



REPORT FOR ACTION

4700 Keele Street – The Quad Phase 2 student housing - Zoning By-law Amendment – Final Report

Date: December 18, 2019

To: Etobicoke York Community Council

From: Director, Community Planning, North York District

Ward: 7 - Humber River-Black Creek

Planning Application Number: 18 266532 NET 07 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit two eight (8) storey (25.65 metre high plus mechanical penthouse) private academic accommodations with non-residential uses at grade, located in the south-east quadrant of The Pond Road and Sentinel Road, south of the York University campus. The proposed private academic accommodations would contain approximately 444 residential units and 1,326 square metres of retail comprising 26,997 square metres of total gross floor area at 4700 Keele Street. The proposal is the second phase of a private student housing development known as The Quad, located on the south side of The Pond Road.

The proposed development is compatible with its surrounding context. The proposal introduces an appropriate built form to the site with development massed to address the corner of The Pond Road and the extension of Haynes Avenue. The proposed landscaping will provide an improved public realm on The Pond Road, the extension of Haynes Avenue and the extension of Leitch Avenue.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019). The proposal conforms to the applicable Official Plan policies and complies with the York University Secondary Plan.

The proposed development also forms part of the Southwest Precinct Plan Study Area which is currently under review. The Southwest Precinct Plan is envisioned as a medium density urban village with a variety of housing opportunities, shops and services with a neighbourhood square to provide social gathering opportunities and an identity for the precinct. As part of the Precinct Plan, Urban Design Guidelines and supporting strategies are required, including an Affordable Housing Strategy. The Precinct Plan, Urban Guidelines and supporting strategies are currently being finalized.

This report reviews and recommends approval of the application to amend the Zoning By-law, with the Bills being held, subject to the finalization of the Southwest Precinct Plan, Urban Design Guidelines and supporting strategies.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 7625, for the lands at 4700 Keele Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
3. Before introducing the necessary Bill to City Council for enactment, require the owner to provide the final versions of the Southwest Precinct Plan, the accompanying Urban Design Guidelines and the supporting strategies, all to be to the satisfaction of the Director, Community Planning, Etobicoke York District.
4. Before introducing the necessary Zoning Bill to City Council for enactment, City Council require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act to secure the following:
 - a. Participate in the City's Percent Public Art Program and provide a cash contribution to the City of \$500,000.00, in accordance with a Public Art Plan submitted by the owner to the satisfaction of the City. The cash contribution shall be paid prior to the issuance of the first above grade building permit. The financial contribution amount shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment for the public art.
 - b. Prior to the issuance of the first above grade building permit, the Owner shall make a cash contribution to the City in the amount of \$1,500,000.00 to be used for local park improvements to be determined by the Director of Community Planning, Etobicoke York District in consultation with the Ward Councillor. The financial contribution amount shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment for the local park improvements.
 - c. The owner shall provide a minimum of 7.4% of the private academic accommodations in Buildings C3 and C4 as affordable rental housing in accordance with the following provisions which shall be further set out in the Section 37 agreement with the City and to the satisfaction of the Chief Planner and Executive Director, City Planning Division:
 - i. The affordable rental housing will comprise a minimum of 7.4% of the private academic bedroom accommodations within a range of residence unit types comprising bachelor, 1, 2, 3 and 4 bedrooms.

ii. The owner will maintain the private academic affordable bedroom accommodations in Buildings C3 and C4 as rental housing, and agrees that none of the rental housing will form part of an application for Condominium Registration for at least fifteen years from the date upon which the first new rental housing unit is occupied.

iii. Affordable rents will be charged to the tenants who occupy one of the affordable bedroom accommodations for a period of 15 years following the initial occupancy of each of buildings C3 and C4, providing that the affordable rental bedroom accommodations commence occupancy at the same time, subject to the provisions in 4.c. (iv) and (v).

iv. The affordable rents will be based on an average rent level derived from an average rent for comparable existing student residence accommodations on the York University campus for the academic year in which the affordable rental bedroom accommodations will be occupied, adjusted further to reflect differences in lease terms and arrangements for television services in the private academic accommodations, and varied by residence unit type and to reflect single or shared bedroom accommodations.

v. After the expiry of the 15 year period, rents charged to tenants newly occupying one of the affordable rental bedroom accommodations will not be subject to restrictions by the City of Toronto under the terms of the Section 37 Agreement entered into under this by-law.

vi. Eligibility criteria for students who rent one of the affordable rental bedroom accommodations will require that such student is receiving financial assistance under the Ontario Student Assistance Program.

vii. The residence units which contain affordable rental bedroom accommodations shall be furnished and equipped with kitchen and bathroom facilities.

d. The following matters are to be secured in the Section37 Agreement as a Legal convenience:

i. The applicant shall provide an easement in favour of the City of Toronto in the form of the Privately Owned Publically Accessible (POPS) space on the site in the form of a publicly accessible square located at the southeast corner of The Pond Road and the extension of Haynes Avenue, as illustrated on the conceptual Landscape Plans issued on October 18, 2019. Any changes to the proposed POPS space shall be to the satisfaction of the Chief Planner and Executive Director, City Planning.

ii. The applicant shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, Version 3.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

On December 4, 2009, City Council approved the York University Secondary Plan (YUSP) and related amendments to the City's Official Plan. At this meeting, City Council also approved a Zoning By-law Amendment for vehicle parking requirements for University uses and bicycle parking for all uses and the Transportation Master Plan for the area.

Staff prepared a Preliminary Report on the Zoning By-law Amendment for Phase 1 of The Quad student housing and Draft Plan of Subdivision applications that went before North York Community Council on August 12, 2014. The Preliminary Report can be found at the following link:

<https://www.toronto.ca/legdocs/mmis/2014/ny/bgrd/backgroundfile-71705.pdf>

The Final Report on the Zoning By-law Amendment for Phase 1 of The Quad student housing and Subdivision went before North York Community Council on September 8, 2015 and City Council on September 30, 2015. The report can be found at this link:

<https://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-83378.pdf>

A pre-application meeting for the proposed Phase 2 of The Quad private student housing proposal was held on April 9, 2019. The current application for Zoning By-law Amendment was submitted on December 10, 2018 and deemed complete on January 22, 2019. A Preliminary Report on the application was adopted by Etobicoke Community Council on February 14, 2019 authorizing staff to conduct a community consultation meeting. The Preliminary Report can be found at the following link:

<https://www.toronto.ca/legdocs/mmis/2019/ey/bgrd/backgroundfile-124286.pdf>

PROPOSAL

Southwest Precinct Plan

The draft Southwest Precinct Plan and supporting documentation was submitted with The Quad Phase 1 development application. Review of the updated documents has continued through The Quad Phase 2 development application.

The boundaries of the Southwest Precinct can generally be described as west to the Black Creek, north to The Pond Road, east to Ian MacDonald Boulevard and south to Murray Ross Parkway. As much of the Southwest Precinct Plan area has been built out with primarily university and non-university residential uses, the study area for the submitted Precinct Plan forms the northern portion of the identified Southwest Precinct.

The boundary of the focused study area is Black Creek on the west, The Pond Road on the North, Ian MacDonald Boulevard to the east and Assiniboine Road to the south.

The draft Precinct Plan includes design concepts and development guidelines for the implementation of public infrastructure (streets, parks and open spaces and potential community facilities), as well as land uses and built form of new infill development in the Southwest Precinct. The Southwest Precinct Plan will provide a vision and framework to guide future development within the Southwest Precinct. The York University Secondary Plan (YUSP) requires the preparation of a Precinct Plan prior to the approval of non-university development in the Edge Precincts. The lands subject to development, which are described further in this report, are located within the Southwest Precinct. The proposed land use is considered non-university development.

The Plan envisions the phased development of buildings and supporting infrastructure in creating a complete, mixed-use community with an enhanced public realm. The Precinct Plan Vision is supported by the following planning principles that:

- support the creation of a complete and vibrant community;
- integrate new development into existing patterns of land use and movement;
- support mobility options and enhance connectivity;
- enhance and connect open spaces;
- support sustainable buildings and infrastructure;
- ensure high quality buildings and public realm;
- ensure effective and efficient development phasing; and
- support reinvestment in existing student residences.

Southwest Precinct Plan - Urban Design Guidelines

The Urban Design Guidelines build upon the direction in the draft Southwest Precinct Plan and provide detailed guidelines on streets and blocks, the location and treatment of gateways, built form and massing, heights, setbacks, orientation, scale, building materiality, and views and vistas.

The Urban Design Vision for the Southwest Precinct aims to:

- Create a medium density, human-scale, residential community;
- Provide a pedestrian and bicycle friendly neighbourhood;
- Integrate amenities to support residential, community and academic life;
- Merge the campus and the surrounding community;
- Reinforce the importance of Sentinel Road and The Pond Road as Greenways, and the intersection of these two roads as a gateway to the Secondary Plan Area; and
- Support high-quality urbanism and architecture.

Streetscape guidelines are also included and provide general guidance for the development of municipal road allowances and for secondary private roads within the Precinct, and the location of pedestrian and cycling connections. The Guidelines include a landscaping and open space strategy which identifies the hierarchy of open spaces

within the Precinct, including the location for public parks, open spaces and enhanced streetscaping (greenways).

The draft Southwest Precinct Plan and supporting documents are available on the City's application information centre under the current application file number, 18 266532 NET 07 OZ.

Zoning By-law Amendment

The Zoning Amendment application proposes to add residential and ancillary retail uses to the former City of North York By-law 7625 for this site. The application proposes two 8-storey (25.65 metre high plus mechanical penthouse) private academic accommodations with non-residential uses at grade, located in the south-east quadrant of The Pond Road and the extension of Haynes Avenue, south of the York University campus core. The proposed private academic accommodations would contain approximately 444 residential units and 1,326 square metres of retail comprising 26,997 square metres of total gross floor area at 4700 Keele Street. (See Attachment 7: Site Plan).

Building C3 would be an L-shaped building framing a publicly accessible square at the south east corner of The Pond Road and the extension of Haynes Avenue. Building C4, located to the east of Building C3, would be square in shape and would frame and animate The Pond Road. Building C4 would have a private central courtyard. On the south edge of the proposed buildings would be a 16.5 metre wide private university street. The two proposed buildings would be separated by an 18.5 metre wide future north-south street right-of-way. This potential street would be landscaped in the interim and animated by one storey indoor amenity areas in each of Buildings C3 and C4. To the east of Building C4 a north-south public street, the extension of Leitch Avenue, is proposed which would have a right-of-way of 20.0 metres.

The development will provide private academic accommodations, comprising bedroom accommodations within 444 residence units (approximately 706 bedroom accommodations) for students attending post-secondary institutions on the York University campus. The residence unit types will range from bachelor to 4-bedroom units, and each will include kitchen and bathroom facilities. Affordable rents will be provided for at least 7.4% of the 706 bedroom accommodations, for a period of 15 years.

The proposed residential buildings would contain a total residential gross floor area of 18,137 square metres and 1,326 square metres of retail as well as 1,726 square metres of amenity space. Bedroom accommodations are defined in the draft by-law attached to this report as a bedroom forming part of a residence unit.

A total of 52 parking spaces will be provided for the proposal which includes 36 residential space and 16 retail spaces. The residential parking spaces will be transferred from the York University parking pool to be dedicated to The Quad Phase 2, and are located in the adjacent The Pond Road East lot. The retail parking spaces are located on the new east-west University Street immediately south of the site.

The submission can be described as follows:

	Building C3	Building C4	Total
Site Area (m2)			11,754m2
Gross Floor Area (m2)	9,603m2	17,394m2	26,997m2
Density			2.29 times the lot area
Height/Floors	25.65 metres/8 storeys plus mechanical penthouse	25.65 metres/8 storeys plus mechanical penthouse	
Ground Floor Height	4.5 metres	4.5 metres	
North (The Pond Road) Setback	3.85 metres	4.30 metres	
South Setback	*2.25 metres	*2.25 metres	
East Setback	*4.00 metres	4.55 metres (from extension of Leitch Avenue)	
West Setback	3.70 metres (from extension of Haynes Avenue)	*4.00 metres	
Stepbacks	None provided - a cantilevered expression has been provided from the second to the sixth storey at the northwest corner of the building facing The Pond Road and along the building face adjacent the publicly accessible square.	None provided - a cantilevered expression has been provided from the second to the sixth storeys at the northeast corner of the building facing The Pond Road.	
Residential area (m2)	6,130m2	12,007m2	18,137 m2

	Building C3	Building C4	Total
Retail area (m2)	588m2	738m2	1,326 m2
Residential Beds/Units	249 beds/163 units	457 beds/281 units	706 beds/444 units
Indoor Amenity (m2)	580 m2	1,146 m2	1,726 m2
Outdoor Amenity (m2)	740 m2	661 m2	
Vehicular Parking Spaces	21	31	52
Long Term Bicycle Parking (Residential)			303
Short Term Bicycle Parking (Residential)			32
Long Term Bicycle (Retail)			7
Short Term Bicycle (Retail)			2
Loading Space	1 type 'G'	1 type 'G'	2 type 'G'
*approximate setback to the future private road			

See Attachment 1: Application Data Sheet for further project information and Attachment 7 Site Plan for the site layout.

Site and Surrounding Area

The site proposed for development is located within the south-easterly quadrant of The Pond Road and Sentinel Road, south of the York University Core Campus. The site subject to the zoning amendment application is 1.37 hectares in area (including the north-south extension of Leitch Avenue). The site that forms the lands for the draft plan of subdivision is larger at 6.22 hectares, and encompasses The Pond Road to the north, Sentinel Road to the west, the future north-south extension of Leitch Avenue to the east, and Assiniboine Road to the south.

The development site, intended for the private student accommodations, has a frontage of approximately 141 metres along The Pond Road, a depth of approximately 80 metres and a site area of 1.01 hectares. Until recently, the site has been occupied as a paid surface parking lot owned and operated by York University.

Surrounding uses include:

North: York University campus core (designated Institutional Areas); The Pond Road and Atkinson Student Residences, Seneca at York - Stephen E. Quinlin building which is a non-York facility, Osgoode Law School, which all range in height from five to nine storeys and are situated north of The Pond Road. The Green and the Osgoode Woodlot are located north of The Pond Road (designated as Parks and Natural Areas respectively). The York University Subway Station is located north-west of the site.

South: Immediately south of the site is a paid surface parking lot and a vestige hedge row identified as a cultural heritage landscape in the YUSP (designated Mixed Use Area 'C'); south of Assiniboine Road is a low rise residential community 'The Village at York' comprised of single and semi-detached dwellings and townhouses (designated as Neighbourhoods).

East: A paid surface parking lot and vacant lands owned by York University.

West: The Quad Phase 1 is located immediately west consisting of two buildings with heights of 6 storeys. Beyond Sentinel Road are student residences: nine four-storey walk up apartments (Passey Gardens, west of Sentinel Road); four tall apartment buildings (Assiniboine Towers) ranging from 15 to 17 storeys and a playground. Further west is a parking lot, two baseball diamonds, open space and the Black Creek Ravine, the Maloca Community Garden, a designated heritage building (Abraham Hoover House) and a stormwater management pond.

Reasons for Application

The Former City of North York By-law defines student housing as housing developed and operated on a non-profit basis for occupancy primarily by students on the York University campus. Similarly, the York University Secondary Plan defines student and university related housing as non-profit housing owned or operated by the University or a non-profit housing corporation, provided on a leasehold basis, and intended primarily for students, staff or guests of the University or related institution.

Though York University is providing the land through a long term lease to a third party (Forum Equity), and the accommodation will be restricted to students in attendance at York or any other post-secondary institution on the York lands, the private academic accommodations are being developed by a private company as market housing for students. Such housing fits within the full range of housing that the City's Official Plan policies encourage, including for shared or congregate living accommodation. The YUSP has policies supporting the provision of housing for students in a variety of forms. According to the YUSP, market housing that does not meet the definition of Student Housing, but which is designed for and rented to students, is treated as market housing and must provide the appropriate percentage of housing at affordable rents.

Amendments to the Zoning By-law are required to permit the proposed private academic accommodations, which do not meet the definition of student housing in the By-law, to establish performance standards for this use and to reflect the subdivision layout of new streets and blocks. The zoning by-law will also need to provide for the use of Section 37 to secure community benefits, and meet the affordable housing requirements of the YUSP.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies were submitted in support of the Zoning By-law Amendment application:

- Tree Inventory and Preservation Report;
- Green Development Standard checklist;
- Energy Efficiency Report;
- Hydrogeological Report;
- Pedestrian Level Wind Assessment;
- Planning Rationale;
- Servicing Report;
- Stormwater Management Report;
- Environmental Site Assessment;
- Sun/Shadow Study; and
- Transportation Impact Study.

The following reports/studies were submitted in support of the Southwest Precinct Plan:

- Precinct Plan for the Southwest Precinct (North);
- Southwest Precinct : Urban Design Guidelines;
- Student Housing Report;
- Affordable Housing Strategy;
- Natural Heritage Impact Study;
- Stage 1 and 2 Archaeological Assessment;
- Community Services and Facilities Study;
- Heritage Impact Assessment Report; and
- Transportation Considerations Study.

Agency Circulation Outcomes

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 and to formulate appropriate Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

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 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 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 PPS can be found here: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.

Provincial Plans

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.

The Growth Plan for the Greater Golden Horseshoe (2019)

On May 2, 2019, the Province released A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 ("the Growth Plan (2019)") which replaces the Growth Plan for the Greater Golden Horseshoe (2017). The new document came into effect on May 16, 2019 and all planning decisions are now required to conform with it, on or after this date. The Growth Plan (2019) 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.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan and the York University Secondary Plan as follows:

The Toronto Official Plan contains policies and objectives that guide future growth and development in the City. The Official Plan contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. The Official Plan also contains policies that require development to be considered as part of a broader approach to community building to ensure that all residents have access to housing, parks and community services. Key Official Plan objectives and policies that are pertinent to the review of the Zoning Amendment include:

- Concentrating jobs and people in areas well served by transit, and promoting mixed use development;
- Recognizing the importance of good urban design in building a successful city and the importance of achieving a high quality public realm; and
- Providing a comprehensive planning framework for complete communities with streets and open spaces that have good connections to the surrounding streets and open spaces, are supported by infrastructure and community services, provide for uses and building scales that are compatible with surrounding development, and include a full range of housing in terms of type, tenure and affordability.

Mixed Use Areas Policies

The Official Plan designates the site as Mixed Use Areas on Land Use Map 16, one of four land use designations intended to accommodate growth. The Mixed Use Areas designation encourages a broad range of commercial, residential, institutional and open space uses to accommodate an increase in population and jobs along transit lines. The Official Plan recognizes that Mixed Use Areas achieve a number of planning objectives by combining a broad array of uses.

The Official Plan establishes criteria for development in Mixed Use Areas including a requirement for buildings to be located and massed to provide a transition between areas of different development intensity, providing setbacks from, and stepping down of, building heights towards existing lower scale development. The Plan also contains requirements to locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open space, for access to schools, parks,

community centres, libraries and child care, the provision of good site access and circulation and an adequate supply of parking for residents and visitors, locating and screening service areas, and providing indoor and outdoor amenity space for residents in every significant multi-unit residential development.

Transportation Policies

The transportation policies speak to developing mobility systems for future generations while taking full advantage of existing transit infrastructures to reduce dependency on vehicles. The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility to transportation infrastructure and services throughout the City. Policy 2.4.3(b) of the Official Plan requires the city to actively pursue measures which will, increase the proportion of trips made by walking, cycling, and transit, increase the average automobile occupancy rate, reduce the demand for vehicular travel and shift travel times from peak to off-peak periods.

Public Realm and Built Form Policies

The Public Realm policies of Section 3.1.1 of the Official Plan recognize the essential role of our streets, open spaces, parks and other key shared public assets in creating a great City. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

These policies also recognize that streets are significant public open spaces that serve pedestrians and vehicles, provide space for trees and landscaping, building access, amenities such as view corridors, sky view and sunlight and are public gathering places. The Public Realm policies of the Plan also provides that new streets should be public and new City blocks and development lots within blocks are to be of an appropriate size and configuration for the proposed use of the lands.

The Built Form policies of Section 3.1.2 seek to ensure that new development be located and organized to fit with its existing and/or planned context and to frame and support adjacent streets, parks and open spaces. New development is to be located parallel to streets, and its massing and location assist in defining the edges of streets and parks/open spaces, at good proportion. New buildings are to be massed to limit impacts on neighbouring streets, parks, open spaces, and properties by creating appropriate transitions in scale to neighbouring buildings, providing for adequate light and privacy, and adequately limiting any resulting shadowing of, and uncomfortable wind conditions, on neighboring streets and properties. Vehicle parking and facilities are to be organized to minimize impact on the property and on surrounding properties. Every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development and each resident will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Housing Policies

Section 3.2.1 of the Official Plan includes housing policies that encourage the provision of a full range of housing opportunities to meet the current and future needs of residents which includes ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Section 37

Section 5.1.1 of the Official Plan contains provisions pertaining to public benefits in exchange for increased height and density for new development pursuant to Section 37 of the Planning Act. Section 37 may be used to secure community benefits, provided the proposal meets the thresholds established in the Official Plan, represents good planning and is recommended for approval.

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

York University Secondary Plan

The vision for the YUSP is to transform the area from a university enclave surrounded by parking lots and open fields to an urban, human-scaled community integrated with and surrounding the University. Development within the Secondary Plan area will be in the form of well-designed, environmentally sustainable, compact complete communities in proximity to valuable natural heritage resources and open spaces. The YUSP requires Precinct Plans to be developed prior to development proceeding in the Edge Precincts, with the exception of transit facilities and essential City services. Precinct Plans will include:

- A vision for the precinct area;
- The size and location of local streets and development block structure;
- Locations of pedestrian and cycling connections;
- The conceptual location and massing of buildings;
- An appropriate land use mix;
- A landscaping and open space master plan;
- Urban design standards and guidelines; and
- Phasing of development.

The YUSP envisions the Southwest Precinct as a medium density urban village, developed in a compact form that will provide a variety of housing opportunities, shops and services. The Pond Road is envisioned as a greenway, a tree-lined pedestrian oriented street providing a connection to the wider natural heritage network in the Secondary Plan Area, and Sentinel Road is identified as a pedestrian friendly gateway entrance to the university. Open spaces including a public park, a possible school site and a piazza are also envisioned as part of the Precinct.

The YUSP designates the subject lands Mixed Use Areas 'C'. Mixed Use Areas 'C' is intended to be developed as an urban village with primarily medium density residential uses, such as street-oriented townhouses and apartments, at-grade retail, service and office uses. The policies also provide for a broad range of commercial and institutional uses. Buildings in this area are envisioned at a pedestrian scale, and which provide appropriate transition to any adjacent Neighbourhoods. Mixed Use Areas 'C' also applies to the broader Precinct.

The YUSP directs that Parks be developed and maintained to provide space for public recreational, athletic and landscaping purposes to accommodate active and passive recreation. Parks may include joint community and school facilities that are integrated with open space and recreational uses. The subject site is located in a parkland priority area. Approximately 1.24 hectares of parkland have been identified in the Secondary Plan for the Southwest Precinct.

The YUSP directs Natural Areas to be protected, restored and enhanced for nature preserve and passive recreation. The Black Creek Valley forms part of the westerly edge of the Southwest Precinct. Policies 3.7.1.8 and 3.7.1.9c require a Natural Heritage Impact Study for determining suitable setbacks from the outer limit of the required naturalized buffer, and a Management/Stewardship Plan, at the Precinct Planning stage.

The YUSP also requires a landscaping and open space master plan (3.7.2.8) for each precinct to ensure a connected and comprehensive open space system, to ensure the ongoing vitality of open spaces in the Secondary Plan area and to establish requirements for new parks and open spaces established and implemented through development. In addition to showing the location and phasing of parks, open spaces, greenways, public use areas, trails and access linkages, the master plan will show how open spaces and parks fit into the larger open space and natural heritage system.

The minimum and maximum densities prescribed in the YUSP for the subject development site range from 1.0 FSI to a maximum 2.0 FSI. The minimum height for buildings fronting a primary street will be three storeys or 10.5m with a minimum height of two storeys or 6 metres prescribed for buildings with frontage on a secondary street. Maximum building heights in the Edge Precincts are also governed by height restrictions imposed by the Former City of North York's Airport Hazard Map, with transitions in height to lower-scale development and taller buildings situated within 250 metres of a subway station.

The YUSP provides direction for the provision of public art to support and enhance the character of the Secondary Plan area and enhance place-making opportunities.

One of the key objectives of the Secondary Plan is to provide transit-supportive development while also ensuring the development of complete communities. This involves providing a broad range of housing, including student and affordable housing.

The Secondary Plan defines Student Housing as: "...non-profit housing owned or operated by the University or a non-profit housing corporation, provided on a leasehold basis, and intended primarily for students, staff or guests of the University or a related

institution". A minimum of 30 percent of new housing units in the Edge Precincts are to be in forms other than single detached or semi-detached dwelling. Residential development exceeding the minimum density will be required to provide a minimum of 20 percent affordable housing, of which at least 50% must be affordable rental units.

The affordable rental housing requirement in the YUSP is to ensure that a mix of housing, in terms of form, tenure and affordability, will be provided in the Secondary Plan area. This requirement is consistent with Official Plan requirements for building new neighbourhoods, providing a full range of housing in terms of both form and tenure, and the development of complete communities.

Market housing that does not meet the definition of Student Housing, but which is designed for and rented to students, is treated as market housing and must provide the appropriate percentage of the housing at affordable rents.

Multi modal transportation is encouraged in the YUSP, including walking, cycling, reducing the use of the private automobile and providing a balanced approach to parking and providing a connected transportation framework that allows residents, employees and students to get to and from their destinations quickly, easily and sustainably.

Secondary (local) public streets are conceptually identified in the Secondary Plan. The actual location and amount of local streets will be determined through the Precinct Planning review and subdivision process and conveyed to the City as development proceeds.

Non-university development will be required to be serviced by municipal services. Strategies to reduce and manage stormwater flows and functional servicing and stormwater management reports are required as part of the Precinct Plan review to ensure that there is sufficient capacity and that appropriate servicing and stormwater management measures are or will be in place for existing and new development.

The YUSP provides direction for the completion of implementing zoning at the Precinct Planning stage, with development controls such as Plans of Subdivision and Site Plan Control, providing for the orderly development of the Secondary Plan area. Plans of Subdivision will ensure the land proposed for non-university development is suitable for its proposed new use while protecting adjacent neighbourhoods and properties from potential development which may put an undue strain on infrastructure and community facilities and services.

The York University Secondary Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

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

Zoning

The site is governed by the Former City of North York By-law 7625 and is zoned York Downsview Mixed Use 3 Zone (YDMU-3), which permits university, recreational uses, student housing, parks and open spaces, and accessory uses. University uses do not include residential uses and student housing is defined as housing that is owned and operated by York University and on a non-profit basis.

On individual sites a maximum floor space index of 2.5 or 250% of the lot area is permitted. Notwithstanding, on lands zoned YDMU-3 the maximum aggregate gross floor area of all uses shall not exceed 85% of the lands with the same zoning, plus 1.0 for lands used exclusively for student housing for a total of 1.85 FSI. Building heights are limited to the lesser of 34 metres or nine storeys and setbacks of 13.5m from the centreline of the Pond Road are required.

The site is subject to the Downsview Airport and is subject to height restrictions of the Airport Hazard Map (Schedule D) in the North York By-law, which limits the site to 30.48m with the northern edge of the site along the Pond Road frontage subject to a 45.72m height limit. By-law 1240-2009 provides requirements for vehicular and bicycle parking for all YDMU zones in the Secondary Plan area

Design Guidelines

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>.

Site Plan Control

The proposal is subject to site plan control approval. A site plan control application has not been submitted.

Elements of the application that will be secured through the site plan control include the incorporation of design features that locate and emphasize main entrances that face public streets to encourage "eyes on public spaces". Minimizing the amount of hard surface within the proposed public square and interior courtyard to promote additional soft surfaces will be pursued. The incorporation of continuous canopies into the building for the retail uses along The Pond Road and the future public street will be encouraged. Finally, the City will be looking to achieve interesting architectural articulation in the building expression and landscape design to highlight the prominent corner of The Pond Road and the extension of Leitch Avenue, which aligns with Ian MacDonald Boulevard to the north of The Pond Road.

Draft Plan of Subdivision

The draft Precinct Plan proposes the future conveyance of new public streets, as well as the conveyance of parkland, to the City. The Plan of Subdivision application was approved by City Council in September 2015 and will provide for the division of the lands into development blocks consistent with the Secondary Plan and draft Southwest Precinct Plan, the construction of public streets and servicing of the lands. The Plan of Subdivision includes detailed information on new municipal infrastructure, the creation of any easements for municipal services, and the timing and conveyance of public streets to the City. The draft plan of subdivision also addresses the conveyance of parkland dedication.

An application for draft plan of subdivision was submitted at the time of application for The Quad Phase 1 and recommended for draft Plan approval by City Council in September 2015. A Notice of Decision has not yet been issued as technical issues are currently being finalized with the owner. The Chief Planner and Executive Director, City Planning, has delegated authority for Plans of Subdivision under By-law 229, as amended.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

The application is consistent with PPS direction to provide a range of housing types and densities to meet projected requirements of current and future residents by introducing private student residence accommodation on the site. The policies for healthy, livable and safe communities are achieved, amongst other means, by accommodating a range of residential and employment uses to meet long-term needs, facilitating residential intensification and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and supporting the use of public transit. In accordance with Policy 1.1.3.3, the subject site is appropriately located for intensification as it is within an existing settlement area that can accommodate growth and is served by existing infrastructure.

Policy 1.6.7.4 of the PPS (2014) promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation. The proposal is consistent with this policy direction as the proposed land use and density provides a compact built form that supports an efficient use of land in proximity to existing transit infrastructure (in close proximity to the York University subway station and TTC bus routes).

The proposal conforms to the Growth Plan (2019) as it accommodates new growth within the built up areas of the community through intensification. Policy 2.2.1.4 of the Growth Plan provides direction on the achievement of complete communities setting out objectives for a mix of land uses, a range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Convenient access to a range of transportation options, public service facilities, and open spaces and recreational facilities is also highlighted as a key component of complete communities along with the development of high quality, compact built form and an attractive and vibrant public realm.

The proposed development intensifies an underutilized site that is well-served by existing subway and bus transit infrastructure. The proposal provides a high quality compact built form, supports an efficient use of land, and provides a pedestrian-friendly environment by removing an existing surface parking area. The proposal incorporates a POPS on the site in the form of an Urban Square at the corner of The Pond Road and the extension of Haynes Avenue to improve the streetscape and provide a public gathering space.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

Land Use

This application has been reviewed against the Official Plan policies and secondary plan policies described in the Issue Background Section of the Report as well as the policies of the Toronto Official Plan as a whole.

The proposed eight-storey private academic accommodations with a GFA of 26,977m² including 1,326m² of at grade retail/commercial complies with the policies of the York University Secondary Plan which promotes street-related development with buildings built close to the streetline at a pedestrian scale height. The YUSP identifies that at-grade street-related retail and services uses will be required in the prime retail frontage areas shown on Map 10-13 of the YUSP for a minimum depth of 15 metres along the frontage of a building. This proposal meets that objective. The proposed built form contributes to the definition of the street edge and maintains an attractive pedestrian environment along the public sidewalk.

Site Organization

The applicant proposes two 8-storey residential buildings with commercial uses at grade, south of the York University Campus Core (Attachment 7: Site Plan). The

westerly building is an L-shaped building framing a publicly accessible square at the southwest corner of The Pond Road and the extension of Haynes Avenue. Building C4, located to the east of Building C3, would be square in shape and would frame and animate The Pond Road. Building C4 would have a private central courtyard. On the south edge of the proposed buildings would be a 16.5 metre wide private university street which will function as a servicing road as well as provide parking laybys. The two proposed buildings would be separated by an 18.5 metre wide future north-south street right-of-way with additional setbacks to the buildings. This right of way would be lined and animated by one storey indoor amenity area in each building. To the east of Building C4 is a future public north-south street right-of-way. The right-of-way width would be 20.0 metres, and this public street right-of way would form the extension of Leitch Avenue. Staff are satisfied with the site organization. Details relating to interim and permanent landscaping abutting the street frontages and weather protection along streets will be finalized during site plan review.

Height, Massing and Density

The proposal complies with the maximum heights for Edge Precincts (4.4.4) which is governed by the NY Zoning By-law Airport Hazard map, and the minimum building height of 10.5m. The proposal also complies with the height criteria in the YUSP regarding providing height transition to lower-scale development.

Section 3.2 of the YUSP contains built form policies for development in the Secondary Plan Area and in Edge Precincts that emphasize the importance of high quality architecture, urban design and landscaping; active ground floor uses, entrances and transparent building materials at grade, coherent, safe and connected public pedestrian routes and streets, a comfortable public realm and an attractive pedestrian-scaled streetscape. These objectives have been achieved and will be secured through the site plan approval process by providing: entrances at grade, windows that allow for views of and from the street, and retail or service commercial uses that wrap around onto side streets , and an improved streetscape.

The performance standards established through the Avenues and Mid-Rise Buildings Study are intended to provide for a pleasant pedestrian experience and an appropriate transition from new mid-rise buildings in 'Mixed Use Areas' to surrounding uses through measures such as setbacks and angular planes. Although the development is not within an Avenue, the mid-rise performance standards will be met for the two eight-storey buildings, with regard to building setbacks, building height and scale to create comfortable pedestrian conditions at street level. The applicant has provided a 6-storey expression along The Pond Road for both Buildings C3 and C4 to address the pedestrian perception zone required by the mid-rise guidelines by providing cantilevered elements from the second floor to the sixth floor at the west corner of Building C3 and at the east corner of Building C4.

The York University Secondary Plan provides for a minimum density of 1.0 Floor Space Index (FSI) and maximum of 2.0 FSI for the development block. The proposed development has a gross FSI of 2.29 which is above the maximum prescribed in the Secondary Plan but there remains undeveloped land within this development block that will contribute to the overall average density, bringing it below 2.0 times the lot area.

The proposed development is compatible with the surrounding existing and planned context and the proposed built form, including the height, massing and density proposed by the applicant is appropriate and is supported by staff.

Sun, Shadow, Wind

The Official Plan sets out that new development will adequately limit any resulting shadowing of neighbouring streets and properties, having regard for the varied nature of such areas. In addition, the Official Plan states that development in Mixed Use Areas locate and mass new buildings to adequately limit shadow impacts on nearby Neighbourhoods. A shadow study provided by the applicant has been reviewed by staff, and the anticipated shadow impacts have been found to be acceptable as there will be no shadow impacts on the lands to the north and minimal impact on the neighbouring lands to the east during the spring and fall equinox.

A pedestrian wind assessment provided by the applicant provided an estimation of the potential pedestrian level wind conditions on and around the development. In summary, wind speeds on and around the project are expected to be suitable for the intended use in most areas of the site throughout the year. Areas with the highest wind speeds include the exposed building corners to the northeast and southeast of Building C4 and localized areas to the north of Building C3 during the winter. The proposed canopy on the west façade of Building C3, as well as the vestibule, canopy and location of the main entrance of Building C4 are considered beneficial for favourable wind conditions. The proposed landscaping is also considered beneficial and expected to improve conditions during the summer. Enhanced landscaping may be implemented on the east side of Building C4, especially around exposed building corners to further improve conditions along the east façade and at the northeast and southeast corners of Building C4. The anticipated wind impacts have been found to be acceptable and can be mitigated.

Traffic Impact, Access, Parking

The Southwest Precinct presents unique transportation challenges. Despite its proximity to the York University subway station and high frequency bus transit service in the vicinity of York University, the Precinct currently lacks a fine grained network of public streets and pedestrian and cycling routes. There is significant pedestrian and cycling movement from the adjacent neighbourhoods to the York University campus. Fine grained pedestrian connections between Assiniboine Road and The Pond Road east of Sentinel Road, and new pedestrian crossing facilities along The Pond Road will be provided as the approved subdivision is built out, improving infrastructure for pedestrians and cyclists.

The proposed development of two mixed-use buildings and the approved subdivision provides an opportunity to introduce new transportation infrastructure improvements such as a network of north-south public streets, improvements to The Pond Road and the extensions of Haynes Avenue and Leitch Avenue public realms, including a new signalized intersection and dedicated bicycle facilities, to create a well-functioning street network and to provide safe access and improve mobility options for both pedestrians and cyclists. The Urban Transportation Considerations Study indicates that the existing

and proposed road network can accommodate the travel demands generated by the proposed mixed-use development.

Vehicular access to the site is proposed from the network of future public roads from The Pond Road in the north to Assiniboine Road in the south, including the extension of Haynes Avenue and Leitch Avenue to be built in phases. An east-west publicly accessible private street along the south edge of the site is intended to ultimately connect Sentinel Avenue in the east with the future extension of Leitch Avenue in the west.

The proposed development is provided with an adequate parking supply for both vehicle and bicycle users. Vehicular parking would be accommodated to the south and east of the proposed buildings on Blocks 3 and 5 on the draft plan of subdivision (See Attachment 9) in the existing parking lot and bicycle parking is to be provided in bicycle rooms on the ground floor of each of the proposed private student accommodations buildings as well as within the internal courtyard of Building C4. A total of 335 bicycle parking spaces have been provided on site which is satisfactory. It is anticipated that as the blocks to the south of the Phase 1 and Phase 2 sites redevelop, vehicular parking will be provided underground or in structured parking faced with other uses, consistent with the YUSP policies. A total of 52 vehicular parking spaces will be provided for this project, which includes 36 residential spaces and 16 retail spaces. The residential parking spaces will be transferred from the York University parking pool to be dedicated to The Quad Phase 2, located in the adjacent The Pond Road East lot. The retail parking spaces are located on the new east-west private street immediately south of the site.

The Transportation Assessment determined that traffic control signals would be required at the intersection of Haynes Avenue and The Pond Road to facilitate north-south pedestrian movement. That intersection is completed, the traffic control signals are installed, and the intersection will be operational once the related subdivision agreement is registered. The long term vision of The Pond Road in the YUSP includes a dedicated cycling lane which would facilitate bicycle connections to the York University subway station. In Phase 2, the full build out of the lots fronting The Pond Road inclusive of Block 3 and Block 5, will see the implementation of dedicated bicycle lanes with a buffer space and physical separation from the traveling lanes, from The Pond Road to Ian MacDonald Boulevard. The bicycle lanes are to be secured in the subdivision agreement.

The new north-south street (extension of Leitch Avenue) would have a 20.0 metre public right-of-way. The draft Southwest Precinct Urban Design Guidelines illustrate a road right-of-way with two travel lanes and a 6.2 metre boulevard along the west side adjacent Building C4 to accommodate a green buffer with tree planting and a 2.1 metre wide sidewalk setback from the property line 0.3 metre. Details of the road design will be secured in the subdivision agreement. The Toronto Transit Commission has also requested the relocation of bus stops on The Pond Road as well as for the cycling facility to be raised at bus stops.

Servicing

A functional servicing report was submitted as part of the Precinct Plan and development application submissions. The report examines engineering of the Precinct Plan area insofar as water servicing, sanitary sewer servicing, and grading and stormwater management. A Master Servicing and Stormwater Management Report was provided as part of the previous Plan of Subdivision application. New servicing infrastructure will be secured in the subdivision agreement.

The proposed development is also required to comply with the Best Management Practices for Stormwater Management and the City of Toronto's Wet Weather Flow Management Guidelines, which requires grades that allow overland water flow. Further discussions on sewer/water connections and elevations, grading, and drainage are necessary and will be addressed as part of site plan approval in association with the subdivision approvals.

Streetscape

The provision of a high-quality, connected public realm of streets, parks and open spaces forms the underlying structure for development in the Secondary Plan Area. Major streets included in this plan are The Pond Road, Sentinel Road and two new public roads in the form of extensions of Haynes Avenue to the west and the extension of Leitch Avenue to the east. The Phase 2 proposal includes retail uses at grade along The Pond Road and extending southerly along the urban square within Building C3 and along The Pond Road and southerly along the future extension of Leitch Avenue within Building C4 consistent with the objectives of the Secondary Plan. The proposed height of the ground floor would be 4.5 metres to accommodate retail uses. The public realm will be complemented by a network of publicly accessible private streets, pedestrian mid-block connections and the publicly accessible urban square to be developed with Building C3.

The Pond Road forms part of a significant public space – The Ring Road – which is a curvilinear street that delineates the core campus. This street joins together the most significant open spaces and natural areas of the campus, including The Green, and in the Southwest Precinct, the areas adjacent to the Black Creek Ravine. This portion of The Pond Road is envisioned as both a greenway and a retail street, consisting of a generously scaled tree-lined promenade that incorporates sustainable street design, and promotes bicycle, pedestrian and vehicular movement around the University as well as enhancing the fine grain of storefronts with outdoor cafes and other active uses that line the street. In support of The Pond Road's function as a pedestrian promenade, the YUSP requires at-grade street related retail and service uses with a minimum depth of 15 metres along the frontage of a building.

The Urban Design Guidelines for the Precinct proposes an ultimate streetscape design for The Pond Road that requires relocating the existing curb to allow for a future bicycle lane with buffer space. The ultimate streetscape design will be finalized through the Precinct Plan process and secured through Site Plan Control Approval and the related subdivision approvals.

The Pond Road streetscape for the Phase 2 development includes an interim streetscape design for The Pond Road with a 2.7-9.0 metre wide setback to support pedestrian amenities including street trees, shrub planting, sidewalks, lighting, seating and bicycle parking. The setbacks along The Pond Road, the extension of Haynes Avenue and the extension of Leitch Avenue provide appropriate space for amenities and uses such as outdoor cafes and patios to animate the street, consistent with the objectives of the YUSP. Weather protection canopies have been provided above the main entrances to the buildings.

The extension of Haynes Avenue is complemented by a 7.6-13.10 metre setback, and a double row of trees. The street curves to create open space opportunities along its length. New buildings with extensive glazing and entrances along the street will contribute to street animation and safety.

The detailed design of the façade at-grade along The Pond Road, distinctive architecture and high quality design will be secured through the site planning process. The ground floor façade will be permeable with openings to the exterior during warmer seasons to accommodate indoor/outdoor seating on The Pond Road and the future extensions of Haynes Avenue and Leitch Avenue within the setback. Additional glazing would be provided along all street frontages to animate the building façades.

Open Space/Parkland

The development site and Southwest Precinct are located in a Parkland Acquisition Priority Area and development is subject to the alternative parkland dedication requirements of the Official Plan. The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.8 to 1.56 hectares of local parkland per 1,000 people. The site is in the middle quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The applicant has proposed four different development scenarios for the full build-out of the subdivision beyond Blocks 1, 2, 3 and 5 (The Quad Phases 1 and 2). These different development scenarios include a variety of uses ranging from residential to institutional. The final determination of the amount of residential, commercial and institutional uses will inform the ultimate parkland dedication requirement for the related subdivision. Using the available information provided by the applicant for the development of The Quad Phases 1 and 2, and without excluding any possible future institutional buildings within the subdivision boundaries, the net site area subject to parkland dedication requirement is 55,210 square metres.

Preferred locations for parkland are identified on Map 10-6 of the YUSP, including a 1.24 hectare park parcel within the Southwest Precinct. The YUSP approximates seven hectares of parkland for residential and non-residential uses and a total of eight hectares for parks, community facilities and schools. Lands required for school facilities are not eligible to contribute towards parkland dedication requirements. The YUSP directs that cash-in-lieu of parkland will not be accepted until six hectares of land for

parkland have been dedicated to the City in the Secondary Plan area. To date, parkland contributions toward the six hectare requirement have not been dedicated to the City.

As such, as part of the Phase 1 and Phase 2 development of the subdivision a 1.24 hectare site with frontage on The Pond Road, will be secured for a public park in a location to the west of Sentinel Road, close to the Black Creek ravine. Additionally, a 1.79 hectare parcel south of the proposed public park will be protected for a community facility and/or elementary school. The proposed public park location and lands for the community facility and/or elementary school, implement the York University Secondary Plan and Southwest Precinct Plan vision. The applicant will design and construct Base Park Improvements to the public park.

The Official Plan and the City's Privately Owned Public Spaces (POPS) guidelines encourage open spaces for pedestrians along public street frontages and at appropriate corner locations at intersections. These spaces should be designed to provide flexible multiuse settings for employees, pedestrians and residents and enhance the public realm. They should be urban and intimate; capable of accommodating all day-to-day uses; and incorporate a mix of hard and soft landscaping, including shade trees and seating.

At the Precinct level, a connected open space network will have links to the proposed development. These spaces include a public park which is being secured through the subdivision process, POPS, pedestrian connections, cycling routes, links to the future park/school site, The Pond Road, Sentinel Road, and Assiniboine Road Greenways, all designed to contribute to the Precinct's overall attractiveness and to maintain continuity throughout the Secondary Plan Area.

The draft Southwest Precinct Plan Urban Design Guidelines identifies desired locations for privately owned public spaces (POPS). At a Precinct level, the applicant is proposing POPS in the forecourt of Building C3, located on the south-east corner of The Pond Road and the extension of Haynes Avenue. Staff consider the proposed POPS to be a positive element of the proposal and the final design will be secured through the Site Plan Control approval process.

Tree Preservation

The application is subject to the City Street Tree By-law and the Private Tree By-law, Municipal Code Chapter 813, Trees Articles II and III. An arborist report was submitted with the development application and has been reviewed by Forestry staff. A total of 10 trees on the site are proposed to be protected. All the trees are within the City road allowance fronting The Pond Road. The city will require the submission of a Tree Survival Guarantee to ensure the protection of the 10 trees.

The landscape plan proposes six (6) new City trees within the right-of-way of the future extension of Leitch Avenue. The applicant is to submit a tree planting deposit to ensure the planting and survival of 6 new City trees.

The submission of satisfactory landscape plans with tree planting will be addressed through the Site Plan Control application.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law 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. Tier 1 performance measures are secured in Zoning By-law Amendments, on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-law will secure performance measures for the following Tier 1 development features: bicycle storage facilities. Performance measures for the Tier 1 development features will be secured through the Subdivision Approval process including on-site stormwater retention. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Affordable Rental Housing

The York University Secondary Plan contains policies stating that residential development in the Precincts will have a housing mix that contributes to a full range of housing, including purpose-built rental housing and a variety of unit types and built forms. Policy 3.5.4 also states that residential development in the Edge Precincts will be required to provide a minimum of 20% of the residential units that exceeds the minimum density requirements as affordable housing.

As part of the finalization of Southwest Precinct Plan, the appropriate amount of affordable rental housing to be provided throughout the rest of the Southwest Precinct will be determined to ensure the affordable housing requirements are being met. For The Quad Phase 2, at a minimum, 7.4% of the bedroom accommodation will be provided as affordable rental housing to help meet the affordable housing requirement for the overall Southwest Precinct Plan area. This is consistent with the percentage of affordable rental housing provided in The Quad Phase 1.

The Section 37 Agreement will secure the detailed affordable rent provisions for the first 15 years of each building's occupancy. The affordable rates cannot be based on the Official Plan definition calculated on CMHC average rents for conventional dwelling units. York has agreed with City staff to set them based on an analysis of comparable student residence fees that have been set for the upcoming year in the existing York student residences, with appropriate adjustments for differences with the new development. The goal is to arrive at affordable rates for each bedroom or unit type that will then be increased in subsequent years only by the annual provincial rent increase guideline that applies to conventional rental housing.

The Section 37 Agreement will provide eligibility criteria for the selection of students for these affordable rates and based on receiving Ontario Student Assistance Program funding.

Public Art

Public art is encouraged for new development to enrich the urban environment. Public art adds interest, identity and character and contributes to place-making by creating moments of beauty, amusement or reflection. Locations for public art within the subject site are generally in accordance with public art locations shown in the draft Southwest Precinct Plan Urban Design Guidelines.

The Owner has agreed to contribute \$500,000 towards public art which will be secured through the Section 37 agreement. The Owner will be required to prepare a public art plan detailing how public art is to be provided.

Southwest Precinct Plan, Southwest Precinct Plan Urban Design Guidelines and supporting strategies

The Southwest Precinct Plan, the Southwest Precinct Plan Urban Design Guidelines and the supporting strategies were originally submitted with the development application for the Phase 1 student accommodations. Through the review of the Phase 2 student accommodations application, City staff have continued their evaluation of the draft Precinct Plan and a subsequent resubmission was submitted to the City in October 2019. Staff will continue to provide comments to the owner which require that all Southwest Precinct Plan material be updated to reflect 2019 conditions and discussions with staff with regard to design details and missing information. The Southwest Precinct Plan materials are not yet in a state that is satisfactory to staff and it is recommended that the Zoning Bills be withheld until the City receives the submission of the satisfactory final Southwest Precinct Plan, including the Southwest Precinct Urban Design Guidelines and supporting strategies including the Affordable Housing Strategy and Student Housing Report. This has been reflected in the report recommendations. It is expected that following the submission of the required materials, to the satisfaction of City a report will be brought forward to EYCC on the Precinct Plan.

Draft Plan of Subdivision

The Draft Plan of Subdivision will create development blocks, public streets and blocks reserved for future public road conveyances (see Attachment No. 9 for the Draft Plan). The draft plan of subdivision was approved by City Council in 2015. The Notice of Decision letter for the Draft Plan of Subdivision will be issued shortly, and York University expects to have the subdivision registered early in 2020.

Zoning By-law

The zoning by-law will rezone the lands to YDMU-3 with an exception to allow for the proposed private academic accommodation and retail/commercial uses. The exception will establish appropriate performance standards to regulate the proposed development, including, among other matters, permitted uses, maximum number of residence units, density, heights, setbacks, vehicular and bicycle parking and required amenity. Schedule YDMU-3(1) in the Draft Zoning By-law illustrates building envelopes, setbacks, separation distances and building heights. The attached Draft Zoning By-law Amendment (Attachment No. 6) reflects a development that satisfies the policies of the Official Plan.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning. The community benefits must bear a reasonable relationship to the proposed development including, at a minimum, an appropriate geographic relationship and addressing planning issues associated with the development.

Planning staff have worked closely with York University, the applicant and the local Councillor to identify community benefits consistent with the community needs identified in the YUSP that would be provided through Section 37 benefits in exchange for permitting an increase in density, over and above that which is permitted in the current zoning for the site. As such, the community benefits and other improvements recommended to be secured in the Section 37 Agreement for the current development application include:

- \$500,000.00 for public art;
- \$1,500,000.00 for local park improvements; and
- A minimum of 7.4% of the bedroom accommodation as affordable housing units within Phase 2.

In addition, the following matters will be secured in the Section 37 Agreement as a Legal convenience:

- The provision of a Privately Owned, Public Open Space (POPS) in the form of a publicly accessible square at the southeast corner of Haynes Avenue and The Pond Road; and
- The construction and maintenance of the development in accordance with Tier 1 performance measures of the Toronto Green Standard.

Community Consultation

A Community Consultation meeting to discuss the proposal was held on April 9, 2019 at The Quad at York, Main Floor Lounge, 105 The Pond Road. The meeting was attended by Ward Councillor's assistant, City Planning staff, Transportation Services staff, the applicant, owner and their consultants and 6 members of the public. Members of the public were supportive of the proposal.

Conclusion

The proposal for two 8-storey private academic accommodations buildings has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), the Toronto Official Plan and the York University Secondary Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan and the York University Secondary Plan, particularly as it represents an

appropriate level of intensification on lands designated Mixed Use Areas. The proposed development is in close proximity to York University, the York University subway station and frequent bus service. The proposal would improve the streetscape of The Pond Road and contribute to a range of housing options in this area. The proposal represents an appropriate scale of development for the site that fits within the existing and planned context of the area. The proposal is compatible with the surrounding land uses and provides an appropriate transition of built form to adjacent properties. Staff recommend that Council support approval of the application.

As set out in the Recommendations, the applicant is required to submit the final versions of the Precinct Plan, Southwest Precinct Urban Design Guidelines and the supporting strategies including the Affordable Housing Strategy, all to the satisfaction of the Director, Community Planning, Etobicoke York District, prior to the Bills being introduced to City Council.

CONTACT

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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: York University Secondary Plan Land Use Map 10-10
- Attachment 5: Existing Zoning Former City of North York By-law 7625
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8a: North Elevation (The Pond Road)
- Attachment 8b: South Elevation
- Attachment 8c: East Elevation (future extension of Leitch Avenue)
- Attachment 8d: Elevation (future extension of Haynes Avenue)
- Attachment 9: Draft Plan of Subdivision

Attachment 1: Application Data Sheet

Municipal Address: 4700 KEELE ST Date Received: December 10, 2018

Application Number: 18 266532 NET 07 OZ

Application Type: Rezoning

Project Description: Zoning By-law Amendment for The Quad Student Housing, Phase 2. Buildings C3 and C4. Building C3: proposed 9,603 square metres, 163 residential units containing 249 beds, 588 square metres of grade-related retail. The building is an "L" shaped building of 8 storeys. Building C4: proposed 17,394 square metres, 281 residential units containing 457 beds and 738 square metres of grade-related retail. The building is 8 storeys in height and square in shape with a central courtyard.

Applicant	Agent	Architect	Owner
FCS Development P2 LP C O Campus Suites LP 60 Scarsdale Road, Suite 114 Toronto ON M3B 2R7	FCS Development P2 LP C O Campus Suites LP 60 Scarsdale Road, Suite 114 Toronto ON, M3B 1R7	ARK - 82 Peter Street, Toronto, ON, M5V2G5	York University

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	YDMU-3	Heritage Designation:	N
Height Limit (m):	34	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 11,754 Frontage (m): 141 Depth (m): 80

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			3,471	3,471
Residential GFA (sq m):			25,670	25,670
Non-Residential GFA (sq m):			1,326	1,326
Total GFA (sq m):			26,997	26,997
Height - Storeys:			8	8
Height - Metres:			25.70	25.7

Lot Coverage Ratio (%) 29.53 Floor Space Index: 2.3

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)
 Residential GFA: 25,670
 Retail GFA: 1,326
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:				
Other: student residences			444	444
Total Units:			444	444

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			260	149	35
Total Units:			260	149	35

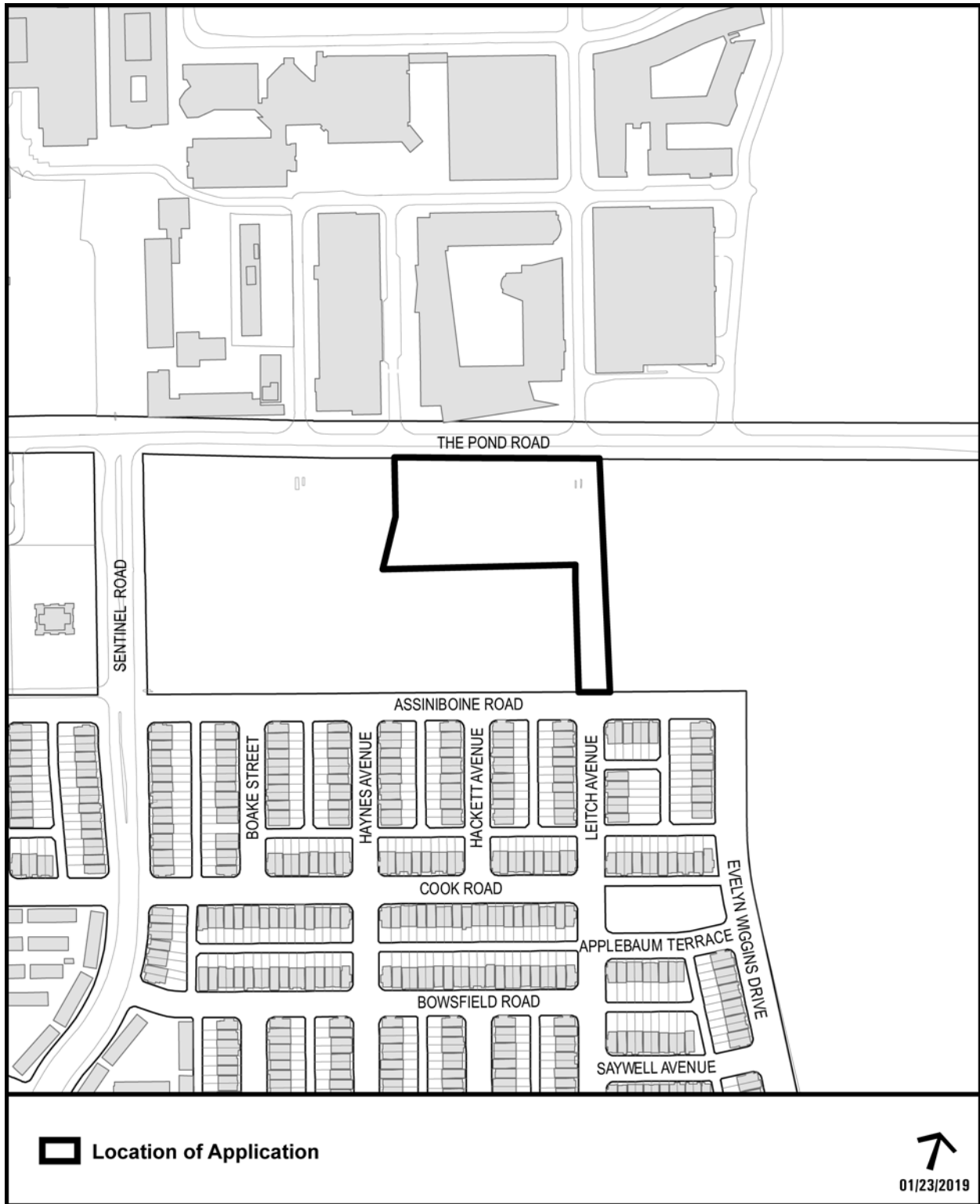
Parking and Loading

Parking Spaces: 52 Bicycle Parking Spaces: 344 Loading Docks: 2

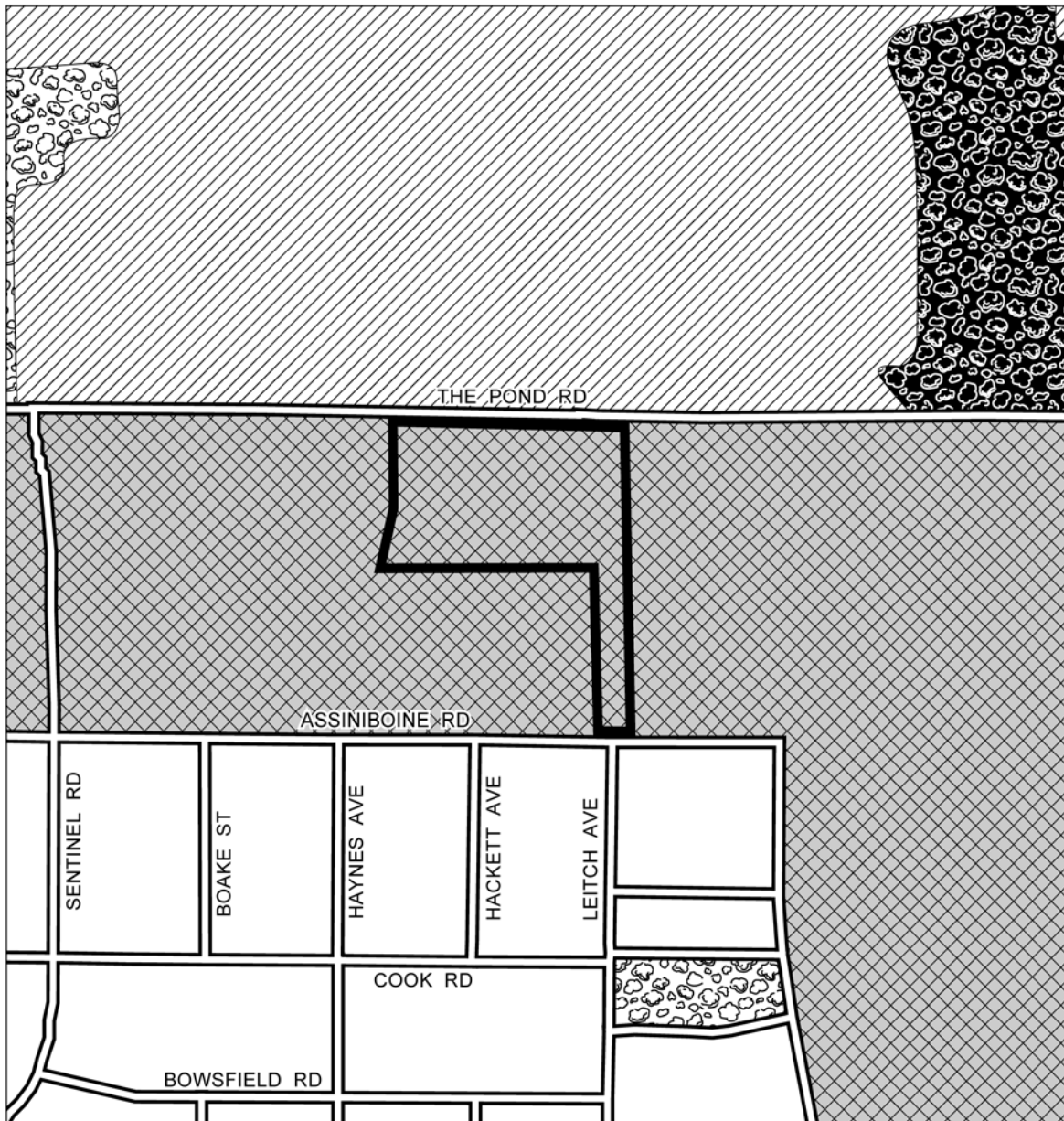
CONTACT:

Cathie Ferguson, Senior Planner
 (416) 395-7117
 Cathie.Ferguson@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #16

4700 Keele Street

File # 18 266532 NET 07 0Z

- | | | |
|---|--|---|
|  Location of Application |  Parks & Open Space Areas |  Institutional Areas |
|  Neighbourhoods |  Natural Areas | |
|  Mixed Use Areas |  Parks | |

↑
Not to Scale
01/22/2019

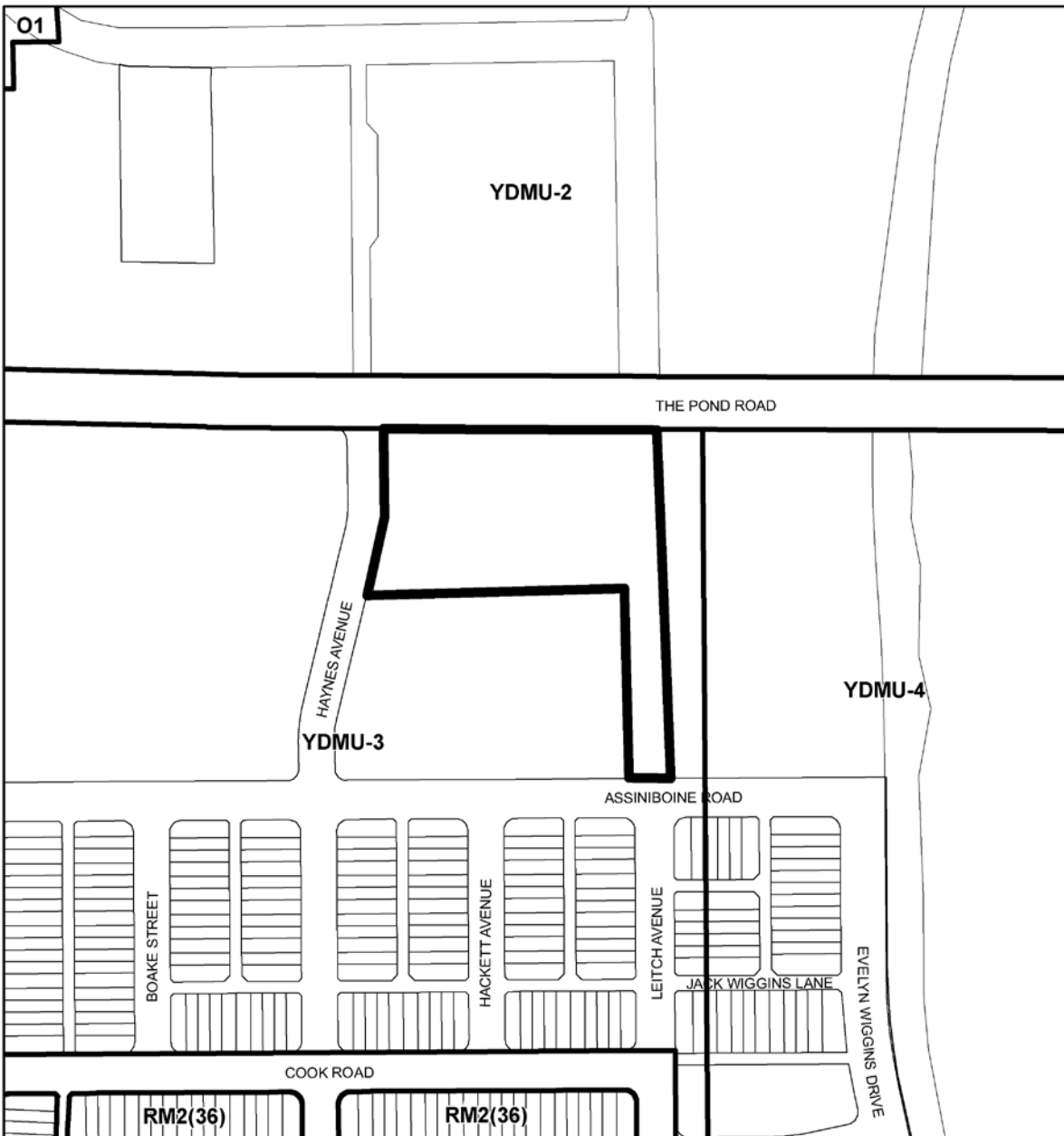
Attachment 4: York University Secondary Plan Map 10-10



York University Secondary Plan
MAP 10-10 Land Use

- Secondary Plan Boundary
- ▨ Mixed Use Area
- ▧ Institutional Areas
- Neighbourhoods
- Parks and Open Space
- Natural Areas
- Parks
- ⋯ Conceptual City of Vaughan OPA 620 Street Network
- Location of Application

Attachment 5: Existing Zoning - Former City of North York By-law 7625



Zoning By-law 7625

4700 Keele Street

File # 18 266532 NET 07 0Z

Location of Application

RM2 Multiple-Family Dwellings Second Density Zone
O1 Open Space Zone

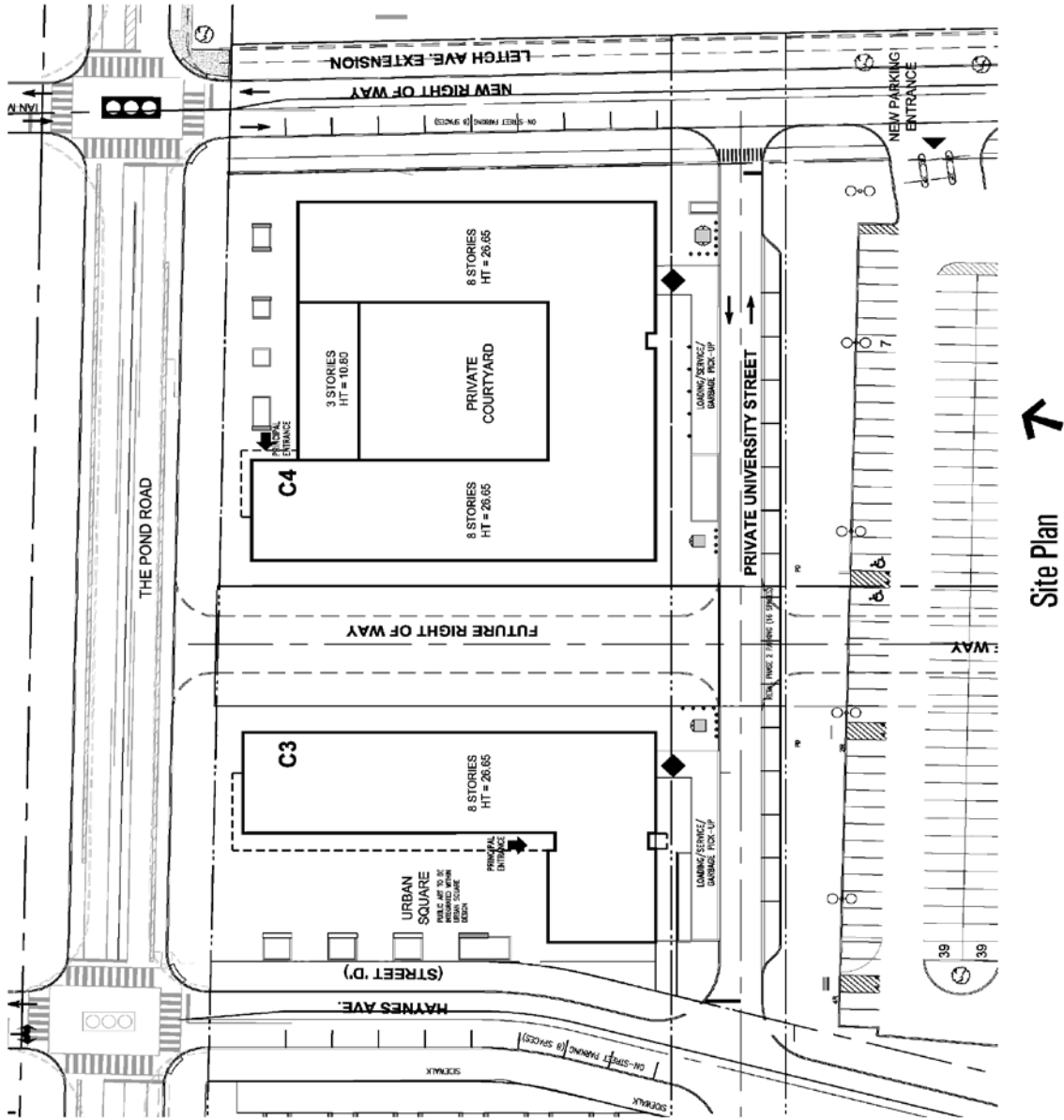
YDMU-2 York Downsview Mixed Use-2 Zone
YDMU-3 York Downsview Mixed Use-3 Zone
YDMU-4 York Downsview Mixed Use-4 Zone

Not to Scale
Extracted: 12/09/2019

Attachment 6: Draft Zoning By-law Amendment

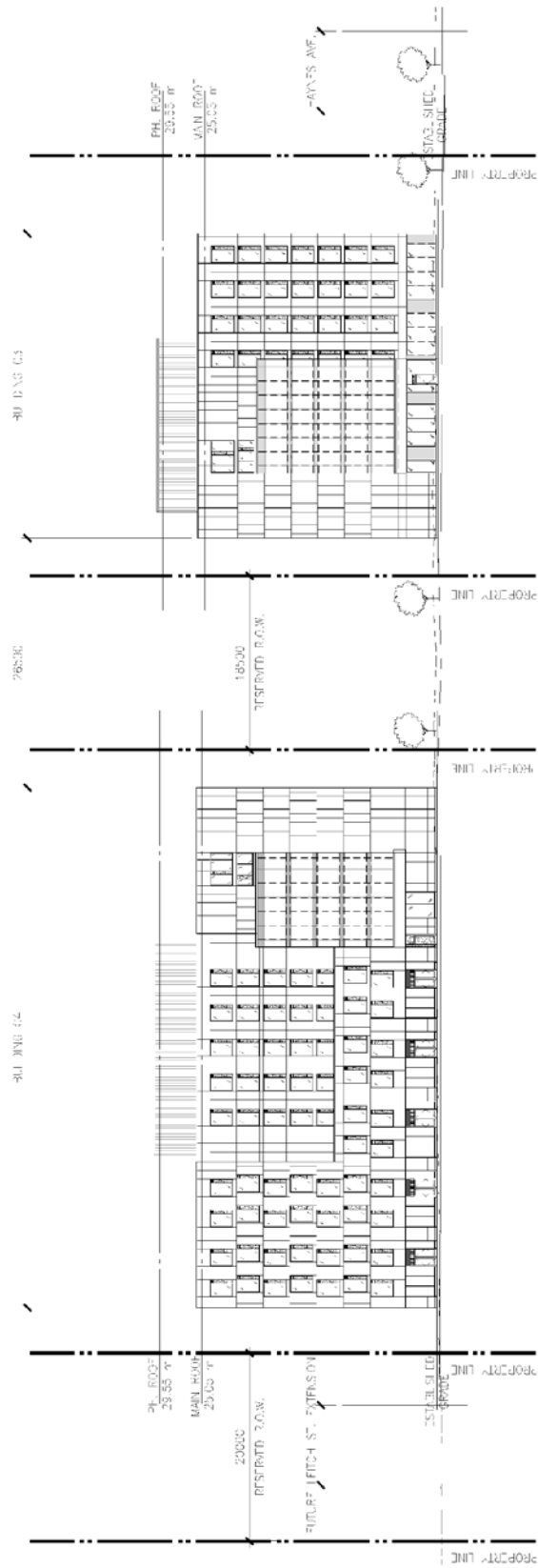
(See Separate Attachment)

Attachment 7: Site Plan



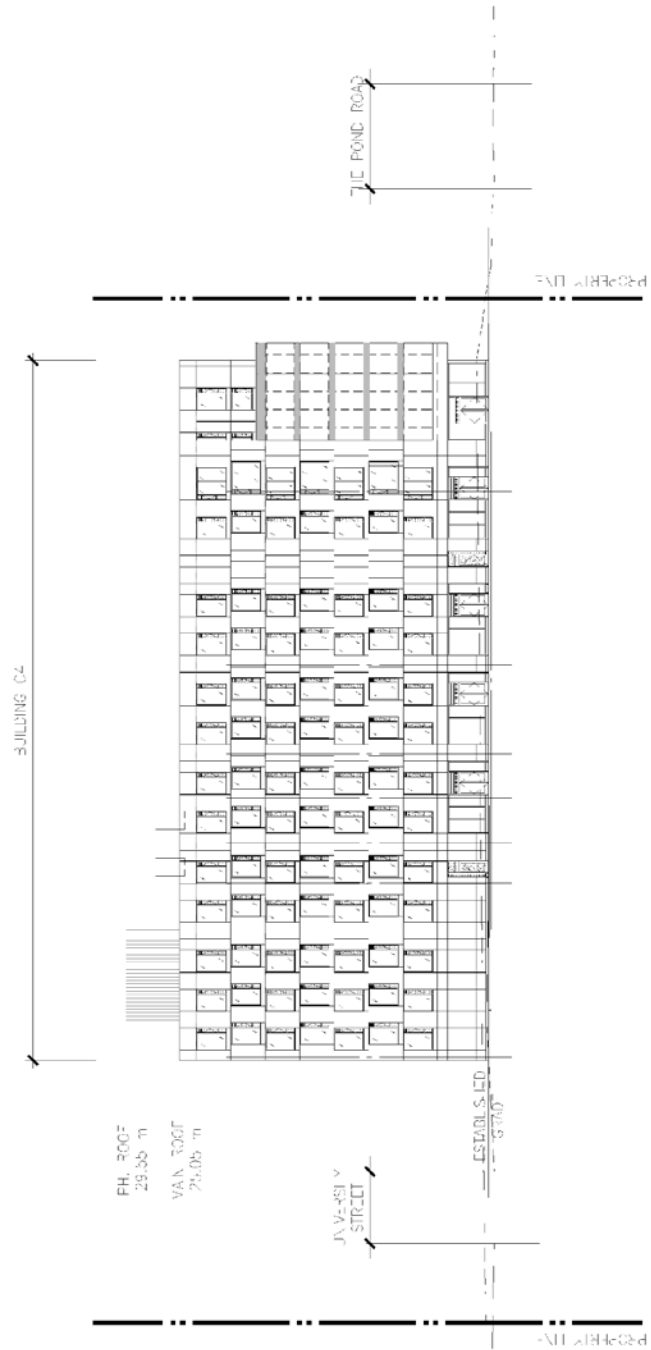
Site Plan

Attachment 8a: North Elevation (The Pond Road)



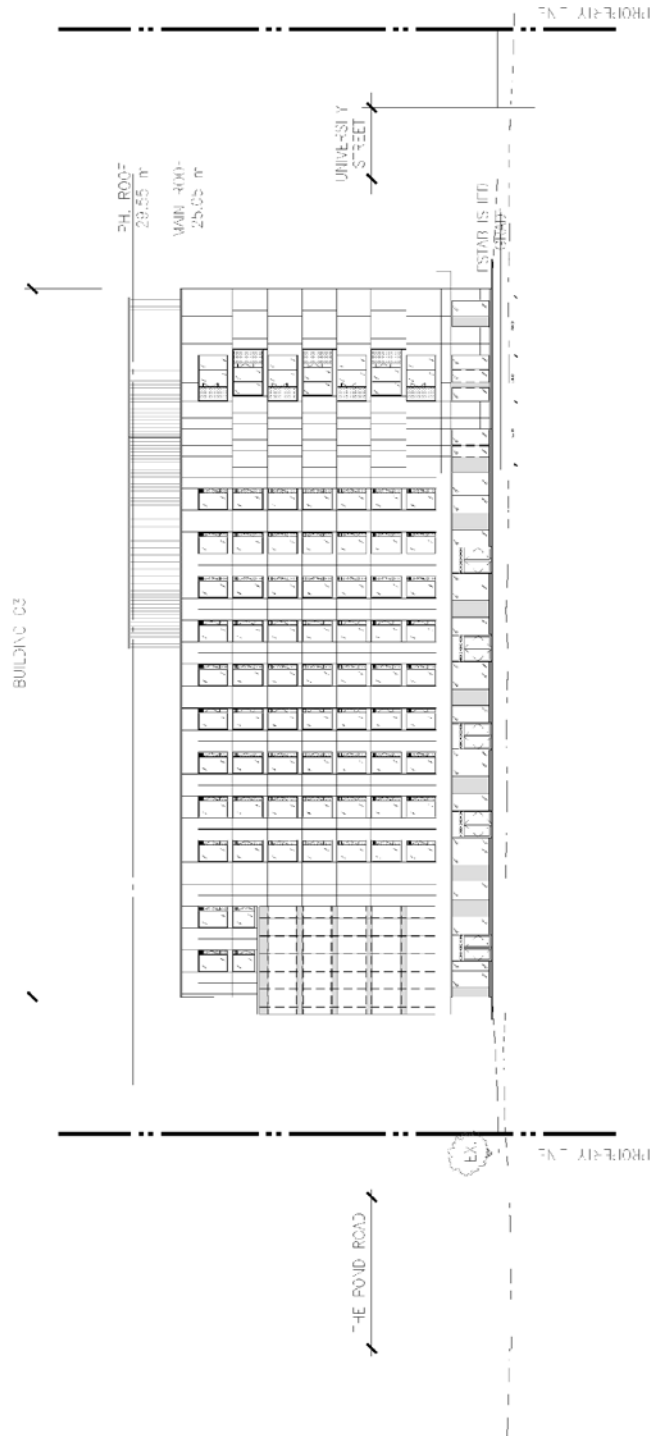
North Elevation

Attachment 8c: East Elevation (future extension of Leitch Avenue)



East Elevation

Attachment 8d: West Elevation (future extension of Haynes Avenue)



West Elevation

Attachment 9: Draft Plan of Subdivision

