plan are maximum densities and are subject to meeting the development standards related to the streetwall and angular plane transitions provided for in the secondary plan. Furthermore, the ConsumersNext Secondary Plan also acknowledges that the use of a holding (H) symbol may be required to ensure that non-residential development is constructed concurrent or prior to development containing residential units, and also to ensure that certain transportation improvements, including higher order transit, are in place prior to new residential development being permitted at the densities shown on Map 38-4 (see Attachment 8).

The proposed density of 4.99 times the area of the site would be a precedent for the entire ConsumersNext Secondary Plan area. The site is not located along Sheppard Avenue East where planned higher order transit will be located nor at the intersection of Sheppard Avenue East and Victoria Park Avenue. The amount of density proposed may have negative implications for transportation infrastructure in the area, and City staff have requested additional analysis of the applicant.

Height, Massing, and Building Type

The Built Form policies in Section 3.1.2 of the Official Plan direct that new development fit harmoniously within the existing and/or planned context of the area, as summarized under the Issue Background section of this report. This includes locating and organizing new development to frame and support adjacent streets, parks, and open spaces; massing new development to define the edges of streets, parks and open spaces in a way that respects the existing and/or planned street proportion, and providing for amenity for adjacent streets and open spaces.

Building on the Tall Building Guidelines, the City's Official Plan policies, and the experience of development on the Sheppard Avenue Corridor before the commencement of the ConsumersNext secondary plan study; the adopted ConsumersNext Secondary Plan includes specific built form objectives for this secondary plan area. The secondary plan area is comprised of a series of districts and nodes. The site is located within the Victoria Park Corridor District. As per Policy 2.5.2 of the Secondary Plan, the Victoria Park Corridor District will be developed primarily at a

mid-rise scale with a streetwall of up to six storeys and generous setbacks along Victoria Park Avenue.

As per Policies 5.14 and 5.16.5, on the west side of Victoria Park Avenue, tall buildings may be considered as an alternative to mid-rise form, provided they comply with the Secondary Plan's development criteria and performance standards, which includes using the same allocated density as contained in the Secondary Plan. Such tall buildings are to be a maximum of 83 metres, and are to be massed to fall beneath a 45 degree angular plane projected from the property line of sites fronting Victoria Park Avenue, beginning at a height equal to 80 percent of the adjacent right of way, thereby maintaining the street proportion on Victoria Park Avenue and pushing taller buildings away from Victoria Park Avenue. The height of buildings in this node are to be at a height lesser than that provided for in the Sheppard and Victoria Park Node and Sheppard East Corridor District. Furthermore, the base building is not to exceed six storeys in height and the overall development is not to exceed the maximum density permitted by the Secondary Plan. Angular planes are also required in order to provide a transition in scale, limit shadow and overlook and limit loss of sky view on adjacent streets, parks and public spaces. Proposed Building C penetrates and does not fall within the 45 degree angular plane from the Victoria Park Avenue frontage. Such a condition may set a negative precedent for other buildings along the Corridor, and would result in a building massing which would negatively impact the public realm.

The ConsumersNext Secondary Plan sets out a hierarchy of heights and densities for the secondary plan area, and concentrates the highest densities and heights along the Sheppard Avenue corridor, as that is in closest proximity to the station location for higher order transit. The maximum density and heights for the Sheppard and Victoria Park Node are 3.5 times the area of the lot and 137 metres respectively (on the west side of Victoria Park Avenue). Heights are to transition to a lower scale from the height peak at the intersection of Sheppard Avenue East and Victoria Park Avenue. At the proposed heights of 39 and 44 storeys (117 and 132 metres respectively, excluding the mechanical penthouse), the proposed tall buildings do not meet the objectives of the secondary plan. The proposed heights of towers C and D significantly exceed the height of 83 metres in the Secondary Plan and results in an overall proposed density of 4.99 times the area of the site, which would undermine the height and density structure of the Secondary Plan.

The pattern of higher heights along Sheppard Avenue East is evident in the existing context, as higher residential building towers in the range of 30 - 43 storeys are present along the Sheppard Avenue East corridor, and do not exist along this segment of Victoria Park Avenue. The subject site has the immediate context of a business park with low and mid-rise office and industrial buildings, and one- to three- storey commercial plazas and the Farmcrest Parkette along the east side of Victoria Park Avenue. A low scaled residential neighbourhood is located beyond the commercial properties fronting the east side of the Victoria Park Avenue frontage. The proposed development does not provide appropriate fit and transition in scale with the

surrounding context, as required by the built form and mixed use policies of the Official Plan.

As mentioned above, the ConsumersNext Secondary Plan built form policies build on the City's Official Plan built form policies and the policies in the Secondary Plan are consistent with and give further direction to the Council-adopted Tall Building Guidelines and are also based on the experience of development on the Sheppard Avenue Corridor before the commencement of the ConsumersNext Secondary Plan study. The adopted ConsumersNext Secondary Plan includes specific built form objectives for this secondary plan area. Policy 5.4 of the ConsumersNext Secondary Plan requires a streetwall of up to six storeys along Sheppard Avenue East and Victoria Park Avenue, and requires a minimum setback of 10 metres from the base building to the tower portion of the building where a tall building is proposed in order to achieve an appropriate building relationship with the street. The proposal does not respect the setbacks for tall buildings. The scale of the base building and resulting density do not conform to the built form policies of the official plan, the City's urban design guidelines and the approved Secondary Plan.

Building A on the south development block would be setback between 4.6 and 6 metres from Victoria Park Avenue at the ground floor, and only setback between 0 and 0.75 metres to the proposed private road in the middle of the site and 3.0 metres at the ground floor to the proposed private road at the south of the site. The Building is 11 storeys at the highest point along the Victoria Park frontage, with a four storey streetwall before the building steps back approximately 3 metres at the fifth storey and then straight up to the eleventh storey. This proposed building does not conform to the performance standards as set out in the secondary plan as well as the City's urban design guidelines as the proposed building does not completely fall below a 45 degree angular plane as projected from the Victoria Park property line and is not continuously set back at least 5 metres from Victoria Park Avenue.

With respect to buildings on the north development parcel, on Building B on the north development block, the proposed ground floor setbacks are not consistently a minimum of 5 metres, as there is a minimum 4.6 metre setback towards the southern end of the building. The Building steps back approximately 3.0 metres at the fifth storey and does not contribute to the creation of a six storey streetwall. The 10th and 11th storey portions of the building also appear to penetrate the angular plane required from the Victoria Park Avenue frontage. As previously mentioned Building C does not fall within the angular plane from the Victoria Park Avenue frontage. Buildings C and D sit atop a four storey podium, and floors 5 to 18 step back 2.5 metres from this base building, as opposed to the minimum 10 metre step back directed in the secondary plan.

Furthermore, the proposal as submitted does not appear to maintain the view corridor from the intersection of Consumers Road and Hallcrown Place to the cupola of the St. Mary Armenian Apostolic Church as required by policy 5.8 and 5.9. The tower floor plates as described in the planning rationale for Building C is 812 square metres, which are greater than the maximum tower floor plate of 750 square metres in the Tall Building

Urban Design Guidelines. The built form policies of the Official Plan also require that tall buildings fit within their existing and/or planned context and limit local impacts, and as such middle portions of tall buildings should have floor plate sizes and shapes designed with appropriate dimensions for the site.

Should this application be approved at this level of density and these proposed heights, the application would have precedent setting implications for the entire ConsumersNext Secondary Plan area in terms of densities on other sites, transition, fit, massing impacts, and transportation capacity. City Council directed staff to review applications in the context of the emerging policy direction of the Secondary Plan. It has not been demonstrated that the application can be supported by the area transportation capacity at this scale as noted later in this report. The proposed development does not achieve the built form and City building objectives of the Official Plan, Urban Design Guidelines and the adopted ConsumersNext Secondary Plan.

Sun, Shadow, Wind

Official Plan policies require that new development adequately limit shadowing on neighbouring streets, properties, parks and open spaces. Furthermore, the ConsumersNext Secondary Plan includes specific policies about angular planes and minimum building setbacks in order to maintain at least a five hour window of sunlight on Victoria Park Avenue.

The applicant submitted a shadow study to illustrate the shadow impacts of the proposed development during the fall and spring equinoxes, as well as the summer and winter solstices. The shadow study demonstrates that the proposed development casts a shadow on the sidewalks of Victoria Park Avenue beginning at 2:18 p.m. until after 6:18 p.m. during the spring and fall equinoxes, and from 3:18 until after 6:18 p.m. during the summer solstice. The majority of the pedestrian sidewalks along the Consumers Road frontage of the subject site would be cast in shadow from 9:18 a.m. until about 5:18 p.m. and the shadows would be completely off the sidewalks at 6:18 p.m. during the spring and fall equinoxes, which is the majority of the day when nearby office workers in the Consumers Business Park will be using the sidewalks. The proposed development has not sufficiently demonstrated the shadows have been minimized on nearby public sidewalks and the public realm.

The Tall Building Guidelines recommend floor plates of 750 square metres or less in part to ensure that shadow impacts are minimized and to also minimize the loss of sky view from the public realm and to allow for the passage of natural light into interior spaces. Furthermore, the Tall Building Guidelines also recommend that tall buildings have sufficient tower separation and be located and oriented to minimize shadow and wind impacts on the public realm and surrounding properties. The floor plates of Buildings C and D are larger than the recommended minimum floor plates in the Tall Building Guidelines but are also oriented to cast long shadows which is not consistent with the City's built form Official Plan policies and the Tall Building Guidelines.

With respect to wind, the applicant has submitted a pedestrian wind assessment in support of the application. The study assessed the wind conditions on the public sidewalks around the proposed development, nearby transit stops, around the proposed retail frontages, entrances to the buildings, as well as the proposed private outdoor amenity areas. It does not appear that the pedestrian level wind study explicitly reviewed the potential wind impacts from the proposed development onto the proposed public park.

The wind study concludes that, as the height of the development is greater than the surrounding buildings, the towers are exposed to all prevailing winds, and when these winds are intercepted by the towers, they are directed towards grade in the form of downwashing. Winds would also be channeled between the towers and the open ground floor areas between buildings C and D as well as the ground floor separation in the middle of Building A, which creates accelerated wind flows through these spaces. The study recommends a number of changes to the proposed development including: setbacks be increased/maintained in certain places such as the north façade of Buildings C and D to 5 metres at grade and step backs at upper levels such as the west façade at level 5 of Building D; additional stepping of the facades for Buildings C and D; inclusion of wrap-around canopies of at least 3 metres by 10 metres at certain corners of Buildings D and B; and to relocate the ground level open space between Buildings C and D.

The wind study concludes that the wind safety criterion is not met at the northwest and northeast corners of the proposed development as well as on several of the above grade amenity terraces, including the majority of the level 33 and level 44 terraces. The report recommends that wind tunnel testing be conducted prior to a Site Plan approval application to confirm these wind conditions and incorporate appropriate mitigation features. The wind conditions presented by this proposal are not acceptable and do not meet the objectives of the official plan and urban design guidelines which seek to limit uncomfortable wind conditions on neighbouring streets, properties, parks and open spaces, and to maintain comfortable wind conditions for pedestrians and these objectives should be addressed during the zoning review stage and not left to a future site plan approval process. Staff have advised the applicant that a peer review of the wind study and/or a subsequent wind study based on a revised massing proposal, will be required, at the expense of the applicant.

Traffic Impact, Access, Parking

The applicant has provided a Transportation Impact Study (TIS) in support of the application. The report estimated that the proposed development will generate 305 and 315 two-way trips during the weekday a.m. and p.m. peak hours respectively. Transportation Services and Transportation Planning have reviewed the TIS and do not accept the proposed findings and conclusions at this time. Transportation Services and Transportation Planning have requested a number of revisions to the report, as it was found to contain a number of discrepancies and omissions.

The TIS failed to consider a number of matters, including but not limited to the following:

- Consideration and implementation strategies of the MTO ramp realignment to improve pedestrian and cyclist safety and connectivity and to accommodate a proposed public street on the subject site's access to Victoria Park Avenue;
- New active transportation infrastructure such as proposed bike lanes and other infrastructure such as bike boxes to secure safer turning movements for cyclists;
- Regional transit integration with GO Transit and York Region Transit through means such as transit interchanges and shuttle services;
- Innovative mobility plan requirements such as the use of EcoMobility Hubs;
- Safety Review and Strategic Plan.

The Secondary Plan's objective is to have an east-west public street connect with Victoria Park with right-in and right-out access. The applicant is proposing two east-west dead-end private streets intersecting Hallcrown Place, one of which is located at the south end of the site. As stated in the applicant's planning rationale, through the processing of the application it will be determined whether the proposed private road (at the south end of the site) will be identified as a future public road. The ultimate road alignment remains an outstanding issue and is subject to additional studies and further coordination with MTO.

The parking requirements for the project are governed by the applicable parking provisions contained in the former City of North York Zoning By-law 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 Zoning By-law 7625. To align with the recommendations from the ConsumersNext Transportation Master Plan, Transportation Services requires that parking for this project be provided in accordance with Zoning By-law 569-2013 for Policy Area 4 (PA4), as defined in the By-law, which would require a total of 1,283 spaces. The applicant is proposing to apply the PA4 rates, which is acceptable, however there is a discrepancy between the applicant's calculation and the City's (1,266 vs. 1,283 respectively). The applicant is required to update the calculations of the parking requirements and provide the revised calculations as part of the requested revised TIS in order for staff to support the proposed parking.

The assigned density of 3.0 times the area of the site in the Secondary Plan is based in part on the physical infrastructure capacity in the secondary plan area, as identified in the ConsumersNext Transportation Master Plan. The applicant has not demonstrated what the cumulative impacts of a density of 4.99 times the area of the site would have on the network transportation infrastructure and whether the required capacity can be accommodated if the other sites along Victoria Park are developed with a similar density as the applicant has proposed.

Road Widening

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Consumers Road, a 0.40 metre road widening dedication along the Consumers Road frontage of the subject site is required and is proposed to be conveyed to the City with this application.

Road dedications in the form of corner roundings in order to achieve the City's standards for curb radii will also be required to be conveyed to the City at the proposed private streets and from the northwest corner of the site at Consumers Road.

The applicant's TIS proposes improvements to the intersection of Consumers Road and Hallcrown Place in order to accommodate existing and future traffic volumes. The improvements to the intersection of Consumers Road and Hallcrown Place include adding a westbound left turn lane on Consumers Road and separated northbound left and right turn lanes on Hallcrown Place. The TIS also proposes that the intersection of Consumers Road and Hallcrown Place be signalized in order to account for the total future traffic conditions. As discussed above, Transportation Servicing and Transportation Planning have requested additional analysis and a number of revisions to the report. The applicant needs to further study the transportation improvements that may be required to accommodate a density of 4.99 times the site area for this site and for other properties in the area.

Streetscape

Engineering and Construction Services staff have reviewed the proposed application and advise that a 2.1 metre wide sidewalk clearway will be required along Victoria Park Avenue, Consumers Road and Hallcrown Place. Existing hydro poles and street furniture, if any, within the sidewalk area will need to be relocated.

Streetscapes include landscaping within the boulevard. Should the application be approved, landscape treatment within the boulevard would be secured through the site plan approval process, however the appropriate building setback distances are a matter of zoning approval. Large building setbacks are part of the existing character of the area, and through the redevelopment process the City is seeking to urbanize these areas to promote vital and generous pedestrian zones.

Servicing

A Functional Servicing Report and a Stormwater Management Report were submitted in support of the application. Engineering and Construction Services staff have requested revisions to the functional servicing report in order to address a number of outstanding requirements, including describing how the proposal complies with the Master Servicing Plan for the ConsumersNext Secondary Plan area, which is required to satisfy the requirements of the Municipal Class Environmental Assessment Process. Furthermore, more information is required to determine what the implications would be to the servicing capacity in the area should other sites develop to a density of 4.99 as well.

Housing Unit Mix, Tenure and Affordability

Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents. The Growth Plan also contains policies to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes. The Council adopted Growing Up: Planning for Children in New Vertical Communities draft urban design guidelines provide guidance on the proportion and size of larger units in new multi-unit developments.

The adopted ConsumersNext Secondary Plan also contains policies with respect to unit mix and minimum unit sizes. As per Policy 7.2, development containing more than 50 residential units will include a minimum 30% of the total number of units as two-bedroom units, half of which will have a minimum of 90 m² of gross floor area, and a minimum of 20% of the total number of units will be 3-bedroom units. Half of the required 3-bedroom units will have a minimum of 106 m² of gross floor area. Encouraging a mix of unit types and sizes is supported in documents such as the PPS, the Growth Plan, and Chapter 3 of Toronto's Official Plan. Of the 1,247 residential units proposed approximately 31% are 1-bedroom units and the remaining 69% of the residential units are 2-bedroom units. No 3-bedroom units are proposed. The 2-bedroom units appear to range in size 39 m² to 84 m². The current proposal does not support the objectives of the official plan housing policies, Growing Up Urban Design Guidelines nor the secondary plan housing mix policies to accommodate a broad range of households, including families with children.

The Secondary Plan requires a full range of housing in terms of tenure and affordability be provided on lands designated Mixed Use Areas in the Secondary Plan. As per Policy 7.4, on development sites containing more than 150 residential units, the City will actively pursue the development of new affordable units as follows:

- a) 5% of the total residential gross floor area as Affordable Rental Housing; or
- b) 10% of the total residential gross floor area as Affordable Ownership Housing; or
- c) a combination of the above.

The south residential building containing 210 residential units is proposed as a rental building. The Planning Justification Report submitted with the application states that the application includes 50 affordable ownership units in the north block and 50 affordable rental units in the south block, which represents approximately 8% of the overall number of units provided. However the units are not identified on the proposed plans, nor have any further details been provided in terms of how they will function, such as the proposed sizes, rents and terms of affordability. Further information and discussion is required as to whether the proposed amount of affordable units complies with the policies of the Secondary Plan and Official Plan housing policies. Should the LPAT approve the application as proposed, the affordable housing units should be secured through a Section 37 agreement.

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 less than 300 people per hectare according to Map 8B of the Local Parkland Provision in the Official Plan which includes all of the entire Consumers Road Business Park.

The development proposal contains 1,247 residential units having a total residential gross floor area of 94,798.9 m² and 1605.6 m² of non-residential gross floor area. 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 16,626.7 m² or 86.24% 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 2,850 m² or 14.78% of the net site area.

The applicant is required to satisfy the parkland dedication requirement through an on-site dedication. The park is to be of a square-like shape and located in the southwest quadrant of the site with frontage on Hallcrown Place. The proposed location and dimensions of the parkland as demonstrated on the applicant's proposal is acceptable and consistent with the ConsumersNext study. Parks, Forestry and Recreation does not provide credit for any over dedication of parkland. Buildings abutting the park need to provide enough separation along the entire side of the park in order to achieve limiting distance requirements under the Ontario Building Code. The west townhouse façade of Building A which abuts the park decreases from 10.15 metres to 5.17 metres to 2.8 metres. Staff also seek a minimum 5 metre setback of development from a park in order to enlarge its scale, and support the proposal's ground floor uses without encroachments into the park space.

Parks, Forestry and Recreation is 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. Should the owner agree to design and construct the Above Base Park Improvements for a development charge credit against the Parks and Recreation component of the Development Charges, the following clause will require the approval of Council:

City 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.

As staff continue to have significant concerns with the scale and form of the proposed development, discussions with the applicant have not, to date, occurred with respect to the construction of above-base park improvements on the proposed public park.

Archaeological Assessment

The subject site is in an area that may have archaeological potential, as identified on the City's searchable database of properties that may have archaeological resource potential. The searchable database TO Map can be accessed here:

http://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2

The applicant has submitted a Stage 1 Archaeological Resource Assessment. The report has determined that there are no further archaeological concerns regarding the subject property. Heritage Preservations Services staff have reviewed the report and concur with that conclusion, and advises that Heritage Preservation Services be contacted should the boundaries of the development site change. They also advise that should deeply buried archaeological or human remains be found during construction, that the Ministry of Tourism, Culture and Sport as well as Heritage Preservation Services be contacted. They further advise that in the event that human remains are encountered during construction, that both the Ministry of Tourism, Culture and Sport, and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, of the Ministry of Government and Consumer Services be contacted.

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). The applicant has submitted an Arborist Report and Tree Preservation Plan as part of the application. The Arborist Report proposes to remove 12 City-owned trees and nine privately owned trees on site in order to facilitate the development.

Urban Forestry staff has reviewed the application and has requested revisions to the proposed landscape plan to show a variety of large growing native trees other than Bur Oak trees and Serviceberry trees, and to add another new tree planted in replacement of a proposed tree removal just south of the vehicular entrance on Hallcrown Road. The tree spacing meets the City's minimum requirements and Urban Forestry will require a Tree Planting Deposit to ensure the planting and survival of 27 new City Trees. In addition, Forestry requires the planting of 27 new trees to replace the nine private trees proposed for removal. The applicant's proposed landscape plan shows the planting of 46 large growing new private trees, which satisfies this requirement and will be secured through the site plan approval process, should the LPAT approved some form of development.

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 Amendments, Draft Plans of Subdivision and Site Plan Control 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.

Performance measures for the Tier 1 development features that could be secured through the zoning by-law amendment process, should the application be approved, include automobile and cycling infrastructure. Other applicable TGS performance measures can be secured through the Site Plan Control process.

Community Services and Facilities Assessment

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 communities. 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.

The Official Plan recognizes the importance of community services and facilities in creating strong communities. Policy 3.2.2.1 (c) directs that adequate and equitable access to community services and local institutions will be encouraged by ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major or incremental physical growth. The ConsumersNext Secondary Plan Policy 7.7 states that new community services and facilities will be focused within the Sheppard and Victoria Park Node and the Sheppard and Consumers Node to capitalize on access to public transit available in these locations. Policy 7.6 states that development applications will address the requirements for community services and facilities as identified through the City's review by providing either new, expanded or retrofitted space for a specific community facility on-site, off-site within an appropriate distance, and/or a contribution towards a specific community service or facilities that meets identified needs. Community services and facilities to be prioritized in the secondary plan area, as per policy 7.8 include new, non-profit child care to serve the projected residential population growth; flexible multi-purpose community agency space, and above-base park improvements.

A Community Services and Facilities study was submitted with the application. The report states that the applicant will continue to work with City Staff, school boards, and other agencies throughout the processing of the application to attend to the various needs of the existing and future residents of the community. Financial contributions towards recreational facility upgrades and/or capital improvements to area library branches are potential options for community services and facilities for this application. Further discussions with the applicant are needed. Such financial contributions are to be secured in the Section 37 agreement, should the development be approved in some form.

Noise

The applicant has submitted an Environmental Noise Assessment as part of the application submission in order to assess transportation related and stationary noise sources on the proposed development, as well as the potential noise impacts of the proposed development on itself and on the surrounding environment. The subject site is directly opposite the Enbridge Gas Head office located on Consumers Road. The report concludes that upgraded façade walls and windows, as well as warning clauses and certain ventilation requirements such as forced air heating will be required in certain areas of the proposed development in order to address transportation related noises from Highway 401 traffic. The proposed outdoor amenity areas will also require noise mitigation. With respect to stationary noise sources surrounding the proposed development, the report concludes that noise from the Enbridge Head Office facility (9 cooling towers, exhaust fans, and air cooled condenser units) meets the Class 4 guideline limits of the Ministry of Environment (MOE) Publication NPC-300 and that a Class 4 area designation is appropriate and should be sought by the City.

A Class 4 area designation is an area or specific site intended for development with new noise sensitive land uses that are not yet built and is in proximity to existing, lawfully established stationary sources.

In order to obtain a Class 4 area classification the Council of the municipality, would have to approve a formal classification of the area or site. Staff have advised the applicant that the Environmental Noise Assessment submitted for the application and/or a noise study for a revised application, should be peer reviewed, at the expense of the applicant, in order to determine if the proposed recommended building mitigation as well as Class 4 designation are appropriate in this instance. Should the peer review agree with the conclusions of the applicant's Environmental Noise Assessment, City Council could consider applying a Class 4 designation for the purposes of noise attenuation.

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. As the application proposes an increase in height and density, it is subject to the Section 37 policies contained in the Official Plan. Discussions with the applicant regarding any potential community benefits secured pursuant to Section 37 of the

Planning Act have not occurred as an acceptable form and scale of development for this site has not been determined. Section 37 community benefits discussions at this time would be premature as Section 37 community benefits are only appropriate once an appropriate height and density have been established and the proposal represents good planning.

This report recommends that should the LPAT approve the Zoning By-law Amendment application, in whole or in part, that City Council authorize the City Solicitor to request the Tribunal to withhold any final Order approving the Zoning By-law Amendments until such time as the Owner has entered into and registered a Section 37 Agreement to secure appropriate community benefits, to the satisfaction of the City Solicitor. Benefits to be secured could include contributions as identified in Section 5.1.1 of the Official Plan and Sections 7.6 to 7.8 and 9.19 to 9.20 of OPA 393, as deemed appropriate by the Chief Planner and Executive Director, in consultation with the applicant and the Ward Councillor.

The Section 37 Agreement may also secure, as a matter of legal convenience, other matters including, but not limited to terms of parkland conveyance, transportation infrastructure improvements and Tier 1 TGS Standards.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017), OPA 393 and the Toronto Official Plan. Staff are of the opinion that the proposal is not consistent with the PPS (2014) and does not conform to the Growth Plan (2017) as it does not provide for an appropriate land use mix, and type and scale of development. Further, the proposal does not conform with the Toronto Official Plan, particularly as it relates to the lack of non-residential gross floor area replacement or lack of increase in non-residential uses, built form and massing. The following concerns have not been resolved: density, height, transition in scale, compatibility, unit mix, and potential traffic and servicing impacts.

The proposal, in its current form, does not address the Council adopted policy direction in the ConsumersNext Secondary Plan, such as not meeting the requirements related to increasing the non-residential gross floor area, maximum density and height, built form, transportation network and affordable housing. The proposal, in its current form, does not represent good planning and is not in the public interest. Revisions are required to a number of the technical reports submitted in support of the application to address outstanding comments, including comments related to wind, noise mitigation, transportation and servicing capacity issues.

Staff recommend that the application be opposed in its current form at the LPAT. Staff also recommend that discussions with the applicant continue in order to address the issues identified in this report.

CONTACT

Valeria Maurizio, Planner
Tel. No. 416-395-7052
E-mail: Valeria.Maurizio@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: Existing Zoning By-law Map - Zoning By-law No. 7625
- Attachment 5: Existing Zoning By-law Map - Zoning By-law No. 569-2013
- Attachment 6: ConsumersNext Secondary Plan – Structure Plan
- Attachment 7: ConsumersNext Secondary Plan – Districts and Nodes
- Attachment 8: ConsumersNext Secondary Plan – Permitted Densities
- Attachment 9: ConsumersNext Secondary Plan – Tall Buildings
- Attachment 10: ConsumersNext Secondary Plan - Transportation Implementation Plan
- Attachment 11: Community Consultation Meeting Summary

Applicant Submitted Drawings

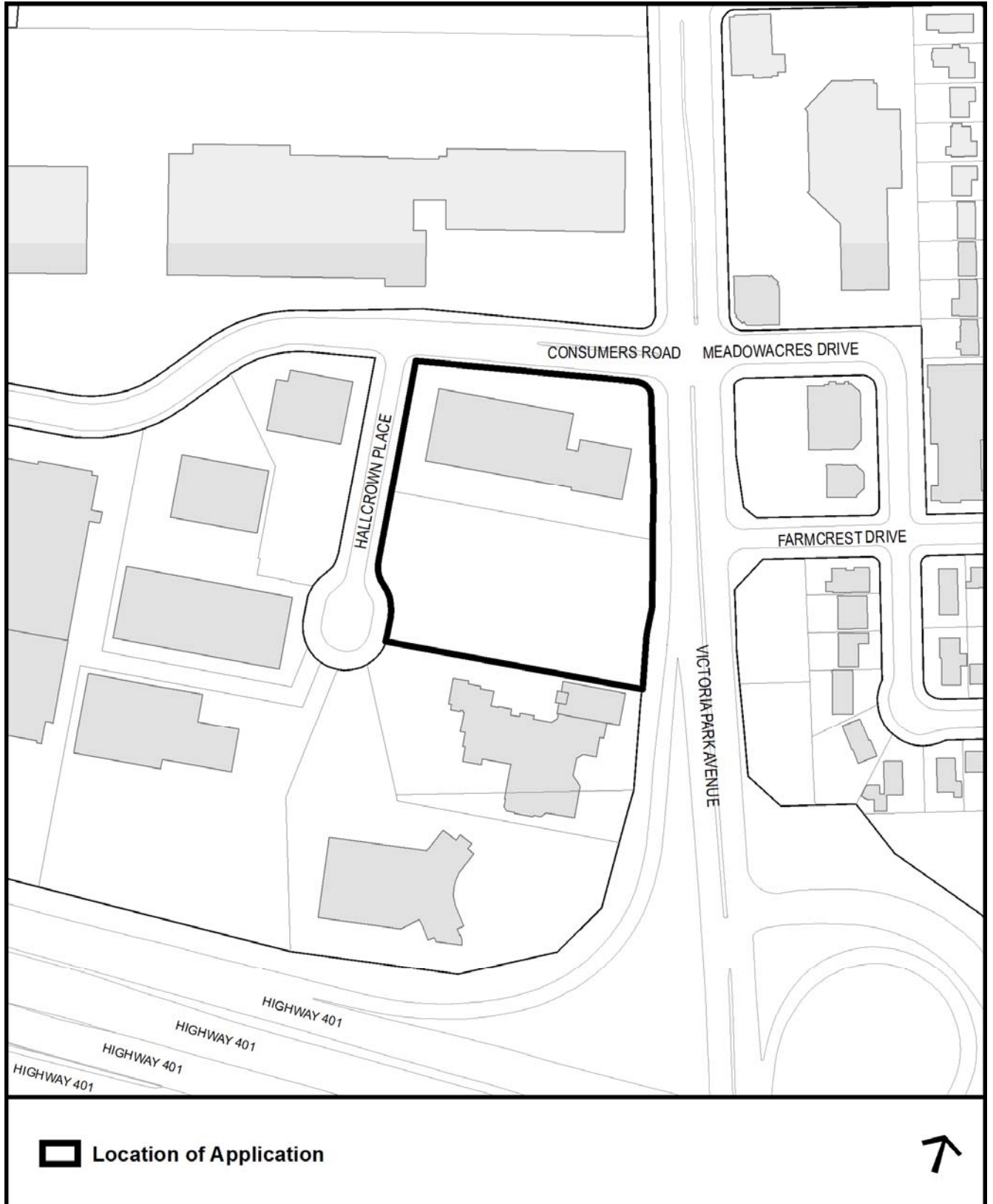
- Attachment 12: Site Plan
- Attachment 13: Massing Model
- Attachment 14: Rendering - View looking southwest at Consumers Road and Victoria Park Avenue
- Attachment 15a: North Elevations of Buildings B, C, and D
- Attachment 15b: East and West Elevation - Building D
- Attachment 15c: West Elevations - Buildings C, B, and A
- Attachment 15d: West Elevations - Building A
- Attachment 15e: South Elevation - Buildings, D, C, B

Attachment 1: Application Data Sheet

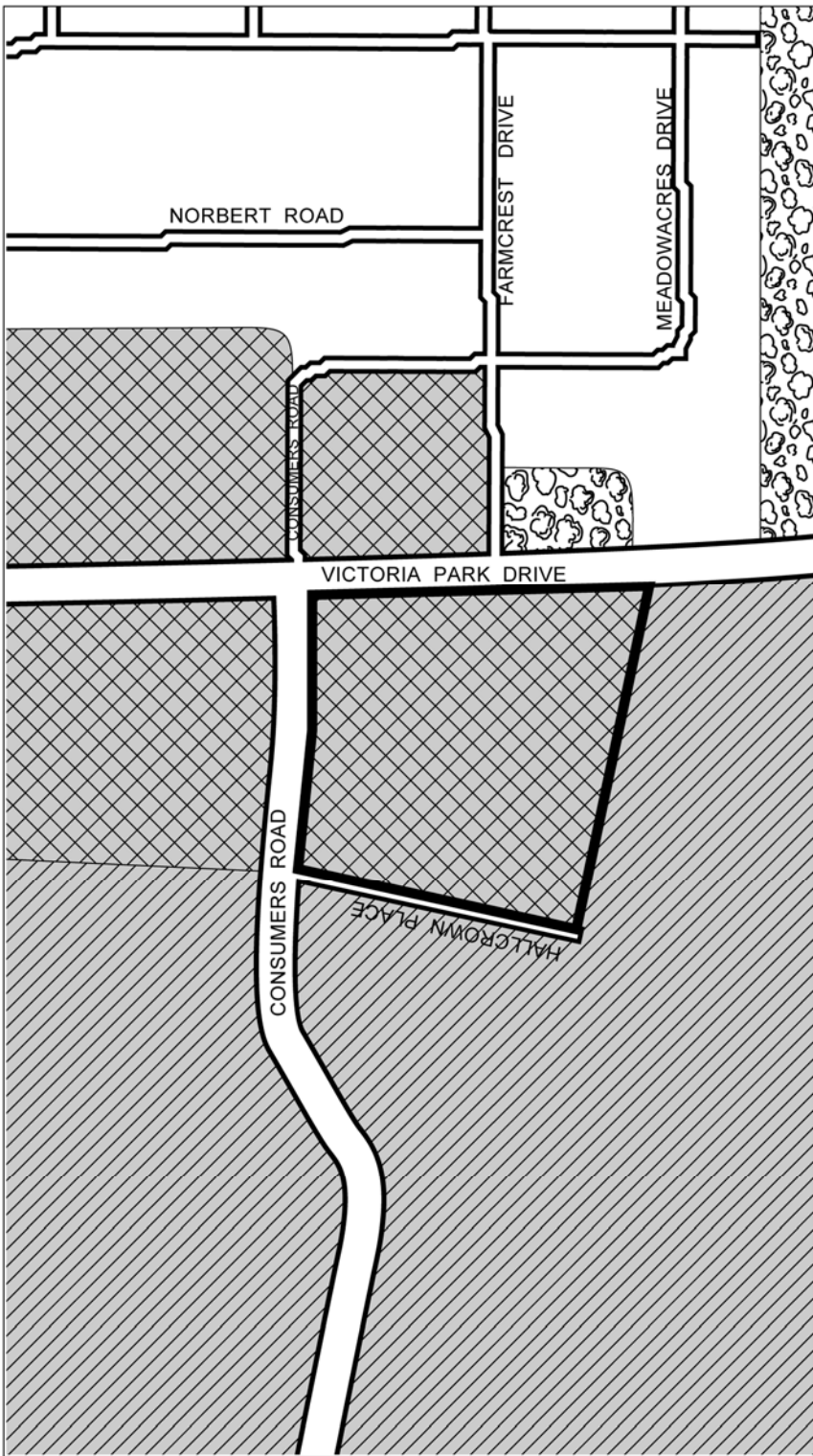
Application Type	Rezoning	Application Number:	17 255293 NNY 33 OZ
Details	Rezoning, Standard	Application Date:	October 30, 2017
Municipal Address:	2450 VICTORIA PARK AVENUE		
Location Description:	PLAN M1164 PT BLK F RP R3757 PART 1 TO 2 **GRID N3306		
Project Description:	<p>Rezoning application to permit the redevelopment of the property with two principal development sites (north and south). The proposal for the north site includes three condominium buildings: one 11-storey residential building (Building B) fronting onto Victoria Park Avenue and connected to a 39-storey residential building with retail at grade (Building C) fronting onto Consumers Road; the third building is a 44-storey residential building with retail at grade (Building D) connected by an eight storey building element to Building C (1,037 dwelling units and 1,026 parking spaces provided for in six levels of underground parking). The south site proposes one 11-storey residential building (210 units) with retail at grade and a public park of 2,915 m². The north and south sites would be connected by a proposed new private, east-west road through the property and connecting to Hallcrown Place.</p>		
Applicant:	Agent:	Architect:	Owner:
COLLECDEV INC 20 EGLINTON AVE W STE 1700 TORONTO ON M4R 1K8		GH3 55 OSSINGTON AVE, STE 100 TORONTO, ON M6J 2Y9	WISE VIC PARK MANAGEMENT LTD 2450 VICTORIA PARK AVE UNIT 200, TORONTO, ON M2J 4A2
PLANNING CONTROLS			
Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Y – SASP 386
Zoning:	MO (By-law 7625)	Historical Status:	N
Height Limit (m):	n/a	Site Plan Control Area:	Y
PROJECT INFORMATION			
Site Area (sq. m):	19,324	Height: Storeys:	44, 39, 11
Frontage (m):	153.69	Metres:	132, 117, 36.5
Depth (m):	126.79		
Total Ground Floor Area (sq. m):	4,637		Total
Total Residential GFA (sq. m):	94,799	Parking Spaces:	1266
Total Non-Residential GFA (sq. m):	1,605.6	Loading Docks	3
Total GFA (sq. m):	96,405		
Lot Coverage Ratio (%):	24		
Floor Space Index:	4.99		
DWELLING UNITS	FLOOR AREA BREAKDOWN (upon project completion)		
Tenure Type:	Rental, Condo	Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	86,752 8,047
Studio:	0	Retail GFA (sq. m):	1,605.6 0

1 Bedroom:	387 (31%)	Office GFA (sq. m):	0	0
2 Bedroom:	860 (69%)	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	1,247			
CONTACT:	PLANNER NAME:	Valeria Maurizio, Planner		
	TELEPHONE/EMAIL:	416-395-7052 / valeria.maurizio@toronto.ca		

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



2450 Victoria Park Drive

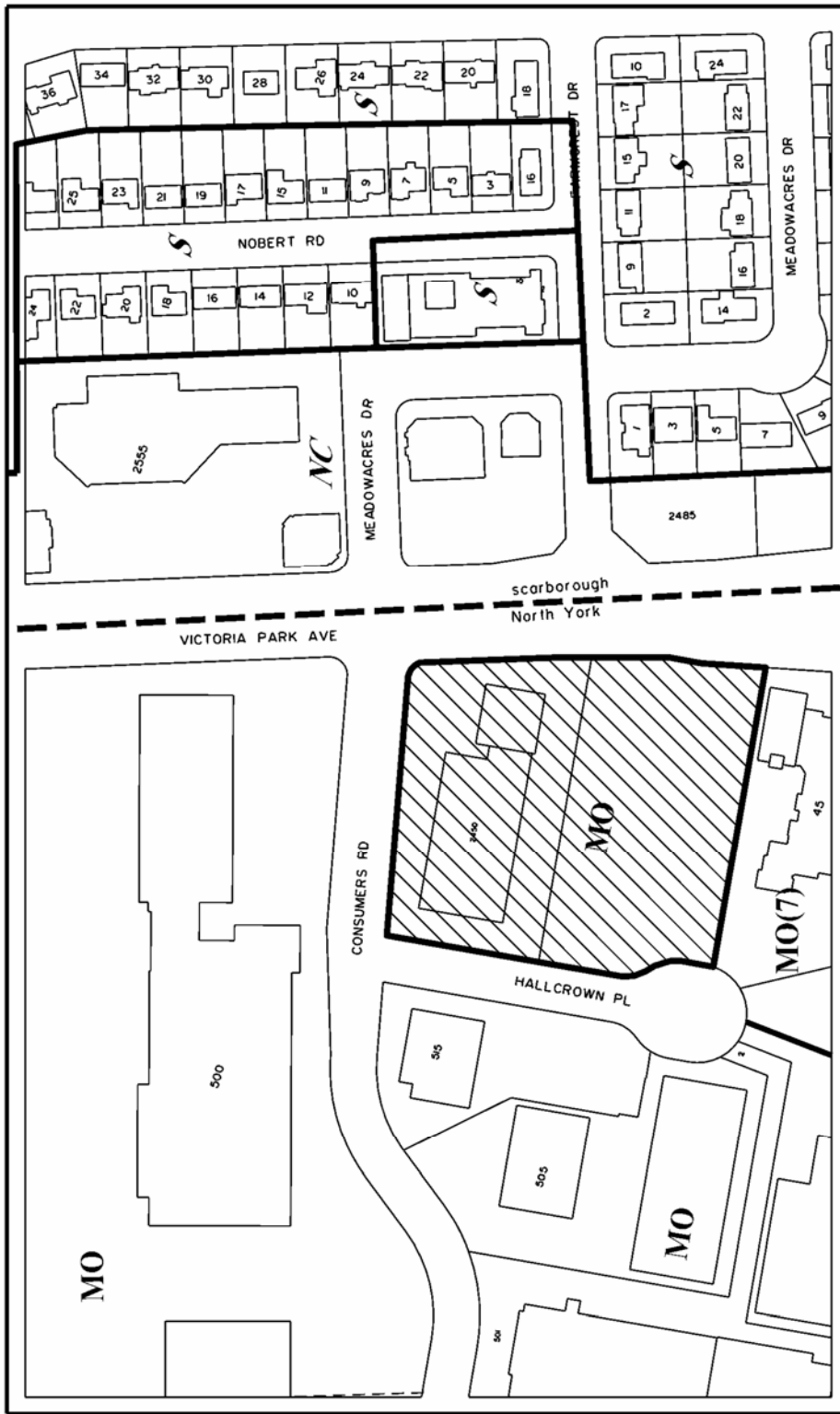
Toronto
Extract from Official Plan

File # 17 255293 NWY 33 0Z



↑
Not to Scale
12/04/2017

Attachment 4: Existing Zoning By-law Map - Zoning By-law 7625



Toronto
Zoning By-Law No. 7625
 2450 Victoria Park Avenue
 File # 17 255293 NNY 33 0Z

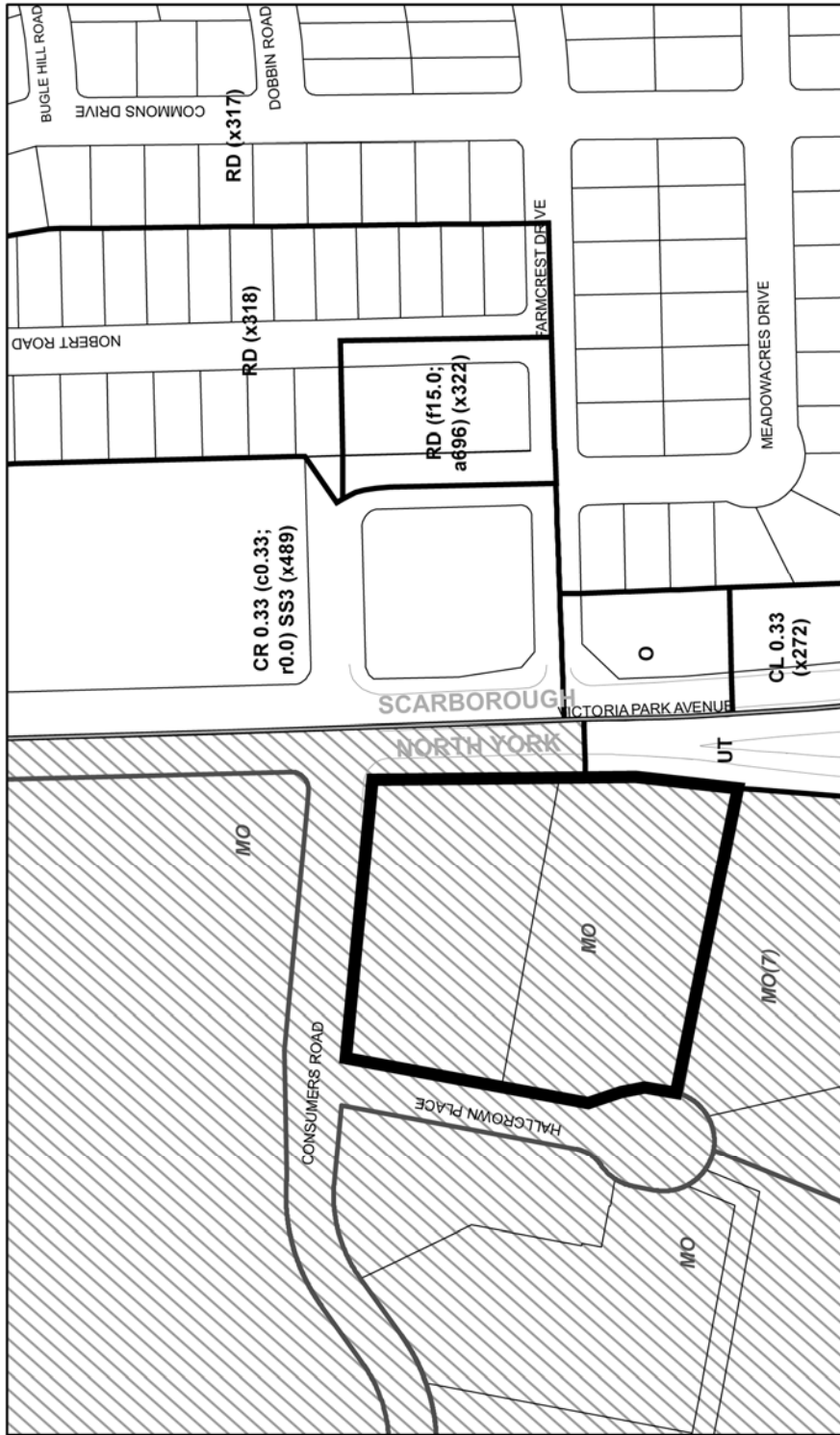
- MO Industrial-Office Business Park Zone
- Sullivan Community Zones Scarborough
- S Single Family Dwelling
- NC Neighbourhood Commercial



Not to Scale
 Extracted 12/04/2017

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category







Attachment 5: Existing Zoning By-law Map - Zoning By-law 569-2013



Zoning By-Law No. 569-2013

2450 Victoria Park Avenue

File # 17 255293 NNY 33 0Z

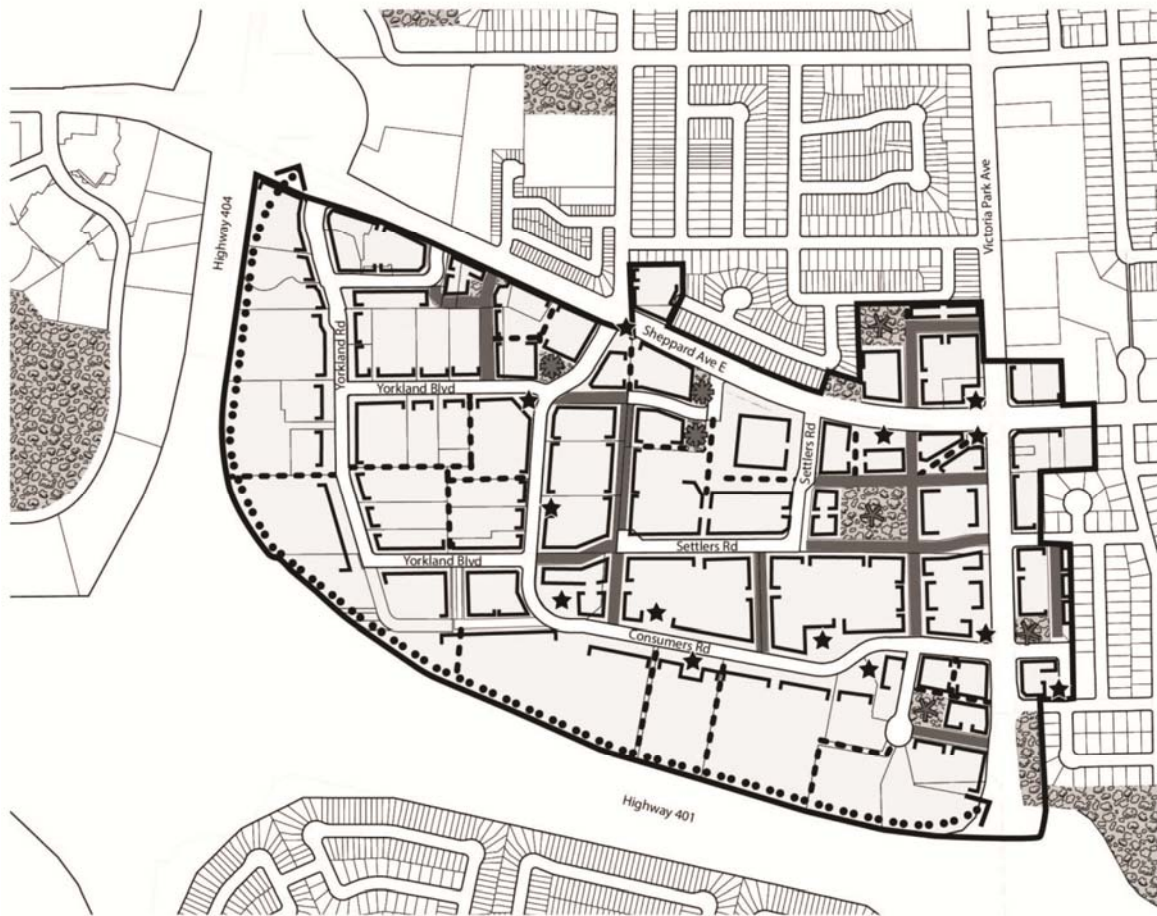
-  Location of Application
-  RD Residential Detached
-  CL Commercial Local
-  CR Commercial Residential
-  O Open Space
-  UT Utility and Transportation

-  See Former City of North York By-Law No. 7625
-  MO Industrial-Office Business Park Zone



Not to Scale
Extracted: 12/04/2017

Attachment 6: ConsumersNext Secondary Plan –Structure Plan



Not to Scale 



ConsumersNext Secondary Plan

MAP 38-2 Structure Plan

- | | |
|--|---|
|  Secondary Plan Boundary |  Mid-Block Pedestrian Connections |
|  Possible Building Edge |  Development Blocks |
|  New Public Streets |  Public Park (Existing and Future) |
|  Conceptual location for POPS |  Future Parks (Potential) |
|  Greenway Connection |  Future Parks (Secured) |

November 2017

Attachment 7: ConsumersNext Secondary Plan – Districts and Nodes



Not to Scale 



ConsumersNext Secondary Plan

MAP 38-5 Districts and Nodes Plan

 Secondary Plan Boundary


Districts


 Sheppard and Victoria Park Corridors

 Business Park Interior District

 Highway Edge District

Nodes

 Consumers and Sheppard Node

 Sheppard and Victoria Park Node

 Consumers Main Street

November 2017



Attachment 8: ConsumersNext Secondary Plan – Permitted Densities



Not to Scale 



ConsumersNext Secondary Plan MAP 38- 4 Potential Tall Building Locations and Maximum Densities

-  Secondary Plan Boundary
-  Maximum permitted FSI

Note: All density maximums are subject to meeting other built form policy requirements

November 2017

Attachment 9: ConsumersNext Secondary Plan – Tall Buildings






Not to Scale 



ConsumersNext Secondary Plan

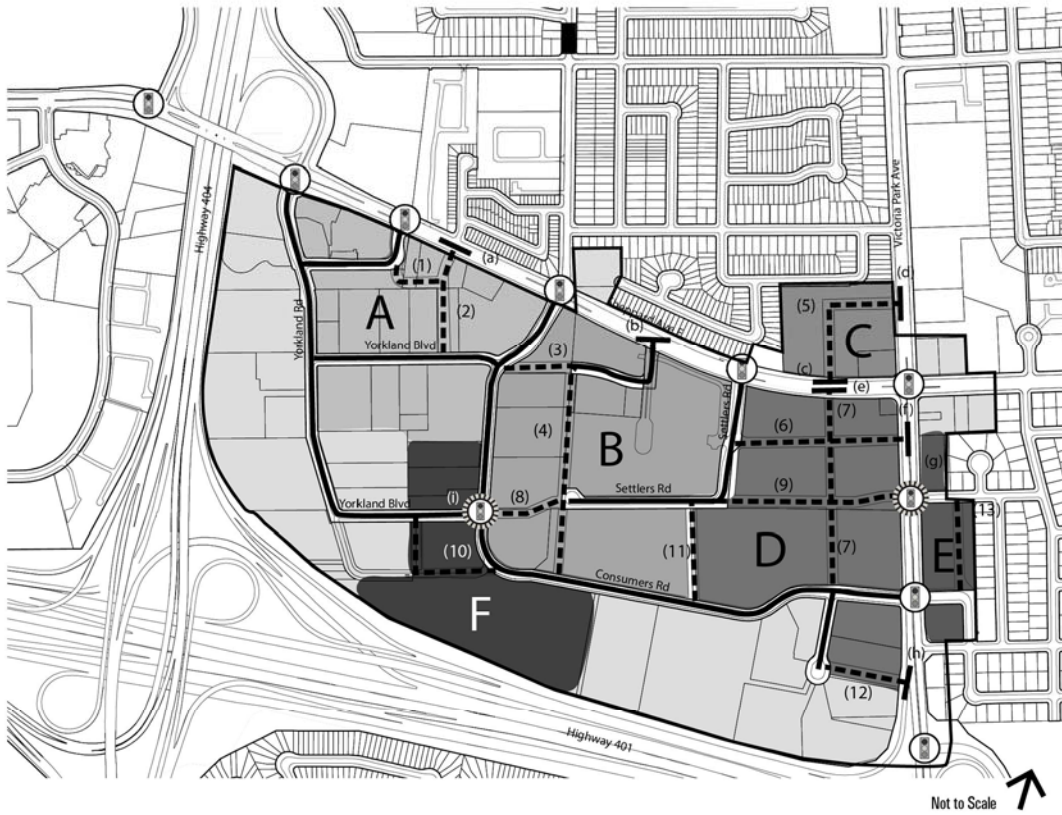
MAP 38-10 Potential Tall Building Locations and Maximum Heights

	Secondary Plan Boundary	78	Maximum 78m tower permitted		Location with Existing/Approved Tall Building
20	Maximum 20m midrise permitted	131	Maximum 131m tower permitted		Location with Potential Tall Building
36	Maximum 36m midrise permitted	137	Maximum 137m tower permitted		
36*	Maximum 36m midrise permitted (Tower of 83m permitted if in compliance with Policy 5.17.4 d)				
52	Maximum 52m tower permitted				

Notes:
 1) m – Metres from grade as defined by the Zoning By-law.
 2) All height maximums are subject to meeting other built form requirements in section 5 of this Secondary Plan.

November 2017

Attachment 10: ConsumersNext Secondary Plan – Transportation Implementation Plan



ConsumersNext Secondary Plan

MAP 38-14 Transportation Implementation Plan

	Development Area ID	Improvements Required
<ul style="list-style-type: none"> — Secondary Plan Boundary — Existing Road - - - New Road (Street ID) ⊕ Existing Intersection ⊕ New Intersection (all moves) T Right-in Right-out turn movements only 	A	<ul style="list-style-type: none"> - Heron's Hill Way Extension to Beneset Road Connection (1) - Boneset Road Connection (2) - Right-in Right-out Intersection (3) - A portion of Settlers Road extension (8) and (9) and new signalized intersection (g)
	B	<ul style="list-style-type: none"> - Yorkland Boulevard Extension (3) - North-south Road between Yorkland Boulevard Extension (3) and Consumers Road (4) - Right-in Right-out Intersection (b) - A portion of Settlers Road Extension (8) and (9) and new signalized intersection (g). - A portion of north-south road between existing Settlers Road and Consumers Road (11)
	C	<ul style="list-style-type: none"> - Interior Local Roadway (5) - Right-in Right-out Intersection (c) - Right-in Right-out Intersection (d)
	D	<ul style="list-style-type: none"> - East-west connection between Settlers Road and Victoria Park Avenue (6) - Hallcrown Place extension north to Sheppard Avenue East (7) - Hallcrown Place extension to Victoria Park Avenue (12) - Right-in Right-out Intersection (e) - Right-in Right-out Intersection (f) - A portion of Settlers Road Extension (8) and (9) and new signalized intersection at Esquire and Victoria Park (g) and Consumers / Yorkland (i) - A portion of north-south road between Settlers Road and Consumers Road
	E	<ul style="list-style-type: none"> - Internal Access Roadway (13) - A portion of new signalized intersection at Esquire / Victoria Park (g)
	F	<ul style="list-style-type: none"> - Internal Access Roadway (10)

November 2017

Attachment 11: Community Consultation Meeting Summary

2450 Victoria Park Avenue

Prepared for the City of Toronto
by Lura Consulting
May 2018

Meeting Overview

The City of Toronto Planning Department hosted a community consultation meeting in response to an application to amend the zoning by-law for 2450 Victoria Park Avenue. The meeting took place at the Edward Village Hotel North York, 185 Yorkland Blvd, North York, on April 10, 2018, from 6:00 to 9:00 p.m. Presentation boards were set up prior to the formal presentations as part of an Open House to provide community members information on the development application, as well as an opportunity to casually ask questions and discuss concerns with City of Toronto Planning staff and the applicant.

Jim Faught of Lura Consulting provided third-party facilitation during the formal portion of the meeting. Mr. Faught introduced City of Toronto Planning staff and the applicants, CollecDev. A City Planning staff presentation (Valeria Maurizio, Planner, City of Toronto) and an applicant presentation (Maurice Wager, CollecDev, Owner; Michael Goldberg, Goldberg Group, Planning Consultant; and Pat Hanson, GH3, Architect) followed. During the remainder of the meeting, community members had the opportunity to ask questions and share comments in a town-hall, open mic format. Feedback from this portion of the meeting is summarized below. The meeting agenda is located in Appendix A.

Summary of Community Feedback

The following provides a summary of the community feedback from the April 10, 2018 community consultation meeting. Feedback is organised by theme.

Recognizing Past Engagement Efforts

The ConsumersNext Advisory Committee provided a forum for community members, developers, local councillors, and City staff, to meet and discuss development in the Consumers Road Business Park. Community members who were on the Advisory Committee stated that the concerns raised about massing, density, and height through the Advisory Committee and other engagement processes are not reflected or addressed in this development application. Community members want to see a greater effort made by the applicant to include the outcomes of previous engagement activities in the development proposal.

Armenian Community

St. Mary Armenian Apostolic Church, Armenian Community Centre of Toronto, Armenian Youth Centre, and the ARS Armenian Private School, are located adjacent to and across from 2450 Victoria Park (on Hallcrown Place), and provide a life centre for the Armenian community. The ARS Armenian Private School provides the only Armenian-language full-day schooling in Toronto. The Armenian community does not want uses on these sites limited due to neighbouring developments. Specific concerns include:

- Overlook onto funerals from residences on higher floors.
- Potential noise complaints from residents during Armenian festivals and ceremonies.
- Some community members suggested placing office space along the southern property line of the proposed development to help with transitioning between uses and mitigating noise issues.
- Increased traffic congestion impeding the viability of the Armenian facilities to remain an Armenian cultural hub (see “traffic”, below).
- Impediment to the architectural features of the church building, which currently allows light to enter from many angles. Community members are also concerned that the height of the proposed development will block the view corridors of St. Mary Armenian Apostolic Church. The community would like these views protected.
- A community member suggested minimizing the height of the south face to 2-3 stories to keep the architectural heritage of St. Mary Armenian Apostolic Church by allowing light to enter the church from all angles.

Level of Intensification

Community members are concerned that the proposed amount of intensification is not appropriate for the community. Community members feel this level of intensification would be more suited to a site along a higher-order transit route. Though transit plans for the area include higher order transit along Sheppard Avenue East, they will not proceed until the Finch West LRT line is complete; community members are concerned that a lack of higher order transit would require most new residents to drive, resulting in traffic congestion and parking issues (see “Parking” and “Traffic” below). Community members referenced other large-scale development projects along Sheppard Avenue East (east of Fairview Mall) to illustrate that large residential condo development in the neighbourhood has resulted in increased traffic congestion. Community members also highlighted that the level of density proposed is higher than what was agreed upon through previous engagement efforts.

A local school board trustee was concerned about the level of density proposed as well, stating that there may not be enough public school spaces to accommodate the number of children that could live in the proposed development.

Parking

The proposed development offers fewer parking spots than potential residents, and all parking is located underground. The community is concerned that visitors to the proposed development and residents who do not secure on-site parking spots will use the existing surface lots at St. Mary Armenian Apostolic Church, Armenian Community Centre of Toronto, Armenian Youth Centre, and ARS Armenian Private School, therefore reducing parking availability for Armenian community uses. The Armenian

community is also concerned about potential costs, should they have to build infrastructure to control access to their parking lots (e.g. a paid parking system). Currently St. Mary Armenian Apostolic Church, Armenian Community Centre of Toronto, Armenian Youth Centre, and ARS Armenian Private School parking lots provide free parking; the Armenian community would like to maintain the ability to offer free parking as this is a draw to clients who rent out their event space (renting event space is a key part of revenue generation for the community centre), and is desirable for their own community members attending events and services at these locations. City of Toronto staff and the applicants confirmed that the Municipality is in the process of reviewing the parking study provided by the applicant.

Traffic

The community is concerned that the proposed level of density will exacerbate current traffic congestion issues. A common concern was that pick-up and drop-off of students at the ARS Armenian Private School would be impeded by the additional traffic produced by the proposed development, as the entrance and exit for the proposed development would be onto Hallcrown Place (the road shared with the ARS Armenian Private School). The Armenian community is concerned that additional traffic delays for pick-up and drop-off of students would jeopardize the existence of their school. A member of the Armenian community invited Planning staff and the applicants to ride along for the drop-off and pick-up of students with her so there is a shared understanding of current traffic challenges.

As a solution to existing traffic congestion, some community members stated there was need to widen Hallcrown Place and add traffic lights at the intersection between Consumers Road and Hallcrown Place. This is part of traffic solutions proposed by the applicant. Other community members stated that these efforts would not be enough to address the added traffic volume from the proposed development, and stated the City had already rejected applications for traffic lights at that location due to proximity to the traffic lights at Consumers Road and Victoria Park Avenue.

Though some community members support the proposed connection from Hallcrown Place to Victoria Park Avenue (southbound), other community members are concerned that the proposed connection is located too close to the 401 westbound ramp, and is therefore not a viable option. Additionally, the community would like to see changes to the Consumers Road and Victoria Park Avenue intersection to improve traffic flow and safety, but feel the proposed development would only lead to more congestion.

Safety and Emergency Response

Community members are concerned that added density and traffic from the proposed development will create a less safe environment for pedestrians, especially children at the ARS Armenian Private School. Community members also want to ensure that any future development at 2450 Victoria Park Avenue and associated congestion does not inhibit emergency or first responders to reach properties on Hallcrown Place due to traffic congestion.

Park Space

Residents are concerned that the proposed park is only included in the application to attain greater building height allowance, and is not in the best interest of the community as nearby Wishing Well Park is already very underused.

Mixed-Use Zoning

Community members are concerned that the proposed development includes too many residential units and too many boutique retail spaces (which don't do well in the neighbourhood), and not enough office-type employment uses. Community members would like to see more jobs brought into the area (not only in retail) and do not feel this is accomplished in the applicant's current proposal.

Working Together to Address Concerns

Some members were open and welcoming to the idea of the community working with the applicant to produce a site plan and proposal that will meet the needs of all parties involved and effected.

Next Steps

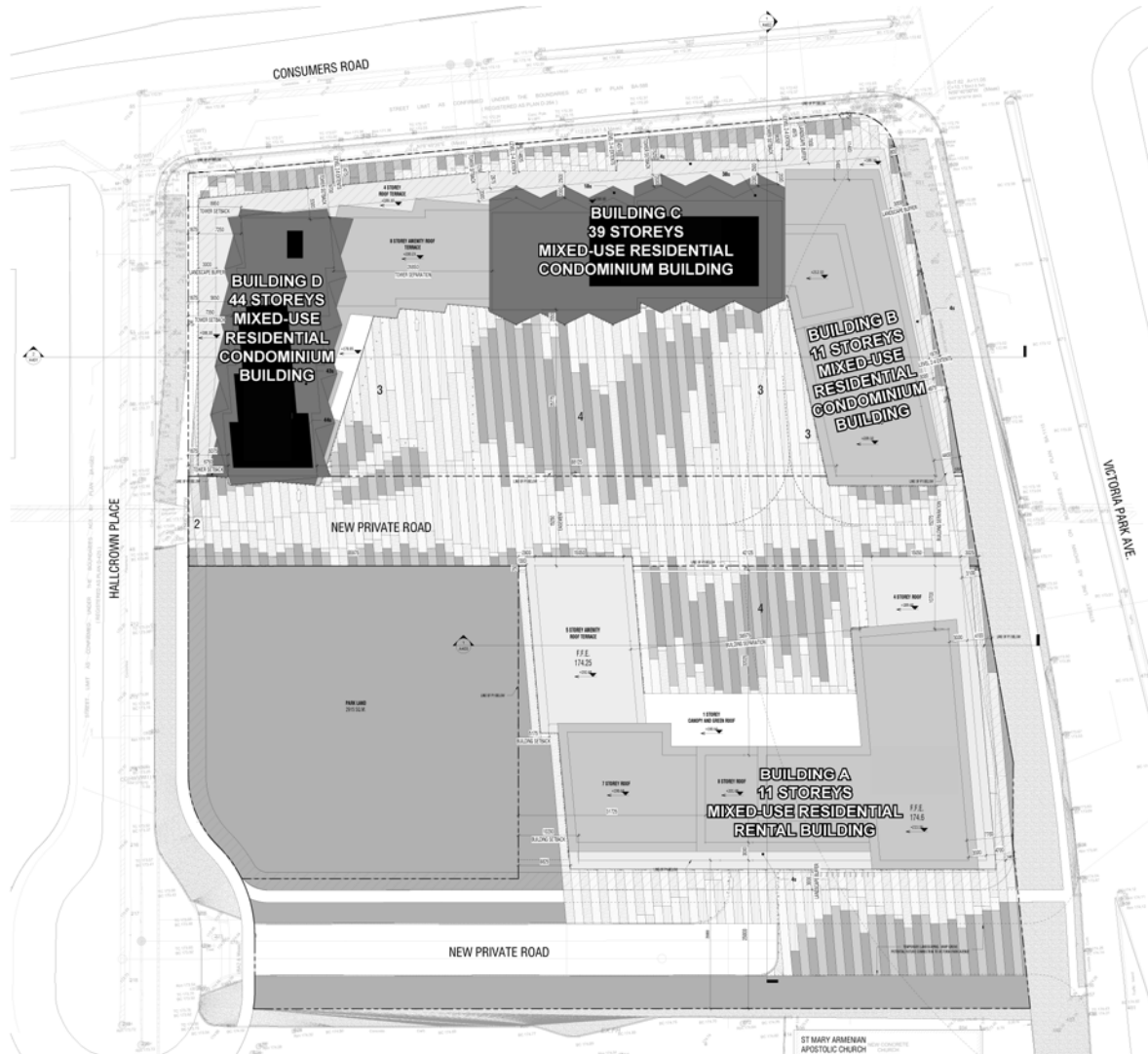
The City will establish a working group in response to this development application. Sign-up sheets were available at the meeting. Participants will be selected at random from those who apply. There are no firm timelines for next steps. The development application has been appealed to the Local Planning Appeal Tribunal (formerly the Ontario Municipal Board) and will go through that process. During this time, the working group will be established and meetings will be held.

Appendix A: Meeting Agenda

Agenda

- 7:00** **Introductions**
Facilitator – Jim Faught, Lura Consulting
- 7:05** **City Planning Staff Presentation**
Valeria Maurizio, Planner, City of Toronto
- 7:15** **Applicant Presentation**
Maurice Wager, CollecDev, Owner
Michael Goldberg, Goldberg Group, Planning Consultant
Pat Hanson, GH3, Architect
- 7:25** **Questions and Comments**
- 8:45** **Next Steps**

Attachment 12: Site Plan



Site Plan

Applicant's Submitted Drawing

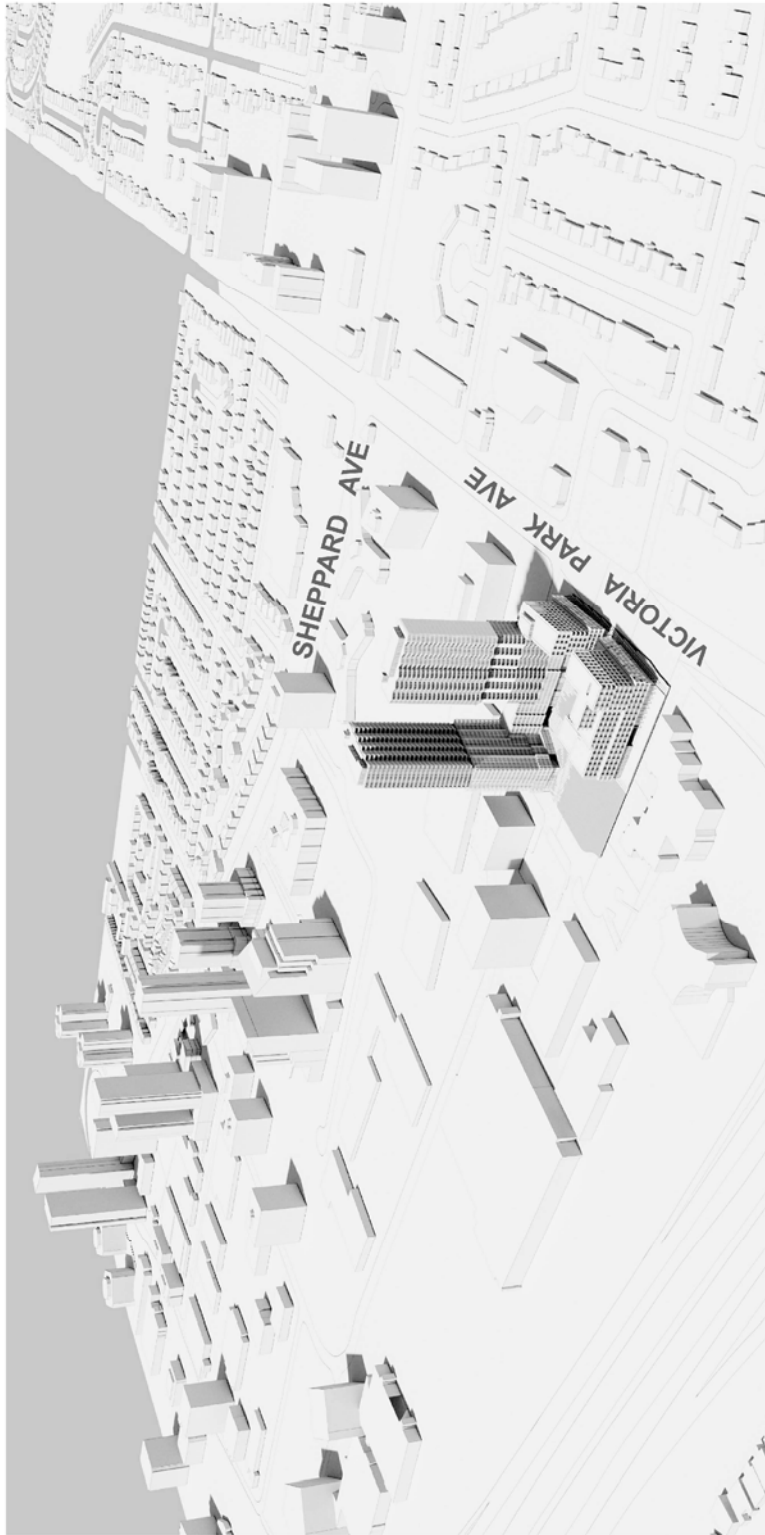
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12/04/2017



2450 Victoria Park Avenue

File # 17 255293 NNY 33 0Z

Attachment 13: Applicant's Massing Model



2450 Victoria Park Avenue

File # 17 255293 NNY 33 0Z

Massing
Applicant's Submitted Drawing

Not to Scale
12/04/2017

Attachment 14: Applicant's Rendering – View looking southwest at Consumers Road and Victoria Park Avenue



Rendering

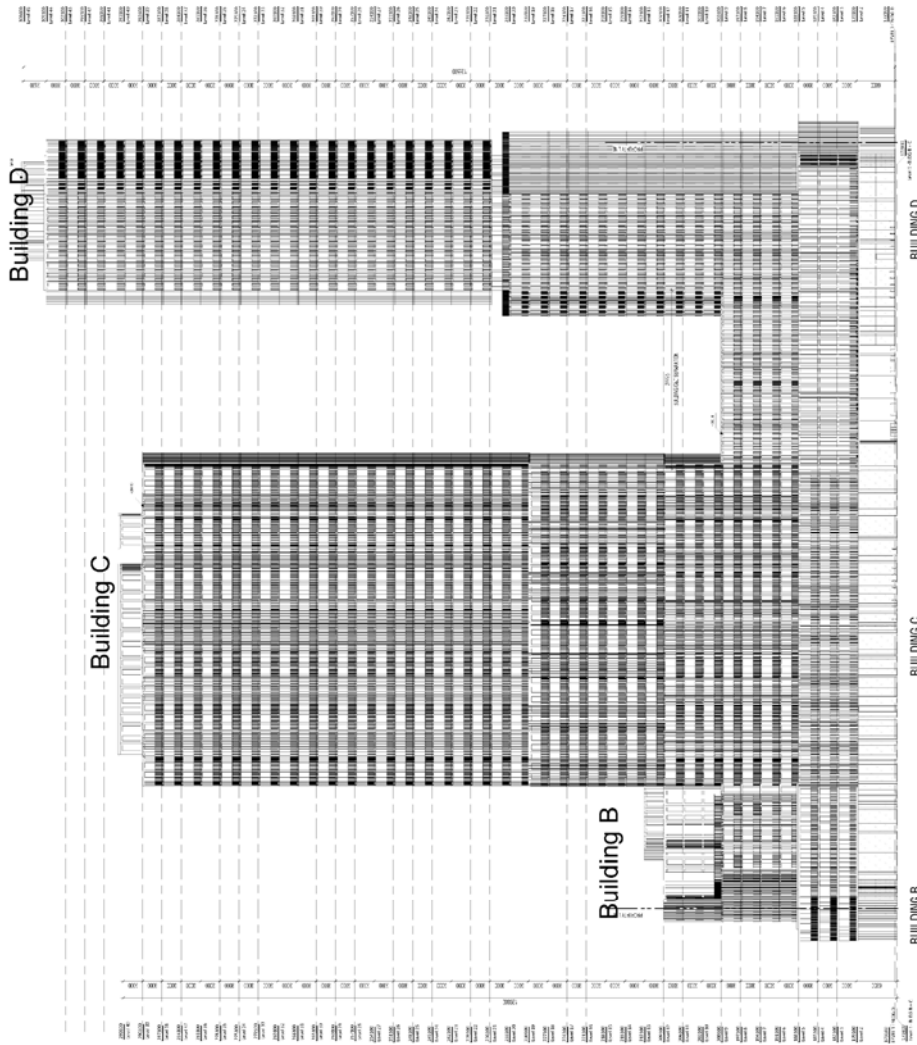
2450 Victoria Park Avenue

Applicant's Submitted Drawing

Not to Scale 
12/04/2017

File # 17 255293 NNY 33 OZ

Attachment 15a: North Elevations of Buildings B, C, and D



North Elevations Buildings B, C & D

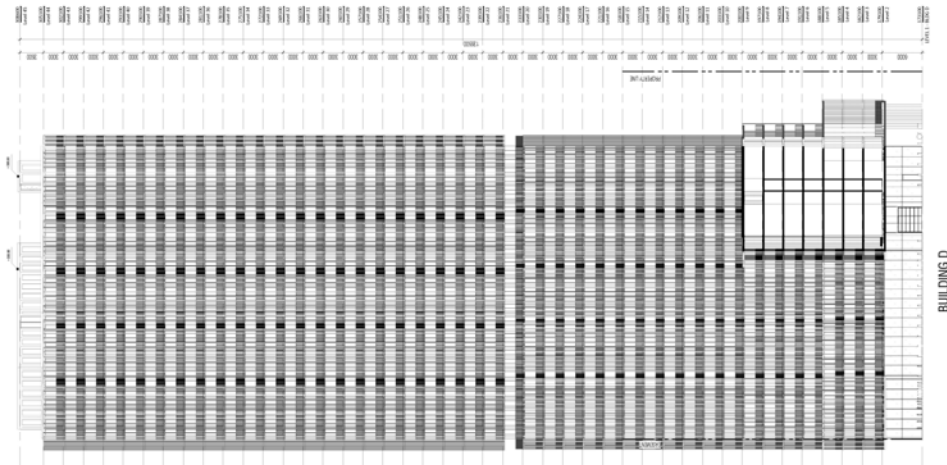
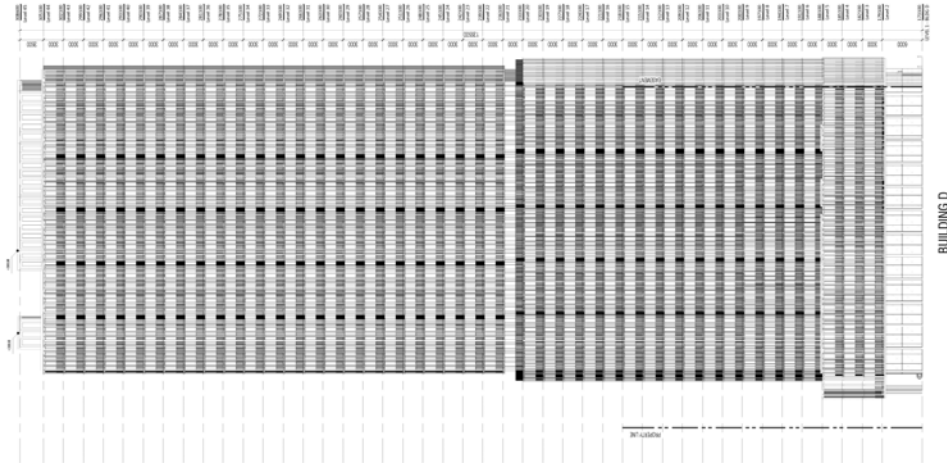
Applicant's Submitted Drawing

Not to Scale
12/04/2017

2450 Victoria Park Avenue

File # 17 255293 NNY 33 OZ

Attachment 15b: East and West Elevation: Building D



2450 Victoria Park Avenue

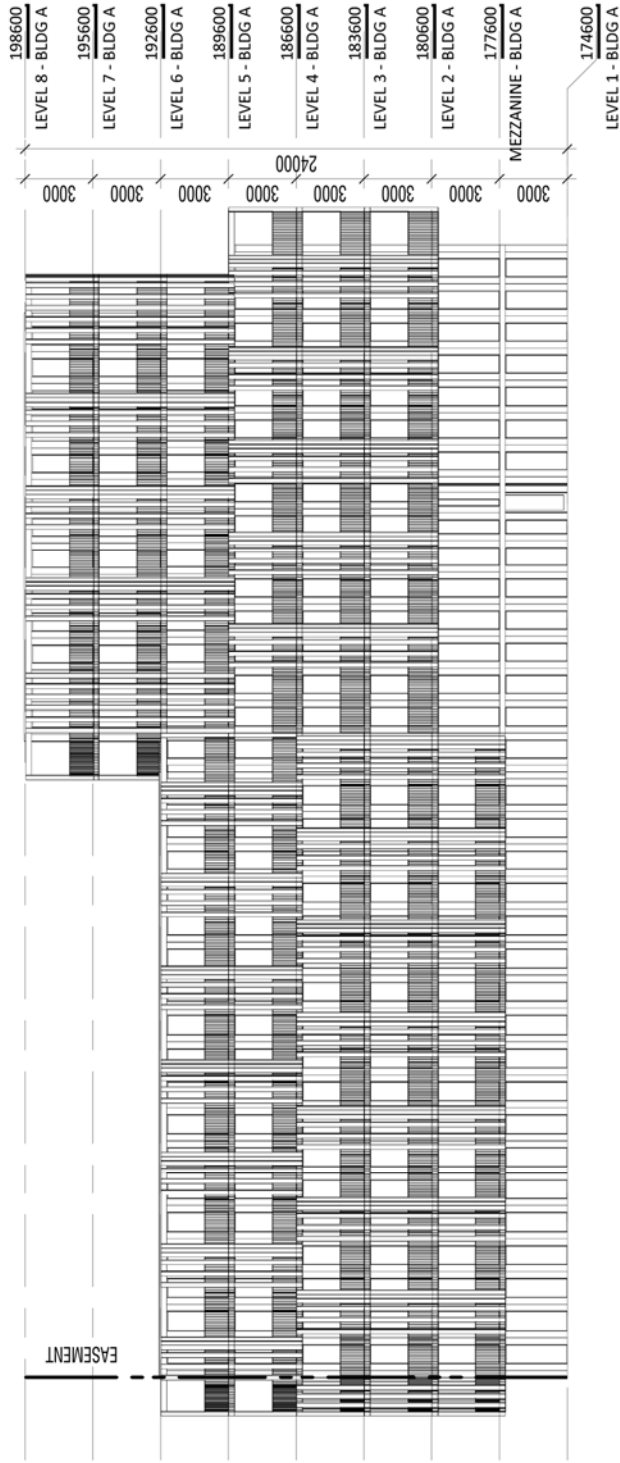
East & West Elevation of Building D

Applicant's Submitted Drawing

Not to Scale
12/04/2017

File # 17 255293 NNY 33 0Z

Attachment 15d: West Elevations – Building A



BUILDING A

West Elevation Building A

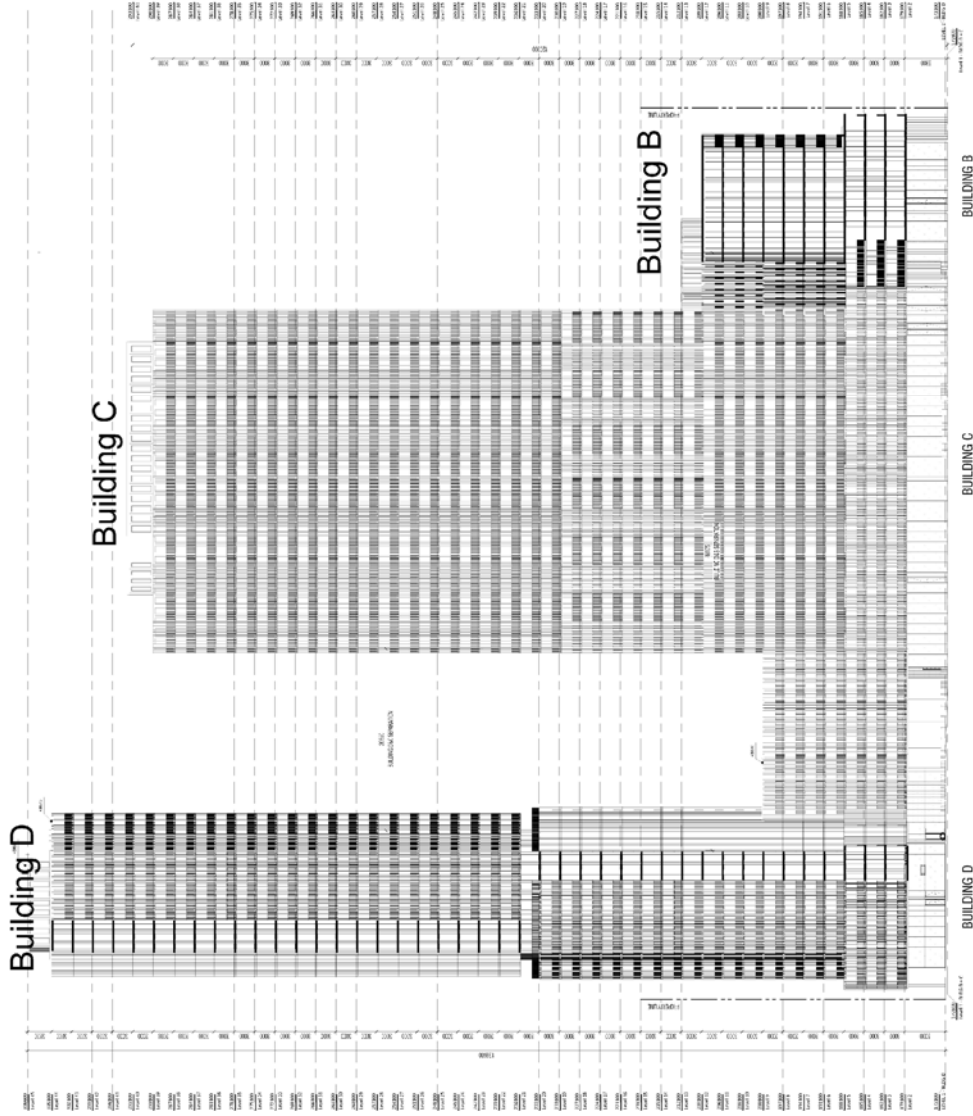
Applicant's Submitted Drawing

Not to Scale
12/04/2017

2450 Victoria Park Avenue

File # 17 255293 NMY 33 0Z

Attachment 15e: South Elevation Buildings - D, C, B



2450 Victoria Park Avenue

South Elevations D, C & B

Applicant's Submitted Drawing

Not to Scale
12/04/2017

File # 17 255293 NNY 33 0Z