

1650 Sheppard Ave East - Official Plan Amendment and Zoning Amendment Application - Request for Direction Report

Date: February 24, 2020

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 16 - Don Valley East

Planning Application Number: 16 270525 NNY 33 OZ

SUMMARY

This application proposes to amend the Official Plan and Zoning By-laws in order to permit infill development on the site. The applicant proposes a 31-storey residential building, with a height of 94.5 metres plus mechanical penthouse that would contain 319 residential dwelling units, to be located to the north of the existing 15-storey residential building. Twelve 3-storey townhouses, with an overall height of 15.6 metres, are proposed at the eastern limit of the site, adjacent to Sheppard Avenue East. The existing 15-storey residential building containing 149 units will be retained.

At the North York Community Council meeting on April 4, 2016, the applicant was directed to develop a Context Plan for the lands bounded by Leith Hill Road to the north, Don Mills Road to the east, Sheppard Avenue East to the south, and St. Timothy's Catholic School to the west. The Context Plan is to address a number of matters including the provision of roads, parkland, open space, pedestrian linkages, and urban design and built form policies. The context plan forms part of this Official Plan Amendment.

The Official Plan and Zoning By-law amendment applications have been appealed to the Local Planning Appeal Tribunal (LPAT) on the basis that the city failed to make a decision within the prescribed time period set out in the Planning Act. The LPAT has scheduled a 5-day hearing for May 11, 2020 for 2600 Don Mills Road, which may be used as a Settlement Hearing for both 1650 Sheppard Avenue East and 2600 Don Mills Road. The LPAT has also set aside 5 days for a hearing commencing October 26, 2020, if a settlement cannot be reached.

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 with the Toronto Official Plan, particularly as it relates to *Apartment*

Neighbourhoods development criteria policies as the site is within close proximity to higher order transit and provides a range of housing types. The proposal conforms to the Sheppard East Subway Corridor Secondary Plan policies including sections related to the development node, and implementation. The Context Plan, draft Urban Design Guidelines, and associated Official Plan Amendment establish a planning framework for this quadrant, including the location of a new public road network, the requirement for a centrally located public park, policies to guide built form structure and transition, the requirement for provision of community services and facilities or affordable housing on each site, and holding provisions to ensure sufficient infrastructure exists and is installed. The proposal provides an appropriate separation and transition to the existing neighbourhoods, provides a new public road, and contributes part of a public road through the site which contributes to a larger public network through the quadrant as well as lands towards a new, centrally located public park. The proposed Section 37 benefits will include affordable dwelling units within the 31-storey building, as well as a cash contribution of \$1.5 million dollars.

This report recommends that the City Solicitor, together with City Planning staff, and other appropriate city staff, attend the LPAT hearing in support of a settlement on the application based on the recommendations and comments contained within this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City Staff to attend the LPAT hearing in support of the revised Official Plan Amendment and Zoning By-law Amendment applications, subject to Recommendations 2 through 10 below:
2. City Council accept an on-site parkland dedication having a minimum size of 383 square metres and an off-site parkland dedication on the lands municipally known as 2600 Don Mills Road, pursuant to Section 42 of the Planning Act and Chapter 415 of the Municipal Code (collectively "Parkland Dedication") with the exact location and configuration of the Parkland Dedication to be to the satisfaction of the General Manager, Parks, Forestry and Recreation as generally described in the report (February 24, 2020) from the Acting Director, Community Planning, North York.
3. City Council direct that the Parkland dedication be secured the Parkland Dedication through the Section 37 Agreement, to the satisfaction of the General Manager, Parks, Forestry and Recreation, including securing the following:
 - i. the owner's obligation to convey the Parkland Dedication and to design and construct base and above-base park improvements, on terms and conditions set out in the Section 37 Agreement;
 - ii. the Parkland Dedication to be transferred to the City shall be free and clear, above and below grade, of all easements, encumbrances, and encroachments

and in acceptable environmental condition and is to be conveyed to the City prior to the issuance of the first above-grade building permit, pursuant to the park policies set out in Section 3.2.3 of the Official Plan and to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor; and

iii. the owner's obligation to coordinate with the owner of 2600 Don Mills Road for the design, construction and completion of the base park, and if Recommendation 4 below is relied upon, above-base park improvements for the combined parkland dedication between 1650 Sheppard Avenue East and 2600 Don Mills Road.

4. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges, should the owner elect to provide above base park improvements, 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. The owner will be required to submit a design and cost estimate to be approved by the General Manager, Parks, Forestry and Recreation, and a letter of credit equal to 120 percent of the Parks and Recreation Development Charges payable for the development; and the letter of credit will be required prior to the issuance of the first above grade building permit.

5. City Council instruct the City Solicitor to request that the Local Planning Appeal Tribunal withhold issuance of its Order on the Official Plan Amendment until such a time as the Tribunal has been advised by the City Solicitor that the final form and content of the Official Plan Amendment, substantially in accordance with the draft Official Plan Amendment in Attachment 9 to the report (February 24, 2020) from the Acting Director, Community Planning, North York, is satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor, in consultation with the Chief Engineer and Executive Director, Engineering and Construction Services.

6. City Council authorize the City Solicitor to request that the Local Planning Appeal Tribunal withhold issuance of its Order on the Zoning By-law Amendment(s) until such a time as the Tribunal has been advised by the City Solicitor that:

a. the final form and content of the Zoning By-law Amendment(s) have satisfactorily addressed the following matters to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor, in consultation with the Chief Engineer and Executive Director, Engineering and Construction Services, and other appropriate Divisions, and amongst other matters includes:

i. securing the rental tenure of the existing rental units, securing of the needed improvements with no pass through of costs to existing rental tenants, a tenant communication plan, and a construction mitigation plan, together with other appropriate matters;

ii. securing the on-site parking ratios to the satisfaction of the General Manager, Transportation Services; and

iii. securing a minimum of 10-percent of all units on the lands at 1650 Sheppard Avenue East as 3-bedroom units.

b. a Section 37 Agreement satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor, has been executed and registered on title to the lands to the satisfaction of the City Solicitor, securing the benefits and various matters required to support the development outlined in the report (February 24, 2020) from the Acting Director, Community Planning, North York;

c. the owner has, at its sole expense:

i. submitted a revised Master Functional Servicing Report including confirmation of water and fire flow, sanitary and storm water capacity, Master Stormwater Management Report and Hydrogeological Review, including the Foundation Drainage Report (the "Engineering Reports") to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water;

ii. secured the design and the provision of financial securities for any upgrades or required improvements to the existing municipal infrastructure and/or new municipal infrastructure identified in the accepted Engineering Reports to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services should it be determined that improvements or upgrades and/or new infrastructure are required to support the development and such matters that may be secured through the Draft Plan of Subdivision process required through Recommendation 6.d. below satisfactory to the Chief Planner and Executive Director, City Planning, Chief Engineer and Executive Director, Engineering and Construction Services, and City Solicitor.

iii. has made satisfactory arrangements with Chief Engineer and Executive Director, Engineering and Construction Services for the construction of new infrastructure or any improvements to the municipal infrastructure, should it be determined that new infrastructure and/or upgrades/improvements are required to the existing infrastructure to support this development, and that the applicant has entered into a

financially secured agreement to pay for and construct any necessary municipal infrastructure;

iv. submitted a revised Traffic Impact, Parking and Loading Study acceptable to, and to the satisfaction of the General Manager, Transportation Services and that such matters arising from such study, be secured if required; and

v. submitted a revised Landscape Plan acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning, and that such matters arising from the Landscape Plan, including but not limited to, public realm improvements, any privately owned publically-accessible spaces (POPS), including the rights of support, easements, insurance where appropriate, will also be implemented through the Site Plan Approval and/or Draft Plan of Subdivision, where appropriate, and the details of terms and conditions relating to any potential POPS Areas and pedestrian connection, including indemnity and insurance requirements will be included in the Section 37 Agreement;

d. the owner, or jointly with the other owners on the Block constituting Leith Hill Road, Don Mills Road, and Sheppard Avenue East bound by St. Timothy's School to the west in a manner satisfactory to the Chief Planner and Executive Director, City Planning, has submitted a Draft Plan of Subdivision for the lands, municipally known as 25 Leith Hill Road, 2600 Don Mills Road and 1650 Sheppard Avenue East, to implement the proposed development and redevelopment of the block and to secure matters such as lands to be conveyed to the City, new public streets, parkland dedication, and any required municipal infrastructure, as well as phasing of development on the Site (if necessary), to the satisfaction of the Chief Planner and Executive Director, City Planning and the Chief Engineer and Executive Director, Engineering and Construction Services.

7. City Council direct that the following matters be addressed through the Site Plan Approval process:

a. the owner, at its sole expense, will explore mitigation measures along the shared property line between 1650 Sheppard Avenue East and the Toronto Catholic District School Board (St. Timothy's Catholic School), including, but not limited to, fencing, tree planting, vegetation, in consultation with Toronto Catholic District School Board, satisfactory to the Chief Planner and Executive Director, City Planning; and

b. prior to the commencement of any excavation and shoring work, the owner shall submit a Construction Management Plan to the satisfaction of the Chief Building Official and Executive Director, Toronto Building, the Chief Planner and Executive Director, City Planning Division, the General Manager, Transportation Services, and Chief Engineer and Executive Director, Engineering and

Construction Services and thereafter shall implement the plan during the course of construction. The Construction Management Plan will include, but not be limited to the following construction-related details: noise, dust, size and location of staging areas, location and function of gates, dates of significant concrete pouring, lighting details, vehicular parking and queuing locations, street closures, parking and laneway uses and access, refuse storage, site security, site supervisor contact information, and a communication strategy with the surrounding community, including matters related to the construction of streets or infrastructure, and any other matters requested by the Chief Planner and Executive Director, City Planning, and City Solicitor and such general obligations, including the matters to be secured in the Section 37 agreement.

8. City Council authorize the City Solicitor to enter into an agreement pursuant to Section 37 of the Planning Act, securing the following community benefits as follows:

a. a cash contribution in the amount of one million and five hundred thousand (\$1,500,000.00) dollars allocated as follows:

i. five hundred thousand (\$500,000.00) dollars be directed towards eligible local capital improvements to be identified through a participatory budgeting process with the local Ward Councillor; and

ii. one million (\$1,000,000.00) dollars directed towards new community services and facilities in the vicinity of the site, or towards improvements of existing facilities in the local area;

b. the cash contribution referred to in Recommendation 8.a.i. and 8.a.ii. above shall be indexed upwardly in accordance with the Statistics Canada Residential or Non-Residential, as the case may be, Building Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135, or its successor, calculated from the date of the Agreement to the date of payment;

c. in the event the cash contribution referred to in Recommendation 8.a.i. and 8.a.ii. above cannot be directed for the determined purpose within three years of the amending Zoning By-law coming into full force and effect, the amount of funds allocated towards a community benefit may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided the purpose is identified in Official Plan Policy 5.1.1 and will benefit the community in the vicinity of the lands;

d. the owner shall provide and maintain at least 10 dwelling units as one-bedroom affordable rental dwelling units in the new 31-storey residential building on the lot. The minimum average unit size of the affordable rental dwelling units shall be at least 49 square metres. The affordable rental dwelling units shall be provided in contiguous groups of at least 6 dwelling units. The general

configuration and layout of the 10 affordable rental dwelling units in the new 31-storey residential building shall be to the satisfaction of the Chief Planner and Executive Director, City Planning;

e. the owner shall provide and maintain the 10 affordable rental dwelling units as rental dwelling units for a minimum of 20 years, beginning with the date each such unit is first occupied. No affordable rental dwelling unit shall be registered as a condominium or any other form of ownership such as life lease or co-ownership which provide a right to exclusive possession of a dwelling unit, and no application for conversion for non-rental housing purposes, or application to demolish any affordable rental dwelling unit shall be made for at least 20 years from the date of first occupancy. When the 20 year period has expired, the owner shall continue to provide and maintain the affordable rental dwelling units as rental dwelling units, unless and until such time as the owner has applied for and obtained all approvals necessary to do otherwise; and

f. The owner shall provide and maintain the affordable rental dwelling units at affordable rents for at least 15 years, beginning with the date that each such unit is first occupied. During the first 15 years of occupancy, increases to initial rents charged to tenants occupying any of the affordable rental dwelling units shall be in accordance with the Residential Tenancies Act and shall not exceed the Provincial rent guideline.

9. City Council direct that the following matters are also to be secured in the Section 37 Agreement as matters required to support the development of the lands, including:

a. that the owner construct and maintain the development of the Site in accordance with Tier 1 performance measures of the Toronto Green Standard, and the owner will be encouraged to achieve Toronto Green Standard, Tier 2 or higher, where appropriate;

b. that the owner shall submit a Construction Management Plan to the satisfaction of the Chief Building Official and Executive Director, Toronto Building, the Chief Engineer and Executive Director, Engineering and Construction Services, the General Manager, Transportation Services, and the Chief Planner and Executive Director, City Planning;

c. that the owner shall continue to provide and maintain the 149 existing rental dwelling units in the existing apartment building at 1650 Sheppard Avenue East as rental housing, together with the new and retained associated facilities and amenities of the existing apartment building, for a period of at least twenty (20) years commencing from the date of the Zoning By-laws coming into full force and effect and with no applications for demolition or conversion from residential rental use during such twenty (20) year period, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;

d. The owner shall provide, repair, operate and/or maintain improvements to the existing apartment building, all to the satisfaction of the Chief Planner and Executive Director, City Planning, including but not limited to the following:

i. A minimum of 296 square metres of new indoor amenity space in the existing apartment building, which may include but not be limited to exercise and multi-purpose space for tenants, to be designed to the satisfaction of the Chief Planner and Executive Director, City Planning Division prior to Site Plan Approval. This new indoor amenity space shall be provided in the existing apartment building prior to issuance of the first above-grade building permit for the new 31-storey residential building;

ii. Outdoor amenity areas, including a minimum of 299 square metres of exterior amenity for the existing apartment building, as illustrated in the Landscape Plans prepared by Rafael Bigauskas Architects dated June 24, 2019. This will include but not be limited to a new pedestrian courtyard for the existing front yard pick-up/drop-off area, and an outdoor patio with seating, shaded seating areas, and BBQs. Any changes to the Landscape Plans shall be to the satisfaction of the Chief Planner and Executive Director, City Planning;

iii. Enhanced accessibility within the existing apartment building, including but not limited to push button automatic door openers for common doors to be provided prior to issuance of the first above-grade building permit for the new 31-storey residential building;

iv. Additional seating in the main lobby of the existing apartment building to be provided prior to issuance of the first above-grade building permit for the new 31-storey residential building;

v. A new indoor recycling/bulk and organics storage area in the existing apartment building as illustrated in the Architectural Plans prepared by Rafael Bigauskas Architects dated June 20, 2019; and

vi. Indoor bicycle parking rooms containing 110 spaces on the P1 level and 9 outdoor visitor bicycle parking spaces for tenants of the Retained Rental Units.

e. the owners agreement that the costs of the improvements to the existing apartment building and associated spaces within and outside the existing apartment building, and improvements for the purpose of the proposed buildings, as described above, shall not be passed on to the tenants of the existing apartment building in any form, including by way of an application to the Landlord Tenant Board, or to any successor tribunal with jurisdiction to hear applications made under the Residential Tenancies Act, for the purpose of obtaining an increase in residential rent above the applicable guideline, or in the form of any additional costs and charges; and

f. the owner agrees to implement the required mitigation measures from the accepted Wind Study, Parking and Traffic Impact Study, and Landscape Plan, through the Site Plan approval process for the Site to the satisfaction of the Chief Planner and Executive Director, City Planning.

10. City Council adopt the draft Context Plan Urban Design Guidelines, substantially in accordance with Attachment 10 to the report (February 24, 2020) from the Acting Director, Community Planning, North York and authorize the Chief Planner and Executive Director, City Planning to finalize these draft Guidelines in a form and content consistent with the Official Plan Amendment to be approved by the Local Planning Appeal Tribunal.

11. City Council authorize the City Solicitor and necessary City staff to take such necessary steps, as required, to implement City Council's decision.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

DECISION HISTORY

The current application was received on December 23, 2016 and on April 4, 2017 North York Community Council adopted a Preliminary Report on the Official Plan Amendment and Rezoning application. Included within the recommendations was the requirement for the applicant to develop a Context Plan for the quadrant bound by Sheppard Avenue East, Don Mills Road, Leith Hill Road, and St. Timothy's Catholic School for consideration by the City, in collaboration with area landowners and City staff. The Preliminary Report is available at:

<https://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-102131.pdf>

The applicant appealed the Official Plan Amendment and Zoning By-law Amendment applications to the Ontario Municipal Board (now LPAT) on May 30, 2017 due to Council's lack of decision on the applications within the time periods set out within the Planning Act.

A Request for Directions Report was before North York Community Council in April 2018. The report sought direction to appear before the LPAT to oppose the Official Plan and Zoning By-law Amendment applications in their current form, and also sought direction to continue discussions with the applicant to address the City's issues. The report was adopted by North York Community Council without amendment. The Request for Directions Report is available here:

Local Planning Appeal Tribunals Appeals

The Zoning By-law Amendment and Official Plan Amendment applications for 1650 Sheppard Avenue East have been appealed to the LPAT. The geographic scope of the Official Plan Amendment application for 1650 Sheppard Avenue East was expanded by the Tribunal to include 2600 Don Mills Road, 2500 Don Mills Road, and 25 Leith Hill Road.

A pre-hearing conference was held on January 26, 2018, with a second pre-hearing teleconference held June 1, 2018.

The LPAT set aside 4 days for mediation - January 10, 11, 18, 2019 and March 5, 2019. Two additional days were used for mediation on March 27 and March 28, 2020. A five day hearing was set for December 2 through 6, 2019, but these dates were converted to a pre-hearing conference. The Tribunal has set aside five days, starting May 11, 2020 for a settlement hearing for the Context Plan, and the applications at 1650 Sheppard Avenue East and 2600 Don Mills Road, if all the issues between the parties have been resolved. In the case that the issues have not been resolved, the Tribunal has set aside 5 days in October, beginning October 26, 2020 for a full hearing for the Context Plan Official Plan Amendment and the Zoning By-law Amendment applications for 1650 Sheppard Avenue East.

ISSUE BACKGROUND

Proposal

The revised proposal is in response to staff comments on the original application which was submitted December 23, 2016.

The revised proposal recognizes the expansion of the Official Plan Amendment (OPA) boundaries, as directed by the LPAT, and includes all of the land within the Context Plan Area bounded by Leith Hill Road to the north, Don Mills Road to the east, Sheppard Avenue East to the south, and St. Timothy's school to the west. The Context Plan OPA identifies a vision for the comprehensive development of the northwest quadrant which includes a proposed public road network with connections to Leith Hill Road, Sheppard Avenue East, and Don Mills road; a new consolidated public park; and a range of built form typologies.

The revised application proposes to amend the Sheppard East Subway Corridor Secondary Plan and Zoning By-laws 7625 and 569-2013 for lands at 1650 Sheppard Avenue East to permit a 31-storey residential building comprised of a three-storey base and 28-storey tower, located to the north of the existing 15-storey rental apartment building. This land is privately owned currently landscaped open space. Twelve 3-storey stacked townhouses are proposed at the eastern portion of the site, adjacent to Sheppard Avenue East. A total of 331 new dwelling units are proposed for the site.

The existing 15-storey rental apartment building would be retained as part of the proposal. The proposal includes site alterations such as additional landscaping to the forecourt of the existing building and new indoor amenity spaces in the existing apartment building. The existing swimming pool at the western edge of the site would be removed to provide for a new north-south public street. The existing 149 dwelling units within the 15-storey building will be retained.

The existing 15-storey building has a gross floor area of 13,389 square metres. The proposed 31-storey building would have a gross floor area of 21,248.78 square metres, and the townhouses are proposed to have an overall gross floor area of 1,479.94 square metres. The overall site gross floor area for the three buildings is proposed to be 36,117.72 square metres. The site is proposed to contain a total of 480 dwelling units (both existing and new), and is proposed to have an overall density of 3.99 times the lot area.

The site is currently accessed by two driveways off Sheppard Avenue East which provide right-in, right-out access only. These driveways would be modified as part of the proposed development. The driveway to the west of the existing 15-storey apartment building would be removed and is proposed to become part of a new public street. Vehicular access to the new 31-storey building would be provided from a driveway that takes access from the new public street. The driveway on the east side of the existing building would be modified to provide a fire route, pick-up and drop-off area for the existing building, as well as some surface parking.

The proposal would result in the removal of the surface parking from the site, which would be replaced in three-storeys of underground parking. The underground garage would be expanded from the existing 89 spaces to 267 spaces in three levels and would be shared between the residents of the existing building, the new 31-storey building and the 12 new townhouse units. Bicycle parking would be provided on the ground floor, P1 and P2 parking levels, for all buildings. In total, 267 parking spaces and 362 bicycle spaces would be provided for residents and visitors of the two residential buildings and the townhouse units.

The following table provides a comparison between the original 2016 application and the June 2019 resubmission.

	Existing building	Original Submission December 2016		Revised submission June 2019	
	Existing 15-storey building	35-storey tower	Parking Structure	31-storey tower	Townhouses
Height (m)	42.72	106.8	14.1	94.46	15.64

	Existing building	Original Submission December 2016		Revised submission June 2019	
	Existing 15-storey building	35-storey tower	Parking Structure	31-storey tower	Townhouses
Gross Floor Area (m2)	13,389	26,694.43	290.4	21,248.78	1,479.94
Total Gross Floor Area	13,389	26,984.83		22,728.72	
Density (FSI)	1.48	2.98		2.51	
Total Density (includes existing 15-storey building)		4.46		3.99	
Unit Count					
Studio	4	0	0	0	0
1 bedroom	45	200	0	198	0
2 bedroom	71	143	0	121	8
3 Bedroom	29	0	0	0	4
Total Number of units	149	343	0	319	12
Parking Spaces	174	303	72	201	

Reasons for Application

An Official Plan Amendment is required for this site and the northwest quadrant of the Don Mills Node in order to identify the site as a Key Development Area within the Sheppard East Subway Corridor Secondary Plan. A new Key Development Areas would implement policy direction to guide new development and permit the proposed density

of approximately 3.99 FSI on lands where a density has not been prescribed by the Plan.

The proposed development would also require an amendment to the former City of North York Zoning By-law 7625 and the City of Toronto Zoning By-law 569-2013 to permit the proposed density and height of the development. Appropriate development standards regarding gross floor area, setbacks, indoor and outdoor amenity space, parking and other matters would be established through a site-specific exception, should the application be considered for approval.

Site and Surrounding Area

The subject site is located on the north side of Sheppard Avenue East, west of Don Mills Road, on the Sheppard Subway line, approximately 300 metres west of Don Mills Station. The lot is an 'L' shape with an area of 9,045 square metres, a frontage of 108 metres along Sheppard Avenue East and a depth of between 63 and 99 metres. The site features a gradual decline in grade from east to west, with an overall grade change of approximately seven metres across the site. There are significant slopes along the east and northeast site limits and along the Sheppard Avenue frontage, with the existing building located approximately 2.5 metres above the elevation of the street. There are mature trees along the Sheppard Avenue East frontage and on the north part of the site. A 6.1 metre wide storm sewer easement in favour of the City follows the western property line and then crosses in a northeast direction through the northern portion of the site, to the rear of the proposed residential building.

The site currently contains a 15-storey apartment building with 149 rental units, located centrally within the site, fronting Sheppard Avenue East. Vehicular access is provided via two driveways off of Sheppard Avenue East. Access to the parking ramp and underground parking is located on the west side of the existing building. There is a surface parking lot on the east side of the site, and a swimming pool located adjacent to the western property line. The rear of the site features landscaped open space. No indoor amenity space is currently provided within the existing apartment building. Pedestrian access to the existing building is via a set of stairs up from the Sheppard Avenue East sidewalk.

Surrounding land uses include a mix of residential, institutional and retail/commercial as follows:

North: Designated *Apartment Neighbourhoods*, the land immediately north of the site comprises 15-storey and 19-storey apartment buildings at 25 Leith Hill Road and 2600 Don Mills Road, respectively. Both sites contain underground parking and landscaped open space. The property at 25 Leith Hill Road is set back approximately 71 metres from the south property line abutting the subject site and this setback contains surface parking, an outdoor swimming pool and landscaped open space. The property at 2600 Don Mills Road is located northeast of the subject site and features a 19-storey apartment building with surface parking at the rear, and driveway access from Leith Hill Road.

West: Immediately west of the subject site is St. Timothy Catholic Elementary School and St. Timothy's Catholic Church to the northwest. The easterly portion of the school property consists of a playing field and running track. These sites are designated *Neighbourhoods*.

South: On the south side of Sheppard Avenue East, the lands comprise a low-rise residential neighbourhood in the form of detached residential dwellings and townhouse blocks along Sheppard Avenue East, known as Henry Farm. These lands are designated *Neighbourhoods*.

East: Abutting the site to the east is an existing Esso Gas Station located at the northwest corner of Sheppard Avenue East and Don Mills Road. A car wash is located on the west side of the property, abutting the subject site. Fairview Mall is located on the east side of Don Mills Road with a multi-level parking structure and bus station occupying the immediate northeast corner of the Don Mills Road/Sheppard Avenue East intersection. These lands are designated *Mixed Use Areas*. The subject site is located approximately 300 metres from Don Mills Subway station which has entrances located at the northeast and southeast corners of the intersection.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Architectural Plans;
- Shadow Studies;
- Landscape Plans;
- Arborist/Tree Preservation Report;
- Pedestrian Level Wind Study;
- Planning Rationale;
- Servicing Report;
- Transportation Impact Study;
- Tree Preservation Plan; and
- Toronto Green Standards Checklist.

The reports and studies are available for review and download on the City's Application Information Centre, which is available via the following link:

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

Agency Circulation Outcomes

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

in evaluating the application and to formulate the appropriate Official Plan amendment and 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 North 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.

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 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."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2019) 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 (2019) 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.

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of these Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance unless doing so would not conform with any policies of the Plans.

All decisions of Council in respect to 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 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 review 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 this Report.

Toronto Official Plan

The subject site is located on lands shown as *Avenues* on Map 2 of the Official Plan. *Avenues* are considered important corridors along major streets where reurbanization is anticipated and encouraged 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. The Plan recognizes that the *Avenues* will be transformed incrementally, that each is different, and that there is no one size fits all approach to reurbanizing them.

The subject site is designated *Apartment Neighbourhoods* on Land Use Map 20 of the Official Plan (see Attachment 3). *Apartment Neighbourhoods* are considered physically stable areas of the City, made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses within the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*, however this designation is distinguished from low-rise *Neighbourhoods* because a greater scale of building is permitted and different scale-related criteria are needed to guide development.

Significant growth is generally not intended within developed *Apartment Neighbourhoods*. However, compatible infill development may be permitted on a site containing an existing apartment that has sufficient underutilized space to accommodate one or more new buildings while providing good quality of life for both new and existing residents. Infill development that may be permitted on a site containing an existing apartment building will:

- meet the development criteria set out in Section 4.2.2 for apartments;
- maintain an appropriate level of residential amenity on the site;
- provide existing residents with access to the community benefits where additional height and/or density is permitted and community benefits are provided pursuant to Section 5.1.1 of the Official Plan;
- maintain adequate sunlight, privacy and areas of landscaped open space for both new and existing residents;
- organize development on site to frame streets, parks and open spaces in good proportion, provide adequate sky views from the public realm, and create safe and comfortable open spaces;
- front onto and provide pedestrian entrances from an adjacent public street wherever possible;
- provide adequate on-site, below grade, shared vehicular parking for both new and existing development, with any surface parking appropriately screened;
- preserve and/or replace important landscape features and walkways and create such features where they did not previously exist;
- consolidate loading, servicing and delivery facilities; and
- preserve or provide adequate alternative on-site recreational space for residents.

Policy 4.2.2 of the Official Plan sets out a number of development criteria in *Apartment Neighbourhoods* and requires development to contribute to the quality of life by:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing setbacks from, and/or stepping down of heights towards lower scale *Neighbourhoods*;

- locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*; and
- locating and massing new buildings to front onto and provide pedestrian entrances on an adjacent public street, to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces; and providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces.

New development is also to include sufficient off-street vehicle and bicycle parking for both residents and visitors; locate and screen service areas, ramps and garbage storage to minimize impact on adjacent streets and residences; and provide indoor and outdoor recreation space for residents.

Section 2.2 (3) (h) of the Official Plan envisions the City's transportation network being maintained and developed to support the growth by ensuring new streets:

- are provided in consideration of surrounding land uses;
- 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
- act as fundamental organizing elements of the City's physical structure.

Section 2.3.1 of the Official Plan's Healthy Neighbourhoods policies states that *Apartment Neighbourhoods* are considered to be physically stable areas. Development within *Apartment Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas. Policies in this section require development in *Mixed Use Areas, Regeneration Areas and Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* to be: compatible with those *Neighbourhoods*; provide a gradual transition of scale and density, as necessary to achieve the objective of the Official Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*; and, maintain adequate light and privacy for residents in those *Neighbourhoods*.

Policy 2.3.1.7 states that community and neighbourhood amenities will be enhanced where needed by: improving and expanding existing parks, recreational facilities, libraries, local institutions, local bus and streetcar services and other community services; and creating new community facilities and local institutions, and adapting existing services to changes in the social, health and recreational needs of the neighbourhood.

The public realm policies are contained within Section 3.1.1 of the Official Plan. As per Policy 3.1.1.17, new streets should be public streets. Policy 3.1.1.16 provides that new streets will be designed to:

- provide connections with adjacent neighbourhoods;

- promote a connected grid of streets that offers safe and convenient travel options;
- extend 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 a right of way;
- improve the visibility, access and prominence of unique natural and human made features; and
- provide access for emergency vehicles.

Policy 3.1.1.19 of the Official Plan states that new parks and opens spaces will be located and designed to:

- connect and extend, where possible, to existing parks, natural areas, and other open spaces such as school yards;
- provide a comfortable setting for community events as well as individual use; and
- provide appropriate space and layout for recreational needs, including forms of productive recreation such as community gardening.

Section 3.1.2 (Built Form) identifies the importance of urban design as a fundamental element of city building and contains built form policies intended to minimize the impacts of new development and guide the form of new buildings to fit within the context of the neighbourhood and the City. These policies guide new development to be located and organized to fit within its existing and/or planned context; and frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual view to these spaces. This includes locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk, in accordance with Policy 3.1.2.1(b).

Policy 3.1.2.4 states that taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas. Policy 3.1.2.5 identifies that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians. In addition, every significant new multi-residential development will provide indoor and outdoor amenity space for residents of the new development.

The Built Form policies in Section 3.1.3 of the Official Plan identify the importance of tall buildings. Tall building are only one form of intensification and are desirable in the right places but don't belong everywhere. Policy 3.1.3.2 contains principles to ensure that tall buildings fit within their existing and/or planned context and limit local impacts. The principles include:

- demonstrating how the proposed building and site design contribute to and reinforce the overall City structure;

- demonstrating how the proposed building and site design relate to the existing and/or planned context;
- taking into account the relationship of the site topography and other tall buildings; and
- providing high quality, comfortable and usable publically accessible open space areas.

Official Plan Policy 3.2.1.5 provides that significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development: will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and may secure any needed improvements to the existing rental housing without pass-through of costs to the tenants.

Official Plan Policy 3.2.3 prescribes the City's objectives regarding parks and open space, including adding new parks and amenities; designing high quality parks and their amenities to promote user comfort, safety and accessibility and year-round use; and protecting access to existing publicly accessible open spaces. It further states that parkland dedication is preferred to a dedication of cash-in-lieu in order to maximize opportunities to obtain parkland.

Section 3.3 of the Official plan speaks to the need for a comprehensive planning framework when developing new neighbourhoods. The Plan identifies that new neighbourhoods must function as communities, not just housing. The Plan identifies that new neighbourhoods will have a comprehensive planning framework that reflects the Plan's city-wide goals as well as the local context, that they will be viable as communities, and that they will be carefully integrated into the surrounding fabric of the City, the pattern of streets, development blocks, open spaces and other infrastructure.

Section 5.1.1 of the Official Plan contains Section 37 policies that authorize the City to pass zoning by-laws involving increases in the height and/or density otherwise permitted by the Zoning By-law, in return for the provision of community benefits, such as additional parkland, community or childcare facilities and transit improvements.

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

Sheppard East Subway Corridor Secondary Plan

The site is subject to the Sheppard East Subway Corridor Secondary Plan as set out in Chapter 6, Section 9 of the Official Plan. The site is located within the Don Mills Node of the Secondary Plan as indicated on Map 9-2 which focuses new development on the *Mixed Use Areas* designations north of Sheppard Avenue East and other lands relating to Sheppard Avenue East and the Don Mills subway station. Comprehensive re-development is promoted in the 'key development areas' to prevent piece-meal development.

The Secondary Plan's urban design objectives include requiring compatible transitions in density, height and scale between development nodes and stable residential areas and generally locating the highest densities closest to the rapid transit stations and to a lesser extent along arterial road frontages. The Secondary Plan also seeks to shape the height and mass of development to a pedestrian scale by framing the street with buildings at a size roughly equivalent to the street width. Building height and massing should also minimize excessive shadowing, wind or snow drifting effects within blocks, along streets and within open space areas.

Section 6 of the Secondary Plan states that the City will maximize its opportunities to provide a combination of public and private open space and recreational facilities on-site in order to meet the needs of the present and future community residents. In addition to satisfying the parkland demand on-site, it is the objective of the Secondary Plan to satisfy parkland needs generally within a walking distance of 0.8 kilometres.

Section 9(f) of the Secondary Plan states that the context plan may illustrate a phasing plan for developments. Holding (H) policies and Holding (H) zones may be used as a mechanism to ensure that large developments proceed in step with infrastructure and services.

The Sheppard East Subway Corridor Secondary Plan is available on the City's website at: <http://www1.toronto.ca/planning/9-sheppard-subway-east-corridor.pdf>

Context Plan

The implementation policy of the Sheppard East Subway Corridor Secondary Plan requires a Context Plan for Key Development Areas in the Sheppard East Subway Corridor to ensure co-ordinated incremental development in conformity with the Secondary Plan. At the North York Community Council meeting on April 4, 2016, the applicant was directed to develop a Context Plan for the lands bounded by Leith Hill Road to the north, Don Mills Road to the east, Sheppard Avenue East to the south, and St. Timothy Catholic School to the west. The Context Plan is to address a number of matters including the provision of roads, parkland, open space, and pedestrian linkages, and urban design and built form policies.

The purpose of the Block Context Plan is to:

- a. provide a context for co-ordinated incremental development by showing the proposed development in relation to relevant adjacent conditions in the area surrounding the site;
- b. to assist in evaluating the conformity of the proposed development with the relevant provisions of this Secondary plan, including the conceptual parks plan; and
- c. to provide a framework within which streetscape initiatives of the City will be developed and implementation mechanisms identified.

As the applicant is seeking to amend the Secondary Plan to include the subject site as a Key Development Area, the submission of a Block Context Plan was required.

Zoning

The existing lot is subject to two Zoning By-laws. Under the former City of North York Zoning By-law No. 7625, the property is zoned RM6 (Multiple-Family Dwellings Sixth Density Zone) (see Attachment 4b). The RM6 zone permits a variety of residential building types, including apartment buildings with a maximum permitted density of 1.5 times the area of the lot and a maximum lot coverage of 35 percent. Although there is no specified maximum height, the RM6 zone requires buildings in excess of 11 metres in height to be set back from each lot line not less than the setbacks set out in Section 20-A.2.4 (Yard Setbacks) plus 0.3 metres for every 0.6 metres in additional height in excess of 11 metres.

Under City of Toronto Zoning By-law No. 569-2013, the subject property is zoned Residential Apartment Commercial Zone RAC (f20.0; a1375; d1.5) (see Attachment 4a). The RAC zone permits dwelling units in an apartment building form as well as small scale commercial uses subject to specific conditions. The site is not subject to a maximum height on the Height Overlay Map, but is subject to a maximum 35% lot coverage on the Lot Coverage Overlay Map, as well as the same building setback provisions specified by By-law 7625. The maximum permitted density is 1.5 FSI.

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within the context and minimize their local impacts.

Relevant sections involved with the review of this proposal include Master Plan for Larger Sites, Fit and Transition in Scale, Sunlight and Skyview, Building Placement, Building Address and Entrances and Separation Distances.

Section 1.3 of the Guidelines states that tall buildings should fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space. This can be achieved by applying angular planes, minimum horizontal separation distances and other building envelope controls. Tall buildings should respect the scale of the local context.

Furthermore, Section 3.1.1 (d) provides that where the adjacent context is lower-scale and not anticipated to change, a transition should be provided down to the neighbouring buildings.

With regard to building design, Section 3.2.1 recommends a floorplate of 750 square metres or less and Section 3.2.2 recommends a tower stepback of at least 3 metres from the base building. In addition, tall buildings should be set back at least 12.5 metres

from the side and rear property lines to limit their impact on the adjacent properties. In addition to a minimum separation distance of 25 metres between towers, the Guidelines recommend that towers should be further shaped, placed and articulated to increase the actual and perceived distances between adjacent building elevations.

The city-wide Tall Building Design Guidelines are available at:

www.toronto.ca/planning/tallbuildingdesign.htm

Growing Up: Planning for Children in New Vertical Communities

In July 2017, Toronto City Council adopted the Draft Growing Up 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 Guidelines is for developments to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The draft Growing Up Guidelines are available at:

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

Site Plan Control

The subject site and application are subject to Site Plan Control. A Site Plan Control application has not been submitted to date.

Draft Plan of Subdivision

A Draft Plan of Subdivision will be used to create development blocks, to create the proposed public road network, and the consolidated park block for the Context Plan area. A Draft Plan of Subdivision has not been submitted by the applicant.

Community Consultation

A community consultation meeting was held on April 25, 2017 for the original 35-storey proposal, submitted in December 2016. Approximately 54 members of the public attended the meeting. Comments provided generally related to the following concerns:

- Height, scale and massing of the proposed building is too excessive and would impact the existing buildings;
- Shadow impact/loss of sunlight for surrounding buildings;
- The site is too small for this size of development;
- Tower should be located on Sheppard Avenue;
- Public realm improvements on the street-edge should be prioritized;
- Increased traffic congestion;
- Any new streets should be signalized due to the amount of traffic;

- Proposed above-grade parking garage would be better incorporated below grade;
- Will there be a reduction in parking requirements given the proximity to the subway;
- Would like to see Leith Hill Road becoming one-way to circulate traffic through the neighbourhood;
- Loss of green space and existing trees;
- Would prefer to see a coordinated application by all owners within the block;
- Preference for the new housing to be provided as rental tenure;
- Need for additional community services;
- More two and three-bedroom units required; and
- Impact on tenants during construction

City Planning staff also received numerous written comments on the application. In addition to the above, key areas of concern included: the height of the buildings being too tall; increased area traffic impacts; the need for greater building setbacks; relationship to the open space; shadow and overlook; and the precedent the development would set for the area.

City Planning staff held a Community Consultation meeting for the Block Context Plan and to obtain input on the proposed revisions for the applications at 1650 Sheppard Avenue East and 2600 Don Mills Road on November 29, 2018 at the St. Timothy's Catholic School. The proposal for 1650 Sheppard Avenue east identified a building height of 33-storays. Approximately 25 members of the public were in attendance. Comments at the meeting included:

- Concerns with height of proposed infill buildings;
- Concerns with density in an already dense area;
- Whether sufficient school capacity exists to accommodate new residents;
- Whether sufficient infrastructure capacity, such as hydro, sewer capacity, stormwater capacity, exists;
- Concerns with traffic and congestion in the area, and if introducing a new road will increase traffic; and
- Safety of pedestrian connections.

City Planning staff hosted an Open House at Oriole Community Centre on January 23, 2020 to provide an update on the Block Context Plan and present the draft Official Plan Amendments. Changes to the Context Plan included reduced building heights and the introduction of low density building typologies on the block. Approximately 25 members of the public were in attendance. Comments received at the meeting included:

- Concerns with new road network and increased traffic cutting through the Block and close to buildings;
- Left turns from proposed Street B and the impact on traffic along Don Mills Road;
- Questions about how the road will be designed, grades, and if it will be a City road;

- Separation distance between buildings not being sufficient;
- Impact of new population on existing services;
- Too many new units being added to the larger Block;
- Impact of construction on neighbourhood such as noise, dust, influx of trucks and traffic;
- Construction timing;
- Tenure of buildings; and
- Support for redevelopment and larger Block Context Plan - will make the area better and more animated, similar to the Parkway Forest redevelopment.

A tenant survey was conducted between January 2, 2020 and January 16, 2020 to solicit input on potential improvements to amenities for tenants of the existing apartment building. The response rate was approximately 36%, with 54 completed surveys received for the 149 existing units. Responses were generally supportive of improvements to enhance accessibility in and around the building, a new exercise space and multi-purpose rooms, and outdoor seating areas.

COMMENTS

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement, 2014 (PPS) provides for a coordinated and integrated approach to planning matters within municipalities. The PPS speaks to sustaining the health, livability, and safety of communities, and that land use should accommodate an appropriate range and mix of uses to meet long-term needs. Development which may cause environmental or public health and safety concerns are to be avoided. The PPS goes on to say that development that conserves biodiversity and considers the impacts of a changing climate should be promoted. The revised proposal forms part of a larger community, with a co-ordinated approach to the block development. The implementation of the new proposed road network allows for safer movement of pedestrians and cyclist through the block and offers alternate modes of travel to the traditional car based movements. The applicant's revised proposal is consistent with the PPS in that it promotes efficient development and land use patterns by introducing a public road network and new pedestrian connections, a new public park, in addition to a range of building typologies and tenures.

Policy 1.1.3.3 requires planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing and planned infrastructure and public service facilities to meet projected needs. These locations and areas are to be identified in the official plan and zoning by-laws in accordance with policies 4.7 and 4.8 of the PPS. The applicant's revised proposal are on lands designated *Apartment Neighbourhoods* in the Official Plan. The revised proposal is an appropriate scale, and in close proximity to higher order transit (Sheppard Subway). In addition, the proposed revised building heights and massing are consistent with the existing and planned built form of the area and can be accommodated on the site with minimal impacts to the surrounding lands, subject to

implementing key elements such as public streets and municipal infrastructure to accommodate the proposed development.

Furthermore, the City, through its Official Plan, has identified that *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for residents. The subject site is located along Sheppard Avenue East, an *Avenue*, where growth is anticipated and directed. The applicant's Official Plan Amendment seeks to make this site a Key Development Area in the Secondary Plan, with policies to guide development of the larger block. As part of the redevelopment of the Block, public streets and municipal infrastructure will be provided to support the proposed development. The proposed Official Plan Amendment, along with the proposed residential buildings on the subject site is appropriate and is consistent with the policies of the PPS

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

Policy 1.2.1 of the Growth Plan supports the achievement of complete communities that are designed to support healthy and active living and meet people's daily needs throughout an entire lifetime. The policies encourage a range and mix of housing options to serve all sizes, incomes, and ages of households.

Policy 2.2.1.4 of the Growth Plan states that its policies are to be applied to support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; provide a diverse range and mix of housing options to accommodate people at all stages of life; and ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards. Compact built forms within complete communities can be achieved at different densities, heights, and building typologies that take the planned local context into account. The proposed infill development, with a 31-storey residential tower, containing 10 affordable rental units, along with the twelve, 3-storey townhouse units, and the retention of the existing 15-storey rental building meets the objectives of the policies as it contributes to creating a complete community in this area, with built forms that are compatible with the surrounding area, as well as providing a range and mix of housing options. Residents will be provided with convenient access to local services and amenities along Sheppard Avenue East and within the adjacent neighbourhoods.

The Growth Plan states that complete communities provide a diverse range and mix of housing options to accommodate households of all sizes and incomes. Policy 2.2.6.3 states that to support the achievement of complete communities, municipalities will 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. The revised proposed development provides additional housing typologies and tenures in this neighbourhood, and will include a range of dwelling types and sizes,

as well as the provision of a number of affordable rental units, which conform with the Growth Plan policies.

Policy 2.2.1.4 (d) of the Growth Plan states that complete communities will expand convenient access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation. The proposed Official Plan Amendment and Block Context Plan introduce a new public road system, as well as improved public realm and pedestrian connections which will allow for safer use of active transportation through the site, the larger community, and to nearby higher order transit.

The development supports the Growth Plan's directive to achieve complete communities by contributing to a mix of housing, and providing a pedestrian-friendly environment in an area with convenient access to local stores and businesses, public service facilities, and existing public transportation. The revised proposal conforms to the relevant Growth Plan policies.

Block Context Plan

The implementation policy of the Secondary Plan requires a Context Plan for Key Development Areas in the Sheppard East Subway Corridor to ensure co-ordinated incremental development in conformity with the Secondary Plan. Given the submission of an Official Plan Amendment application to identify the site as a Key Development Area a Context Plan was required for a comprehensive development. The priorities identified by Planning staff with regards to the structure of the quadrant and what the Context Plan should examine included:

- Introduction of public east/west and north/south streets to alleviate the existing restricted access to the properties within the block;
- Realigning the storm sewer in an east/west direction and align this with future public streets;
- Increasing the sanitary sewer infrastructure to ensure public, individual connections for all properties;
- Locating an unencumbered public park in a centralized location, maximizing views to the west; and
- Providing appropriate community facilities.

A Block Context Plan (see Attachment 9) was developed by the applicant and adjacent landowners, with input from the Ward Councillor, local residents, and adjacent communities. The boundaries for the lands bounded by Leith Hill Road to the north, Don Mills Road to the east, Sheppard Avenue East to the south, and St. Timothy Catholic School to the west. The Block Context Plan diagram illustrates the structure, organization, building typologies, building placement and built form on the subject site and the three adjacent sites that form the larger context block. The Block Context Plan and associated Official Plan Amendment establish a general planning framework for this quadrant, including the location of a new public road network, the requirement for a centrally located public park, policies to guide built form structure and transition, the

requirement for provision of community services and facilities or affordable housing on each site, holding provisions to ensure sufficient infrastructure exists and is installed, as well as the requirement for accompanying urban design guidelines.

Staff will finalize the preparation of the Sheppard-Don Mills-Leith Hill Block Context Plan Urban Design Guidelines, to supplement the Official Plan Amendment, as shown in draft form attached to this Report. The Urban Design Guidelines will be used to provide direction for reviewing development applications on the lands subject to the Official Plan Amendment. The Sheppard-Don Mills-Leith Hill Block Context Plan Urban Design Guidelines will provide direction for public realm improvements that promote a healthy and vibrant pedestrian environment, including streetscape improvements and enhanced open spaces. Such improvements will occur incrementally and will be considered through new development on each individual development site. The Urban Design Guidelines will be brought forward to Council for adoption, in final form, after the Local Planning Appeal Tribunal approves the Official Plan Amendment for the larger block.

Staff are satisfied with the content of the Official Plan Amendment, and are of the opinion that the applicant's revised proposal conforms with the policy directions contained within the Official Plan Amendment (see Attachment 9).

Site Organization and Building Location

The subject property is a 0.9 hectare site located in the Block Context Plan area. There are no north-south running public streets between Leith Hill Road and Sheppard Avenue East, which acts as an access barrier for vehicles and pedestrians. The original submission proposed a new tower behind the existing 15-storey building, accessed from a private driveway. Staff indicated that a public street on this site is required as part of the structural components of the Block Context Plan and to satisfy the policies of the Official Plan.

Built form Policy 3.1.2 of the Official Plan requires that new development be located and organized to fit with its existing and/or planned context. It should frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and causal views to these spaces. Vehicle parking and vehicular access should be located to minimize their impact on the property and surrounding properties. Since the time of the 2018 Request for Direction Report, the applicant has revised their proposal to include a new public road through this site which connects to the road network for the larger block.

The proposed 31-storey residential tower would be located to the rear of the existing building and would front onto two new public streets. The creation of a new road network allows for the two residential towers to each have an address on a public street, as well as provide an access and address for the building. Staff have worked with the applicant to ensure that the new 31-storey tower will be designed so that it frames the edges of the new streets, as well as provides an appropriate interface with the new public park.

The applicant also proposes to provide 12 townhouse units in a block located to the east of the existing 15-storey building, which will be setback 5 metres from Sheppard Avenue East. The proposed townhouse block will provide 5-metre rear yards, adjacent to the eastern property line and 4 metre front yards. The applicant is proposing a pedestrian walkway that connects to Sheppard Avenue east along the frontage of the new townhouse block which will provide pedestrian access to the townhouses, as well as access to the new consolidated central public park located north of the townhouses (see Attachment 5). Staff have reviewed the location of the townhouses and are of the opinion that the location of the proposed townhouse block is appropriate in this location.

The Sheppard East Subway Corridor Secondary Plan encourages an increase in housing within 500 metres of a subway station, which includes this site. Intensification has to be supported by community services, physical infrastructure, has to be able to fit on the sites, and also achieve some net benefits of reinvestment and improvement in the buildings to be retained. Staff have reviewed the applicant's revised proposal to ensure the siting and overall site organization meets the policies of the Official Plan. Staff will secure the site organization matters in the site specific Zoning By-law, including the amount of amenity space, the number of parking spaces, building heights, setbacks, and open space provisions. Staff will secure additional design details such as landscape, paving details, and building materials as part of the future Site Plan Control Application. The new public road network will be secured via a plan of subdivision.

Land Use

The subject site is designated *Apartment Neighbourhoods* in the Official Plan. The Official Plan identifies that opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing on some lands designated *Apartment Neighbourhoods*. The Official Plan sets out criteria to evaluate these situations, and also identifies that on larger sites, infill opportunities may require planning for new and extended public realm including new streets or shared driveways, and may require preserving significant existing landscape and recreation features as part of integrating older apartments with new development in a manner that improves the quality of life for existing and future residents.

The revised proposal, including the guiding framework of the proposed Official Plan Amendment, provides for an appropriate scale of development for the site. The proposed development addresses the development criteria in the *Apartment Neighbourhoods* designation. The proposal contributes to a Block Context Plan that comprehensively plans the northwest quadrant of the intersection with a new public road network and a new centrally located public park. Staff have worked with the applicant and adjacent property owners to ensure that a public road network and public park has been provided for, as well as establishing policies which apply to all the lands within the Block to guide development.

The applicant proposes improvements to the existing 15-storey apartment building including the provision of new indoor and outdoor amenity spaces, lobby improvements with enhanced accessibility, as well as new indoor bicycle parking rooms. The costs of the new improvements will not be passed on to the existing tenants.

The proposal complies with the land use policies of the Official Plan.

Density

Map 9.2 of the Sheppard East Subway Corridor Secondary Plan sets out maximum densities in the designated Key Development Areas ranging between 1.5 and 3.99 FSI. The maximum densities are generally located immediately at the major intersections and nodes, including the Parkway Forest development where the density is 3.99 FSI.

An Official Plan Amendment to the Secondary Plan has been made for the larger Block, including the subject site, which will make the entire block a Key Development Area on Schedule 1 of the Secondary Plan. The Official Plan Amendment also assigns each site a maximum density of 3.99 times the lot area, subject to policies that guide development of the block and individual sites. Staff are of the opinion that the proposed density of 3.99 times the lot area is appropriate for this site and for the Block Context Plan Area as it is consistent with densities within the Don Mills Node. The increase in density at this site and the larger Block Context Plan will allow for additional housing in close proximity to the subway station.

Height, Massing and Separation Distance

The Secondary Plan does not prescribe specific heights for development parcels along the Sheppard Avenue East corridor, however the objectives of the plan state that the highest densities and heights are directed to locations along Highway 401 and locations closest to the subway nodes, and to a lesser extent along the arterial roads.

The development policies within the draft Official Plan Amendment (Attachment 10) seek to ensure that appropriate transition occurs across the entire Context Plan Block, with the tallest building heights located closest to the Don Mills Road and Sheppard Avenue East intersection, with a transition in height downwards moving north, west, and northwest across the Block. In addition, the scale and massing of buildings adjacent to St. Timothy Catholic School and the adjacent *Neighbourhoods* designation will have regard for the lower density character of these areas. The policies within the proposed Official Plan Amendment reflect this and are appropriate and provide guidance for the development and build out of heights for the Block.

The applicant has revised their plans since the time of the original submission, reducing the building height from 35-storeys to 31-storeys, and reducing the overall proposed density from 4.46 times the lot area to 3.99 times the lot area. The proposed 31-storey building has been revised since the original submission and is now proposed to have a 3-storey base, with a 3-metre stepback, above which the tower begins. The proposed 31-storey infill tower will be setback 25 metres from the existing 15-storey residential building, as required by the Tall Building Guidelines.

The proposed 31-storey tower is situated such that, should a tower be proposed at 25 Leith Hill Road in future, the proposal would be able to achieve the minimum tower separation distance as required by the Tall Building Guidelines. The impact of building typologies and massing with respect to the relationship and compatibility with future streets, parks, open space and surrounding existing and future developments, has been addressed through the Block Context Plan. The proposed heights and building massing along the public realm, streets, and parks and open spaces are appropriate for the lands.

Sun and Shadow

Policy 4.4.2 (b) and (c) of the Sheppard East Subway Corridor Plan speaks to new buildings and shadowing. Policy 4.4.2 (b) identifies that building height and massing should minimize excessive shadowing, wind or snow drifting effects within blocks, along streets and within open spaces. Policy 4.4.2 (c) identifies that development will respond sensitively to the nearby low density residential uses and minimize the adverse impact of built form on homes.

The applicant submitted sun/shadow studies with their latest revisions to illustrate the revised shadow impacts of the 31-storey tower and new 3-storey townhouse block. The proposal casts limited shadow on the low density residential neighbourhood on Leith Hill Road. The March/September shadow study illustrates that shadowing of the side/rear yard of the easternmost detached dwelling that fronts onto Leith Hill Road occurs at 9:18 am. The shadow moves off the detached dwelling yard by 10:18 am. The proposal does shadow the lands that are currently occupied by St. Timothy's Church for an additional hour, moving from those lands by 11:18 am. On June 21st, the proposed 31-storey building shadow does not extend as far north, with no shadow impacts on the residential neighbourhood or St. Timothy's Church. Although there is no shadow on these sites, shadow is cast on the northern portions of the St. Timothy's field and play area between 9:18 and 10:18 am. The morning shadows cast by the 31-storey tower are minimal and acceptable.

The afternoon shadows have impact on the proposed new public park that is centrally located within the quadrant, and adjacent to the proposed new building. The new tower will cast shadow on the park for 2:18 pm onwards during March, June and September. Although there is shadowing on the public park, the proposed public park will have at least of 5 hours of continuous sunshine during the morning and early afternoon hours.

Wind Impacts

The applicant submitted a Pedestrian Level Wind Preliminary Assessment dated December 16, 2016, and later revised to June 19, 2019. The submission provides a preliminary wind assessment of the development in the context of the local wind climate and current building design.

The summary of the December 2016 Wind Assessment, which was based on the original application for a 35-storey tower with a 3-storey parking structure, determined

that the wind conditions at most locations on the site were predicted suitable for standing or walking. The study found that under strong or gusty wind conditions, higher than average ground level winds would be encountered at the southeast corner of the existing building, and at the ground level amenity space. The consultant found that additional wind mitigation was not required, however, mitigative features may be used to improve pedestrian comfort conditions if desired.

A further assessment was undertaken in June 2019, and was based on the revised site design which includes reducing the building height from 35-storeys to 31-storeys, additional building stepbacks and a 3-storey base, the 3-storey parking structure was replaced with a block of townhouses having a height of 3-storeys, and publically accessible private open space was replaced with a new public park. The wind consultants found that the proposed tower height reduction results in an improvement to pedestrian comfort conditions, and the incorporation of a 3-storey base will intercept winds downwashed towards the pedestrian realm. The proposed townhouse block, east of the existing apartment building, is also predicted to improve wind conditions in the area. The future park and proposed outdoor amenity areas are expected to be comfortable much of the time. The consultant finds that the west end of the park and outdoor amenity area could experience windy conditions on the occasion of high westerly winds that are exacerbated by open areas associate with St. Timothy Catholic School yard. The consultant identifies that the application of a wind mitigation plan can be expected to moderate wind conditions, resulting in seasonally appropriate pedestrian comfort conditions.

A detailed Pedestrian Level Wind Study will be required as part of the Site Plan Control application. That study will require a wind tunnel analysis with additional sensor areas, within and beyond the site to provide a fulsome review of potential wind conditions as well as necessary mitigation measures that will be implemented through detailed building and site design.

Public Realm

Development within the larger Block Context Plan will be defined by a series of new public realm elements, including new public streets, a new public park, and new pedestrian and bicycle connections (see Attachment 9). The four existing large blocks of land that make up the Block Context Plan will be reconfigured for the new public streets that will bisect the Block. The new public street system will be required to provide additional vehicle, bicycle, and pedestrian connections from the neighbourhood to Sheppard Avenue East, Don Mills Road, and Leith Hill Road.

The purpose of the new public street network is to provide for vehicular, pedestrian and bicycle connections into and through the Block and creating permeability through the block to the neighbouring community. All new public streets will be designed in accordance with the City's design standards. The new public streets are described as follows:

Street 'A' establishes a north-south connection on the western portion of the Block from Sheppard Avenue East to a new east-west public street. As illustrated on Attachment 9,

the right-of-way width is 15.0 metres, and will include two lanes for vehicular traffic in each direction, a sidewalk on the east side of the road surface, and soft landscaped boulevards on either side. The width of the Street 'A' right-of-way may be expanded in the future to include a public sidewalk on the west side of the road surface and a wider landscaped boulevard on lands that presently form part of St. Timothy's Catholic Elementary School.

Street 'B' is a new east-west public street that extends from the western extent of the Block, connecting into Street 'A' and extending east to Don Mills Road. As illustrated on Attachment 9, the right-of-way width is 18.5 metres and will include two lanes for vehicular traffic in each direction, sidewalks on both sides of the road surface, and a soft landscaped boulevard.

Street 'C' is a north-south public street that will connect from the mid-portion of Street 'B' to Leith Hill Road. As illustrated on Attachment 9, Street 'C' will have a right-of-way width of 18.5 metres and will include two lanes for vehicular traffic in each direction, sidewalks on both sides of the road surface, and a soft landscaped boulevard.

The streets identified above will be designated via an Official Plan Amendment Application for 2600 Don Mills Road (File No.17 260070 NNY 33 OZ) and will be reported out under separate cover and will be before North York Community Council on March 12, 2020. Staff recommend that the Official Plan Amendment that deals with the roads be in full force and effect prior to the LPAT issuing their final order.

A network of new pedestrian connections will provide access into and through the Block Context Plan, along portions of the new public streets as well as publicly-accessible, privately-owned connections through each of the properties within the larger Block. Where appropriate, pedestrian connections may feature a soft landscape buffer to provide a visual distinction between the publicly-accessible spaces and the private realm. The pedestrian connections are intended to flank the edges of the new public streets. Less formal routes will provide connections through the various development sites within the Block in order to provide greater permeability through the site, through landscaped open areas, between buildings, and connecting entrances and amenities.

Pedestrian walkways form an integrated system linking the existing Block Context Plan to the larger neighbourhood, services and facilities, as well as to transit. The new pedestrian linkages are intended to join the existing buildings and the new development proposed within the Block in order to provide connections to the existing TTC station at the northeast corner of Don Mills Road and Sheppard Avenue East and other public transit, as well as to provide connections to the new centrally located public park.

Traffic, Parking, and Loading

The applicant is proposing to provide two access driveways to serve the residential buildings at 1650 Sheppard Avenue East. The driveway at the eastern portion of the site, off of Sheppard Avenue East will be slightly reconfigured, but will continue to provide access to the existing pick-off/drop-off area for the existing 15-storey building, along with the Type C loading space located adjacent to the existing building.

The second driveway, is new and is proposed to connect with the future north-south public street (Street A). The driveway is proposed to also be an all-moves access driveway, providing a connection to the underground parking garage and Type G loading space.

Transportation Services have identified that they accept the proposed location of these driveways, and will provide additional comments regarding design and configuration of the proposed driveways as part of the Site Plan Control application.

The applicant submitted a Traffic Impact Study as part of their development application. The study identified that the development at 1650 Sheppard Avenue East will generate approximately 65 and 70, two-way trips during the morning and afternoon peak hours. For the larger Block Context Plan area, including the lands at 2500 Don Mills Road, 2600 Don Mills Road, and 25 Leith Hill Road, approximately 265 and 290 two-way trips in the morning and afternoon peak periods will be generated. The Traffic Impact Study concludes that the study area intersections will be able to accommodate the new site and Block traffic. The intersection of Don Mills Road and Sheppard Avenue East is currently operating above capacity, and will continue to operate as such under future conditions. Comments regarding the design of the new public roads, including the design of the traffic signal and other traffic controls, as well as the phasing of the construction and implementation of the road network, will be provided by Engineering and Construction Services as part of the Draft Plan of Subdivision application.

The existing 15-storey building has 174 parking spaces, including 115 spaces within a two-level underground garage and 59 parking spaces at grade. The proposal will have 255 parking spaces within a 3-level underground garage, and 12 vehicular parking spaces at-grade in front of the existing 15-storey building, for a total of 267 vehicular parking spaces. Of the 267 parking spaces proposed for the development, 212 are proposed to be residential parking spaces, 47 are proposed as visitor parking spaces, and 8 car-share spaces are proposed.

Transportation Services has agreed that Policy Area 3 in Zoning By-law 569-2013 parking rates may be applied to this development due to its proximity to the subway and nearby amenities. Transportation Services Staff have indicated however, that in the context of this proposal and the site location, parking for the proposed development be provided at a reduced rate in accordance with the following minimum requirements:

- 0.41 parking spaces per dwelling unit residents;
- 0.10 parking spaces per dwelling unit for visitors; and
- The provision for eight (8) car-share spaces.

The above rates would result in a total of 5 visitor parking spaces and 197 residential parking spaces and 8 car-share spaces. In order for Transportation Services staff to support the reduced parking proposed for this development, the owner must submit an acceptable Transportation Demand Management (TDM) plan for review and acceptance by Transportation Services as well as Transportation Planning. The design and

configuration of the underground parking garage will be reviewed in detail, and detailed comments will be provided as part of a Site Plan Control application.

The proposal requires a total of 1 Type-C and 1 Type-G loading spaces. The applicant's June 2019 drawings show the provision of the Type-G loading space within the proposed 31-storey building, along with 1 Type-C loading space located adjacent to the existing 15-storey building. Submitted vehicle manoeuvring diagrams illustrate heavy vehicles using both proposed loading spaces which exit and enter the site in a forward motion. Given the additional pick-up/drop-off/moving space provided on the site, the loading configuration proposed is acceptable to Transportation Services.

Since the applicant submitted their application prior to April 30, 2018, the proposal is subject to TGS Version 2 requirements. The applicant is proposing to provide a total of 362 bicycle parking spaces as part of the proposal. A total of 35 short term bicycle spaces are proposed at grade and in the P1 level garage, with 327 long-term bicycle parking spaces proposed in levels P1 and P2 as part of this proposal. The bicycle parking spaces proposed as part of this development are in accordance with TGS Version 2, Zone 2 Tier 1 requirements.

Servicing and Solid Waste

Engineering and Construction Services requires a Master Servicing Plan and Master Functional Servicing Report for the entire Block Context Plan to determine the storm water runoff, sanitary flow, and water supply demand resulting from this development, and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development. Staff recommend that the LPAT withhold its order until such time as the applicant has submitted the Master Servicing Plan and Master Functional Servicing Report to the Chief Engineer and Executive Director of Engineering and Construction Services, and the report has been reviewed and accepted by Engineering Construction Services.

Solid Waste Management has indicated that bulk lift compacted garbage, recycling and organic waste collection will be provided for this development.

Housing

The applicant proposes to add 331 new residential rental units in a 31-storey building at the northern portion of the site and 12 three-storey stacked townhouse units in a low-rise residential building on the eastern portion of the site. The existing 149-unit, 15-storey residential rental building will be maintained with new indoor amenity areas. An existing active outdoor pool would be removed to facilitate the development.

Policy 3.2.1.5 (a) of the Official Plan requires the securing of existing rental units which have affordable and mid-range rents. All rental dwelling units in the existing 15-storey building have either affordable or mid-range rents. The Housing Issues Report and subsequent correspondence from the applicant on August 2, 2019, confirms that, as a condition of development approval, the owner will be required to enter into an agreement to secure the rental tenure of all existing rental housing units within the

existing building. Staff will secure the rental tenure, through the Section 37 Agreement and the Zoning By-law, for the existing 149 retained rental dwelling units with affordable and mid-range affordable rents, which encompasses all units, for at least 20 years commencing from the date of the enactment of the amending by-laws.

Policy 3.2.1.5 (b) of the Official Plan seeks to secure needed improvements to the existing rental housing, without pass through of costs to tenants. The applicant has proposed the following improvements to the existing rental housing, with no pass-through of costs to tenants of the existing rental building:

- Approximately 290 square metres of new indoor amenity space in the existing building, which may include but not be limited to exercise and lounge space for tenants;
- Outdoor amenity areas, including 285 square metres of exterior amenity for the existing rental building. This will include but not be limited to a pedestrian courtyard for the existing front yard pick-up/drop-off area and an outdoor area with seating, shaded seating areas, and BBQs;
- Additional seating in the main lobby of the existing rental building;
- Enhanced accessibility within the existing rental building, including but not limited to push button automatic door openers for common doors;
- A new indoor recycling/bulk and organics storage area; and
- Indoor bicycle parking rooms containing 110 spaces on the P1 level and 9 outdoor visitor bicycle parking spaces.

The above matters will be secured in the Section 37 Agreement.

Staff will continue to work with the applicant to develop an appropriate Tenant Communication Plan and Construction Mitigation Strategy for existing tenants at 1650 Sheppard Avenue East, which will be a condition of approval of the Site Plan application.

City staff are satisfied that the proposed improvements and renovations to the site and existing building, and the securing of the existing units as rental, conforms to Official Plan Policy 3.2.1.5.

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. 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. A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 also contains policies 2.2.1.4, 2.2.4.9 and 2.2.6.4 to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes.

The proposal includes affordable rental housing to be provided as part of the Section 37 community benefit contribution. The applicant proposes to provide ten (10) affordable rental units within the new 31-storey building, with affordable rents secured for a period of 15 years. The ten affordable rental units will be one-bedroom units, and will have a minimum average unit size of 49 square metres. This provision of new affordable rental

housing will support the creation of complete communities as encouraged by the Growth Plan (2019), PPS (2014) and the City's Official Plan. Detailed discussion on proposed affordable housing community benefit is contained in the section addressing the proposed Section 37 Community benefits contributions.

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 recommended in new multi-unit residential developments. As currently proposed the applicant does not have any 3-bedroom units in the new 31-storey tower, and only 4 townhouse units with 3 bedrooms. This would result in 4 out of the 331 new units being three-bedroom units, which is less than the Growing Up Guidelines recommended ten (10) per cent of all new units.

The applicant, through their solicitor, has indicated that they will provide 17 three-bedroom units in the new tower, which when taken together with the units in the existing 15-storey building (but excluding the townhouse units from the calculation) represents 10% of the total units proposed for the site as having 3 bedrooms. The location and configuration of these units in the new tower are still being assessed by the applicant. Revised plans that illustrate the above will be required.

Amenity Space

Section 3.1.2.6 of the Official Plan states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

The subject site currently features a large green space to the north of the existing building and an outdoor pool which would be removed as part of this application. The application proposes to replace this amenity area with two outdoor amenity areas at grade, and a 3rd floor outdoor amenity area in the new 31-storey building. The areas of the outdoor spaces is as follows:

- The outdoor amenity area, in front of the existing 15-storey building will have an area of 232 square metres.
- The outdoor amenity area located north of the existing 15-storey building and townhouse block, south of the future public park will have an area of 584 square metres.
- A 67 square metre outdoor terrace at grade of the 15-storey building, fronting onto Street A.
- The 3rd floor outdoor amenity area within the new 31-storey building will have an area of 107 square metres.
- A 26 square metre outdoor terrace on the ground floor of the new 31-storey building facing Street A

A total of 1,016 square metres of outdoor amenity space is proposed for the entire site, which exceeds the Zoning By-law requirement for a total of 960 square metres of outdoor amenity space for the entire site. Staff will ensure that all residents of all three buildings (existing and new) will have unencumbered access to all outdoor amenity areas. Programming for a range of ages should be considered for the outdoor amenity areas. This includes the provision of facilities for families such as outdoor play areas for children and teens. The applicant has indicated that they do not intend to not provide access to existing tenants with access to the new outdoor amenity space within the 31-storey building. As such, the owner will be required to provide the minimum amenity space of 2 metres square per unit for each building. Staff will secure location and configuration of the outdoor amenity spaces on the drawings as part of the Site Plan Control application.

A total of 962 square metres of indoor amenity space is proposed for the site. The indoor amenity space proposed is as follows:

- The applicant proposes to provide 296 square metres of new amenity space within the existing 15-storey building, contained within 4 amenity space rooms on the lower level of the building. Two of the amenity space area will be directly adjacent to an outdoor patio/seating area.
- Within the new 31-storey tower, the applicant proposes to provide 649 square metres of indoor amenity area, with amenity rooms located in the lower, first and 3rd floors.

The amount of gross floor area attributed to the indoor amenity areas is approximately 945 square meters, which is 14 metres short of the Zoning By-law requirement of 960 square metres. Staff will secure the requirement that the applicant provide the minimum of 2 square metres of indoor space per unit, for each individual building within the Zoning By-law.

Open Space/Parkland

The Secondary Plan identifies that the City will maximize its opportunities to provide a combination of public and private open space and recreation facilities on-site to meet present and future community needs. The Secondary Plan also identifies that the City will endeavour to acquire land in an effort to keep pace with development. Through the Block Context Plan work, staff have been able to secure a new consolidated public park with a minimum area of 1,604 square metres which will be located in the central portion of the Block, fronting onto the new proposed east-west public street (see Attachment 9). The land area dedication requirement for each of the four development parcels within the Block Context Plan is determined and secured on a site-specific basis as part of the development approvals process. Each land owner from the Block Context Plan will contribute towards this centrally located park. The expansion of the parkland will occur in a manner that increases the new public park's size and usability, including additional amenities into the existing neighbourhood for the benefit of existing and future residents.

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

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 4,413 square metres or 60% of the net site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use. The existing retained building and its immediately associated lands are not subject to a parkland dedication requirement. In total, the parkland dedication requirement is 482 square metres.

To satisfy the parkland dedication requirement, the applicant has proposed a 383 square metre on-site dedication at the northeast corner of the development site to be consolidated with the parkland dedication of the proposed redevelopment of the 2600 Don Mills Road property to the north. The shortfall of the parkland dedication on the development site is to be provided through the payment of cash-in-lieu of parkland. The conditions for parkland dedication and conveyance will be secured in the Section 37 Agreement and the Site Plan Control Agreement.

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 apply the Parks and Recreation component of the Development Charges towards this work. Further discussions with the applicant are required to determine if the applicant wishes to proceed with the above-base improvements.

Tree Preservation

The applicant has identified 5 City trees within the Sheppard Avenue East road allowance that are proposed to be removed. A tree removal permit application will be required as part of the Site Plan Control Application.

The submitted landscape plans show 5 new trees proposed for the Sheppard Avenue East road allowance. The plans also show 17 new trees proposed along the new public streets "Street A" and "Street B". Urban Forestry Services has some concerns about the spacing of these 17 trees, and acknowledges that fewer trees may be planted in this area as the spacing of the trees will have to be increased.

The applicant proposes to remove 25 privately owned trees on the site, and injure 12 privately owned trees on the neighbouring property. The trees meet the criteria for protection under the Municipal Code. A tree permit is required, and will be submitted as part of the Site Plan Control Application.

Toronto Green Standard

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS and has proposed performance measures including high-albedo surface materials, green roof, water efficient plant material for at least 50% of the landscaped areas, native planting species, and a tri-sorter recycling system. These matters will be secured through the Site Plan Control application.

Community Services Assessment

The subject site is located within the Don Mills Node of the Sheppard East Subway Corridor Secondary Plan. Policy 4.5.3 calls for monitoring the provision of community facilities in the area as development proceeds. There are two community recreation centres owned and operated by the City within a kilometre of the subject site. These centres include Oriole Community Centre located at 2975 Don Mills Road (1 km away) and Parkway Forest Community Centre (650 metres away) at 55 Forest Manor Road. Parkway Forest CC is a new 4,645 square metre recreation facility that includes a gymnasium, fitness/weight room, indoor track, teaching kitchen, several multipurpose rooms, and two new outdoor pools. Oriole Community Centre was recently renovated and features a full-sized gymnasium, multi-purpose rooms, teaching kitchen, preschool room, weight room and dance studio.

In 2017, Council adopted Toronto's Child Care Growth Strategy which aims to serve 50% of the child population from 0-4 with licensed child care spaces by 2026. To achieve this target additional child care spaces will be required throughout the City. Children's Services' analysis of 2016 census data shows that only 30% and 39% of the child population (0-4yrs) in Ward 17 can be served by licensed child care spaces.

The draft Official Plan Amendment policies contain direction that each site within the Block Context Plan must provide affordable housing and/or community services as part of development. Staff will work with all landowners of the Block Context Plan to secure non-profit child care facilities within the larger Block to address the Community Services Assessment for the area. As discussed in the subsequent Section 37 section of this report, the applicant is proposing to provide affordable units in the new 31-storey building, as well as a financial contribution towards community services and facilities in the area.

Schools

The Toronto Catholic District School Board (TCDSB) has concerns with the proposal due to the close proximity of the development, abutting the eastern boundary of the St. Timothy Catholic School lands. The School Board's concerns include, but are not limited to, traffic/circulation, shadow, noise, wind and grading impacts, The School Board will

continue to be an active participant in the Context Plan discussions and are also a participant in the LPAT process. The TCDSB has requested that conditions regarding landscaping be secured as part of the Site Plan Control process. Staff have included the recommendation to secure these matters.

Toronto Transit Commission

The subject site falls partially within the development review zone of the Sheppard subway line, with the proposed parking garage located in close proximity to the Toronto Transit Commission (TTC) tunnel. TTC have provided comments on the proposal and have requested additional revisions to the plans to show the centerline of the TTC tunnel and the distance from the outermost wall of the development to the closest point of the tunnel. A three metre setback between the proposed development (including shoring) and all TTC structures is required. The applicant has not yet provided this information.

The TTC has also indicated that prior to the issuance of any demolition permit and below grade permit, the owner will be required to complete a TTC Technical Review of the development, and obtain the TTC's written acknowledgement that the owner has satisfied all of the conditions arising out of the review. The owner will also be required to enter into a Construction Agreement with the TTC. These matters will be secured as part of the Site Plan Control application.

Section 37

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

The community benefits recommended to be secured via the Section 37 Agreement are as follows:

- a. a cash contribution in the amount of one million and five hundred thousand (\$1,500,000.00) dollars allocated as follows:
 - i. five hundred thousand (\$500,000.00) dollars be directed towards eligible local capital improvements to be identified through a participatory budgeting process with the local Ward Councillor; and
 - ii. one million (\$1,000,000.00) dollars directed towards new community services and facilities in the vicinity of the site, or towards improvements of existing facilities in the local area;
- b. the cash contribution referred to in (a)(i) and (ii) shall be indexed upwardly in accordance with the Statistics Canada Residential or Non-Residential, as the case may be, Building Construction Price Index for the Toronto Census

Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135, or its successor, calculated from the date of the Agreement to the date of payment;

c. in the event the cash contribution referred to in (a)(i) and (ii) above cannot be directed for the determined purpose within three years of the amending Zoning By-law coming into full force and effect, the amount of funds allocated towards a community benefit may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided the purpose is identified in Official Plan Policy 5.1.1 and will benefit the community in the vicinity of the lands;

d. the owner shall provide and maintain at least ten (10) dwelling units as one-bedroom *affordable rental dwelling units in the new 31-storey residential building on the lot*. The minimum average unit size of the *affordable rental dwelling units* shall be at least 49 square metres. The *affordable rental dwelling units* shall be provided in contiguous groups of at least 6 dwelling units. The general configuration and layout of the 10 *affordable rental dwelling units* in the new 31-storey residential building shall be to the satisfaction of the Chief Planner and Executive Director, City Planning;

e. the owner shall provide and maintain the ten (10) *affordable rental dwelling units* as rental dwelling units for a minimum of twenty (20) years, beginning with the date each such unit is first occupied. No *affordable rental dwelling unit* shall be registered as a condominium or any other form of ownership such as life lease or co-ownership which provide a right to exclusive possession of a dwelling unit, and no application for conversion for non-rental housing purposes, or application to demolish any *affordable rental dwelling unit* shall be made for at least 20 years from the date of first occupancy. When the 20 year period has expired, the owner shall continue to provide and maintain the *affordable rental dwelling units* as rental dwelling units, unless and until such time as the owner has applied for and obtained all approvals necessary to do otherwise; and

f. The owner shall provide and maintain the *affordable rental dwelling units* at *affordable rents* for at least fifteen (15) years, beginning with the date that each such unit is first occupied. During the first fifteen (15) years of occupancy, increases to initial rents charged to tenants occupying any of the *affordable rental dwelling units* shall be in accordance with the *Residential Tenancies Act* and shall not exceed the Provincial rent guideline.

The following matters will also be secured in the Section 37 Agreement as matters required to support the development of the lands, including:

a. that the Owner construct and maintain the development of the Site in accordance with Tier 1 performance measures of the Toronto Green Standard, and the owner will be encouraged to achieve Toronto Green Standard, Tier 2 or higher, where appropriate;

b. the Owner shall submit a Construction Management Plan to the satisfaction of the Chief Building Official and Executive Director, Toronto Building, the Chief Engineer and Executive Director, Engineering and Construction Services, the General Manager, Transportation Services, and the Chief Planner and Executive Director, City Planning;

c. The owner shall continue to provide and maintain the 149 existing rental dwelling units in the existing apartment building at 1650 Sheppard Avenue East as rental housing, together with the new and retained associated facilities and amenities of the existing apartment building, for a period of at least twenty (20) years commencing from the date of the Zoning By-laws coming into full force and effect and with no applications for demolition or conversion from residential rental use during such twenty (20) year period, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;

d. The owner shall provide, repair, operate and/or maintain improvements to the existing apartment building, all to the satisfaction of the Chief Planner and Executive Director, City Planning, including but not limited to the following:

i. a minimum of 296 square metres of new indoor amenity space in the existing apartment building, which may include but not be limited to exercise and multi-purpose space for tenants, to be designed to the satisfaction of the Chief Planner and Executive Director, City Planning Division prior to Site Plan Approval. This new indoor amenity space shall be provided in the existing apartment building prior to issuance of the first above-grade building permit for the new 31-storey residential building;

ii. Outdoor amenity areas, including a minimum of 299 square metres of exterior amenity for the existing apartment building, as illustrated in the Landscape Plans prepared by Rafael Bigauskas Architects dated June 24, 2019. This will include but not be limited to a new pedestrian courtyard for the existing front yard pick-up/drop-off area, and an outdoor patio with seating, shaded seating areas, and BBQs. Any changes to the Landscape Plans shall be to the satisfaction of the Chief Planner and Executive Director, City Planning;

iii. Enhanced accessibility within the existing apartment building, including but not limited to push button automatic door openers for common doors to be provided prior to issuance of the first above-grade building permit for the new 31-storey residential building;

iv. Additional seating in the main lobby of the existing apartment building to be provided prior to issuance of the first above-grade building permit for the new 31-storey residential building;

v. A new indoor recycling/bulk and organics storage area in the existing apartment building as illustrated in the Architectural Plans prepared by Rafael Bigauskas Architects dated June 20, 2019; and

vi. Indoor bicycle parking rooms containing 110 spaces on the P1 level and 9 outdoor visitor bicycle parking spaces for tenants of the Retained Rental Units.

e. the owners agreement that the costs of the improvements to the existing apartment building and associated spaces within and outside the existing apartment building, and improvements for the purpose of the proposed buildings, as described above, shall not be passed on to the tenants of the existing apartment building in any form, including by way of an application to the Landlord Tenant Board, or to any successor tribunal with jurisdiction to hear applications made under the Residential Tenancies Act, for the purpose of obtaining an increase in residential rent above the applicable guideline, or in the form of any additional costs and charges; and

f. the owners agree to implement the required mitigation measures from the accepted Wind Study, Parking and Traffic Impact Study, and Landscape Plan, through the Site Plan approval process for the Site to the satisfaction of the Chief Planner and Executive Director, City Planning.

Conclusion

The revised proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the revised proposal is consistent with the PPS (2014) and conforms with the Growth Plan (2019), and conforms with the Official Plan and Sheppard East Subway Corridor Secondary Plan.

The proposal conforms with the Toronto Official Plan, particularly as it relates to *Apartment Neighbourhoods* development criteria policies as the site is within close proximity to higher order transit and provides a range of housing types. The proposal conforms to the Sheppard East Subway Corridor Secondary Plan policies including sections related to the development node, and implementation. The Context Plan, draft Urban Design Guidelines, and associated Official Plan Amendment establish a planning framework for this quadrant, including the location of a new public road network, the requirement for a centrally located public park, policies to guide built form structure and transition, the requirement for provision of community services and facilities or affordable housing on each site, and holding provisions to ensure sufficient infrastructure exists and is installed. The proposal provides an appropriate separation and transition to the existing neighbourhoods, provides a new public road, and contributes part of a public road through the site which contributes to a larger public network through the quadrant as well as lands towards a new, centrally located public park. The proposed Section 37 benefits will include affordable dwelling units within the 31-storey building, as well as a cash contribution of \$1.5 million dollars.

Staff recommend that City Council direct the City Solicitor, together with City Planning staff, and other appropriate city staff, attend the LPAT hearing in support of the revised proposal based on the recommendations and comments contained within this report

CONTACT

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Tel. No. 416-392-9337
E-mail: Marian.Prejel@toronto.ca

SIGNATURE

Giulio Cescato, MCIP RPP, Acting Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3a: Official Plan Land Use Map
Attachment 3b: Sheppard East Subway Corridor Secondary Plan
Attachment 4a: Existing Zoning By-law Map 569-2013
Attachment 4b: Existing Zoning By-law Map 7625

Applicant Submitted Drawings

Attachment 5: Site Plan
Attachment 6a: Tower Elevation North
Attachment 6b: Tower Elevation South
Attachment 6c: Tower Elevations East
Attachment 6d: Tower Elevation West
Attachment 6e: Townhouse Elevation East
Attachment 6f: Townhouse Elevation North and South
Attachment 6g: Townhouse Elevation West
Attachment 7: Rendering
Attachment 8: Block Context Plan Diagram
Attachment 9: Draft Official Plan Amendment
Attachment 10: Proposed draft Urban Design Guidelines

Attachment 1: Application Data Sheet

Municipal Address: 1650 SHEPPARD AVE E Date Received: December 23, 2016

Application Number: 16 270525 NNY 33 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Revised: The applicant proposes a 31 storey residential building containing 319 units and three levels of underground parking as well as a three storey block of 12 stacked back-to-back townhouses. The existing 15-storey apartment building containing 149 rental units will be retained.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC		Rafael Bigauskas Architects	2076203 ONTARIO LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	N
Zoning:	RA (f30.0; a1375; d1.5)	Heritage Designation:	N
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 9,045 Frontage (m): 110 Depth (m): 100

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	893	893	1,984	2,877
Residential GFA (sq m):	13,389	13,389	22,729	36,118
Non-Residential GFA (sq m):				
Total GFA (sq m):	13,389	13,389	22,729	36,118
Height - Storeys:	15	15	31	31
Height - Metres:	42	42	94	94

Lot Coverage Ratio (%): 31.81 Floor Space Index: 3.99

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 36,118
 Retail GFA:
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	149	149	331	480
Freehold:				
Condominium:				
Other:				
Total Units:	149	149	331	480

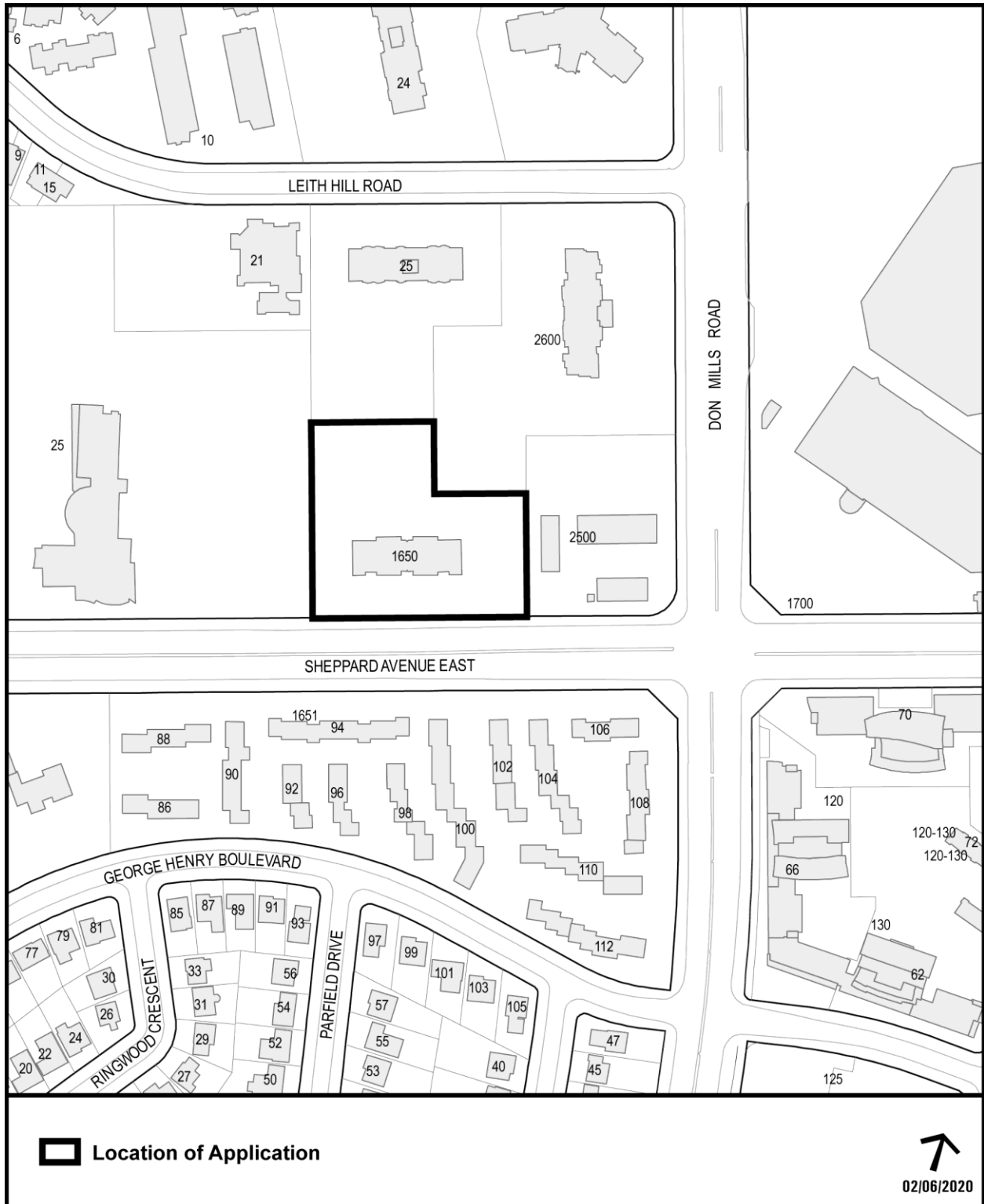
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		4	45	71	29
Proposed:			198	129	4
Total Units:		4	243	200	33

Parking and Loading

Parking Spaces: 267 Bicycle Parking Spaces: 362 Loading Docks: 2

Attachment 2: Location Map









Attachment 3a: Official Plan Land Use Map



Extract from Official Plan

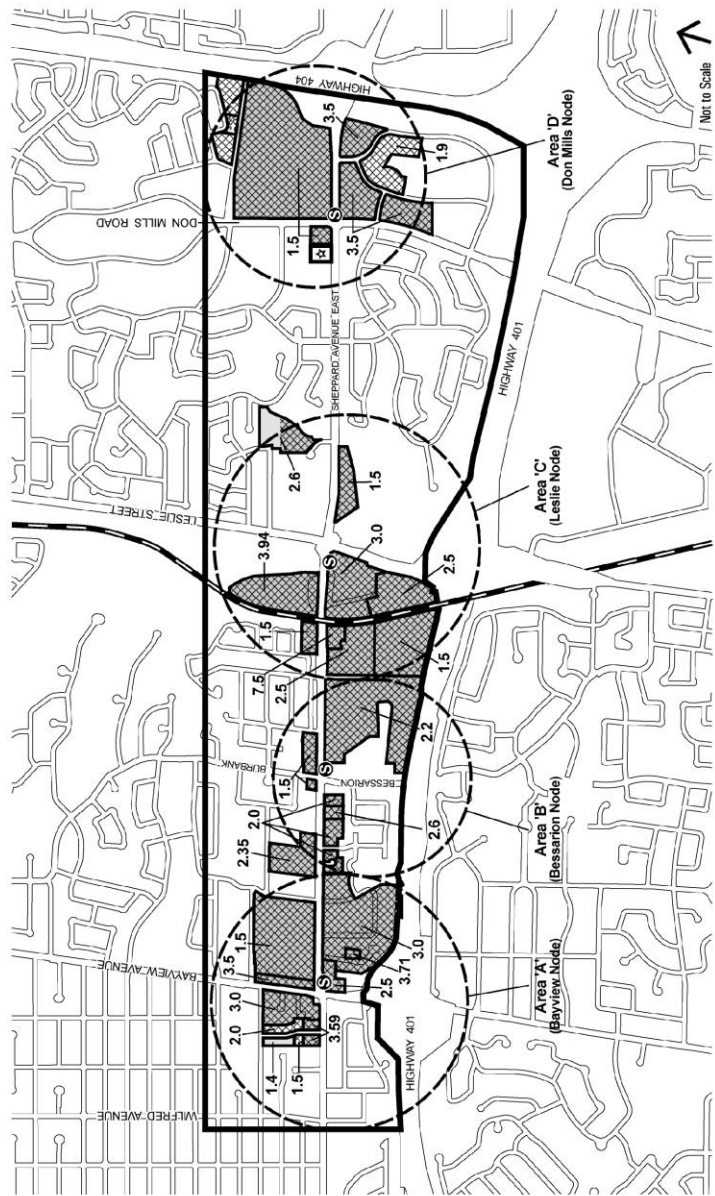
1650 Sheppard Avenue East

File # 16 270525 NNY 33 0Z

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

↑
Not to Scale
01/18/2017

Attachment 3b: Sheppard East Subway Corridor Secondary Plan



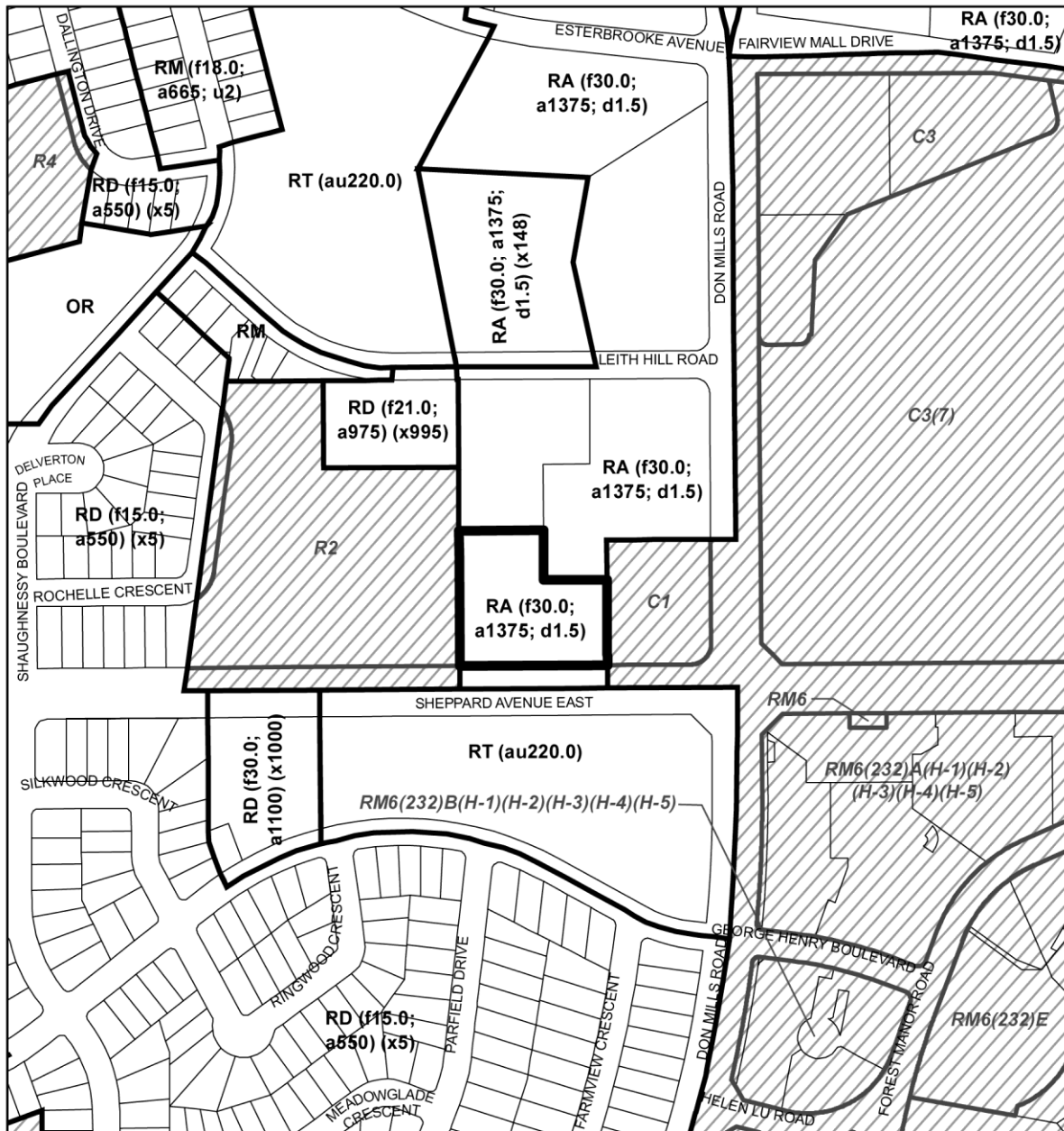
Sheppard East Subway Corridor Secondary Plan
 MAP 9.2 Key Development Areas
 Not to Scale



- Subject Site
- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Density 1.5
- Subway Station

November 2015

Attachment 4a: Existing Zoning By-law Map 569-2013



Zoning By-Law No. 569-2013

1650 Sheppard Avenue East

File # 16 270525 NNY 33 0Z

Location of Application

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple
RA Residential Apartment
OR Open Space Recreation



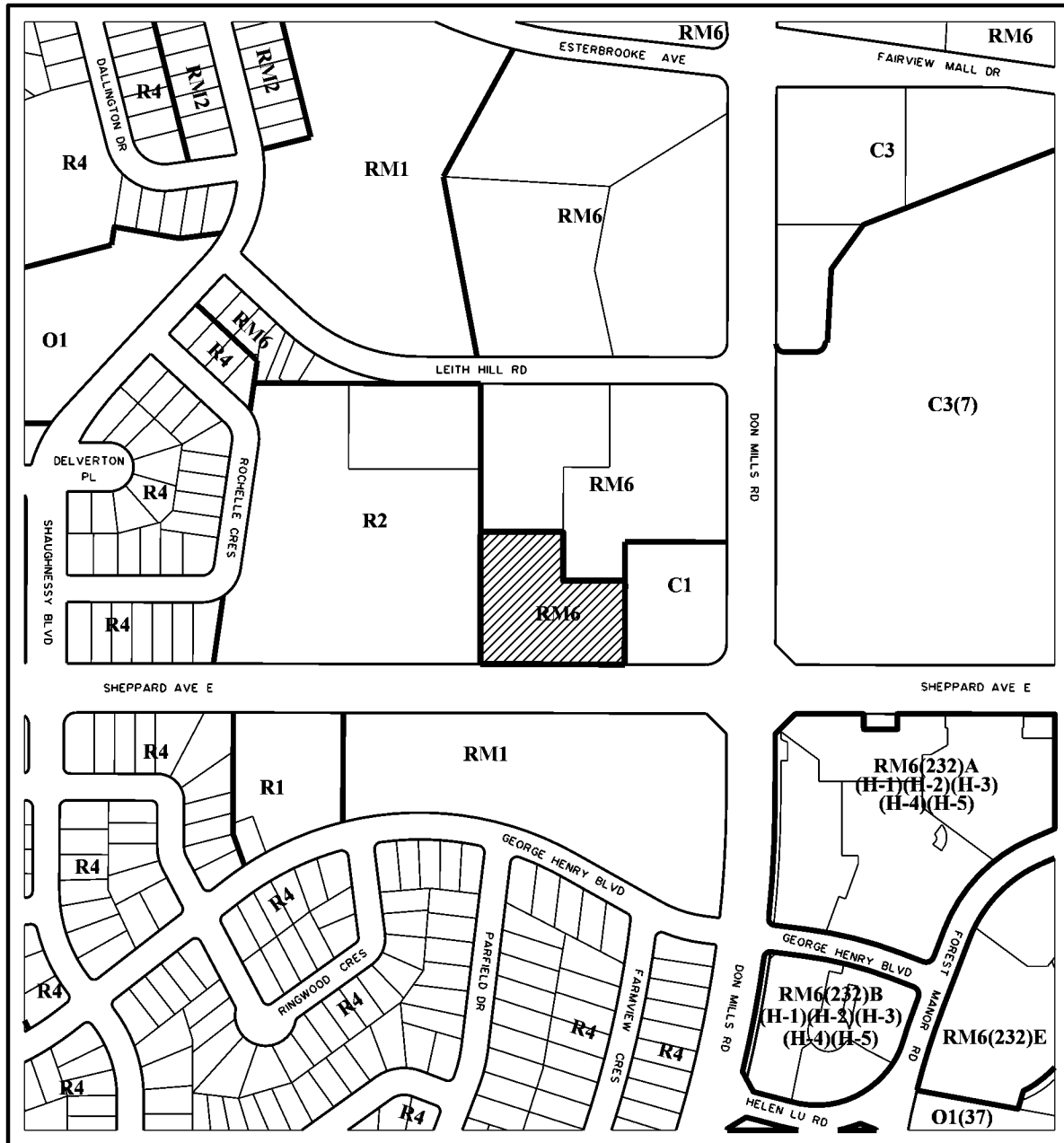
See Former City of North York By-Law No. 7625

R2 One-Family Detached Dwelling Second Density Zone
R4 One-Family Detached Dwelling Fourth Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone
C3 District Shopping Centre Zone
O1 Open Space Zone



Not to Scale
 Extracted: 01/18/2017

Attachment 4b: Existing Zoning By-law Map 7625



Zoning By-Law No. 7625

1650 Sheppard Avenue East

File # 16 270525 NNY 33 0Z



Location of Application

- R1 One-Family Detached Dwelling First Density Zone
- R2 One-Family Detached Dwelling Second Density Zone
- R4 One-Family Detached Dwelling Fourth Density Zone

- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone

- C1 General Commercial Zone
- C3 District Shopping Centre Zone
- O1 Open Space Zone

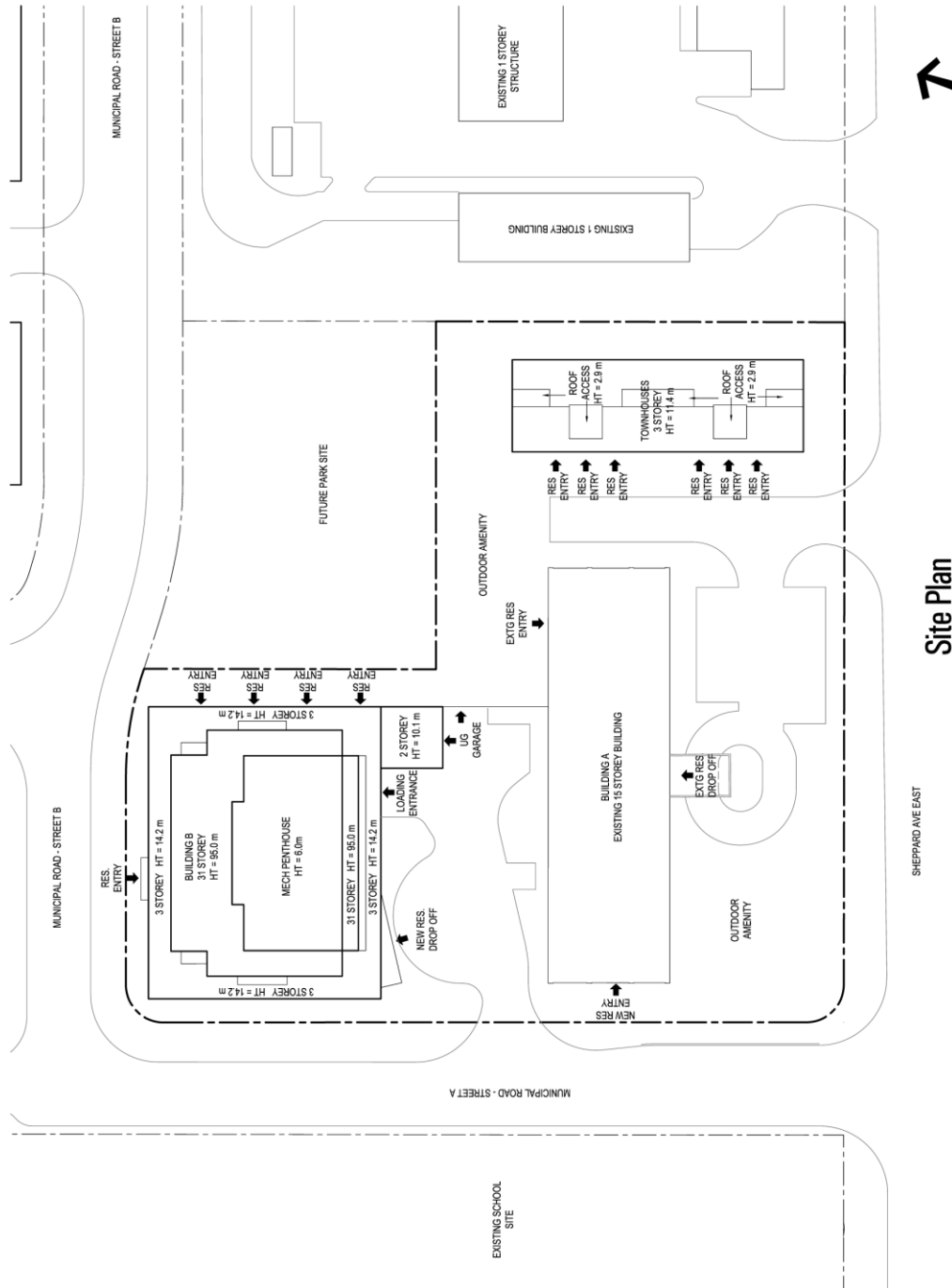
NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale

Extracted 03/02/2017

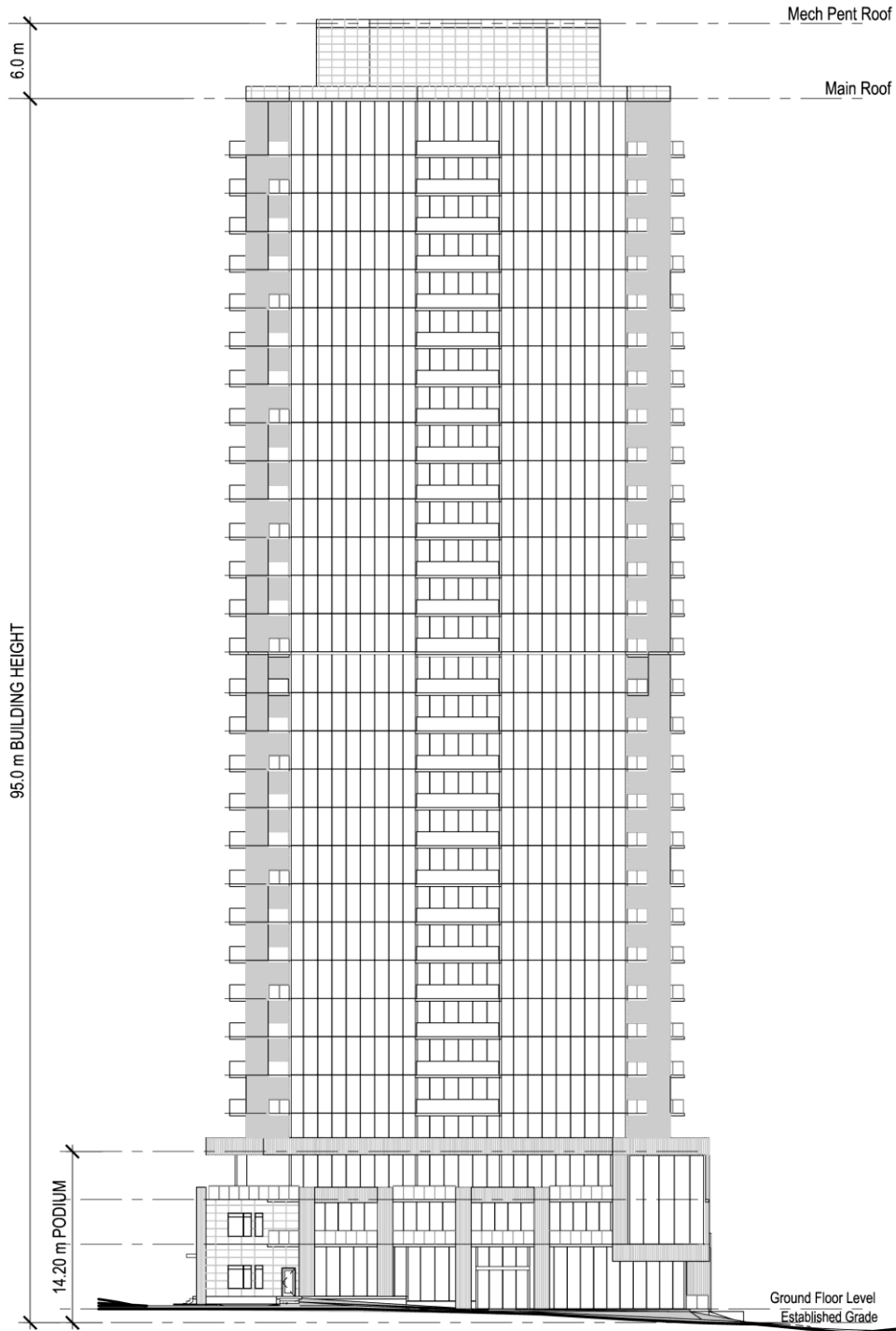
Attachment 5: Site Plan



Site Plan

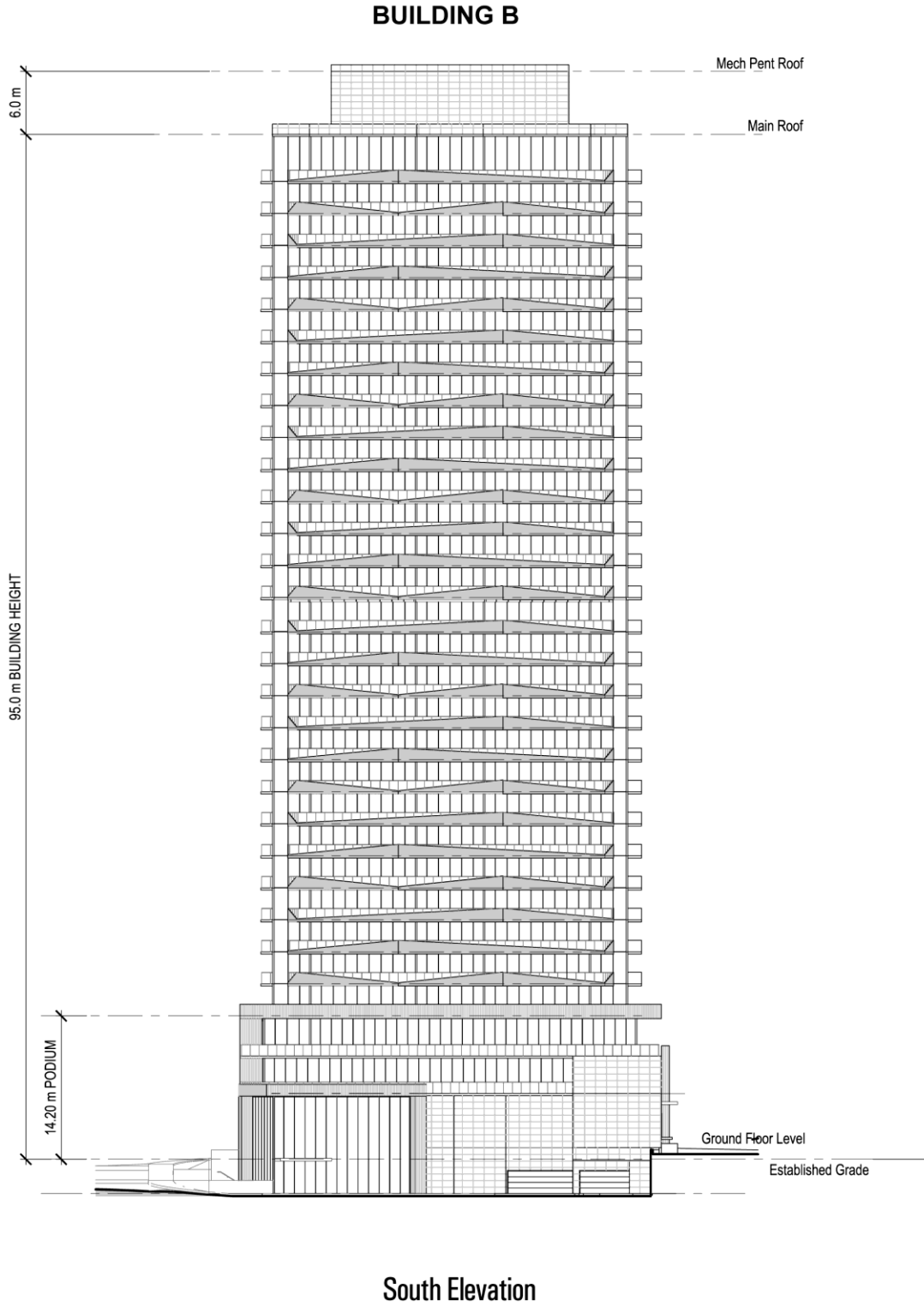
Attachment 6a: Tower Elevation North

BUILDING B

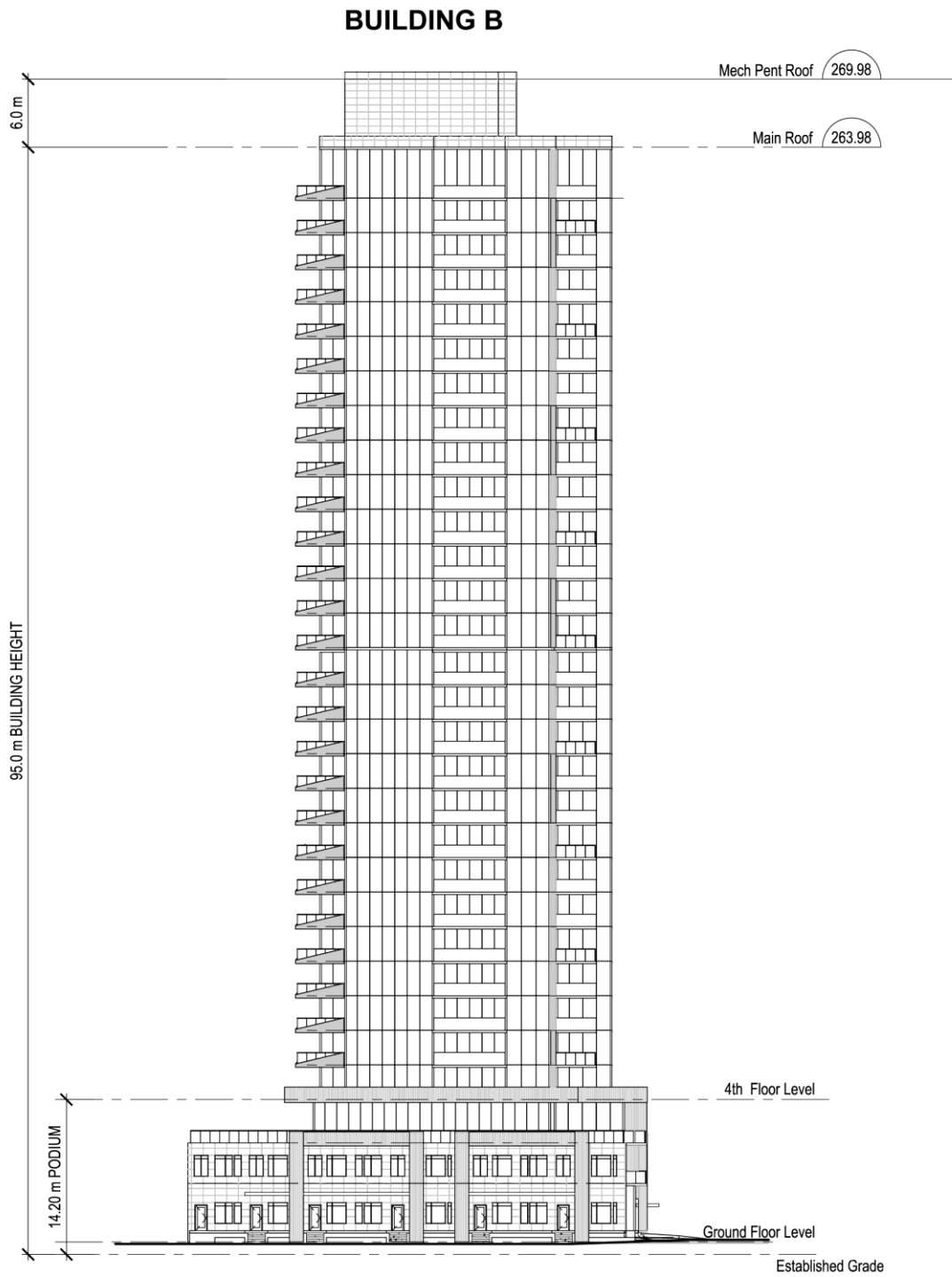


North Elevation

Attachment 6b: Tower Elevation South

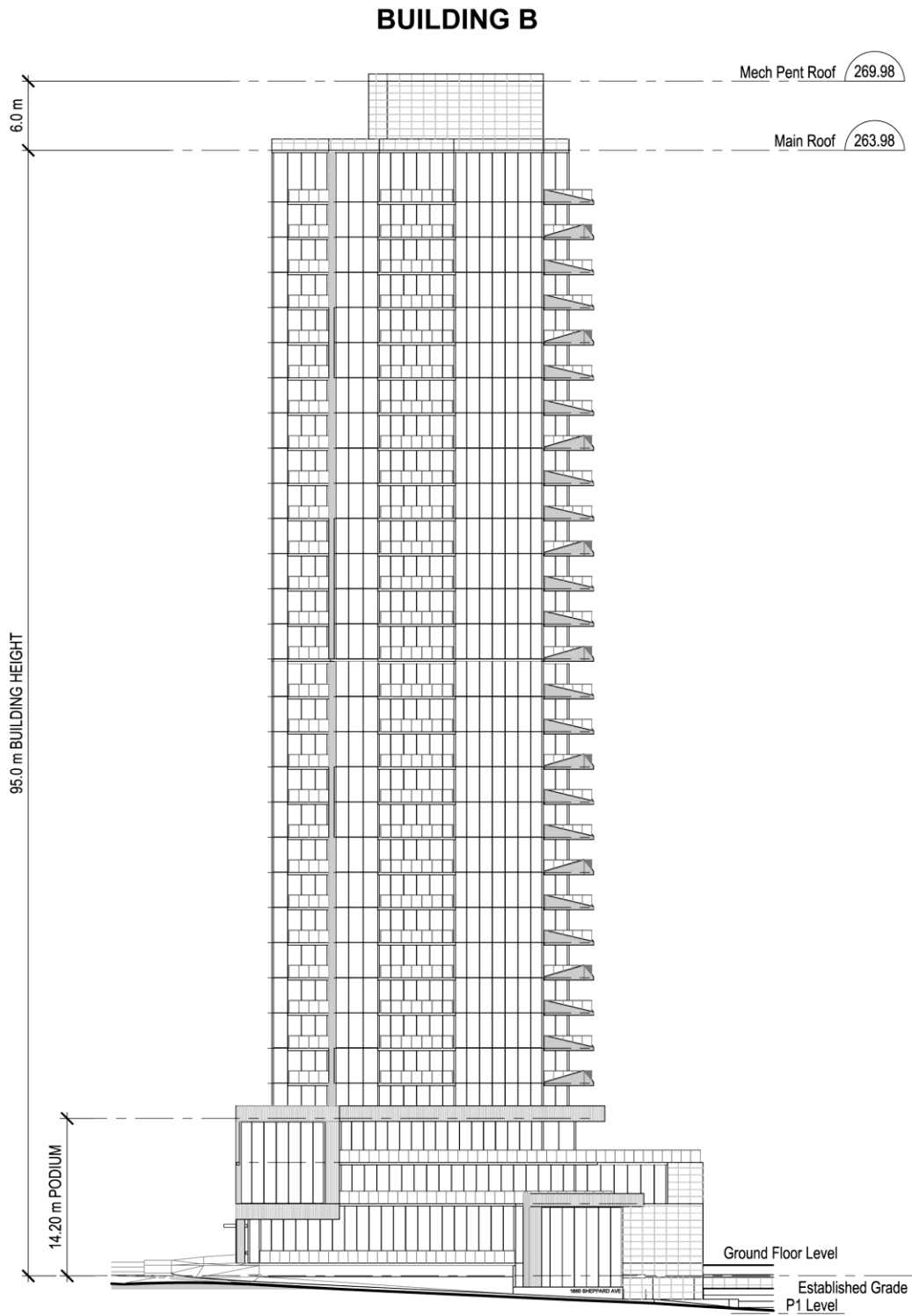


Attachment 6c: Tower Elevations East



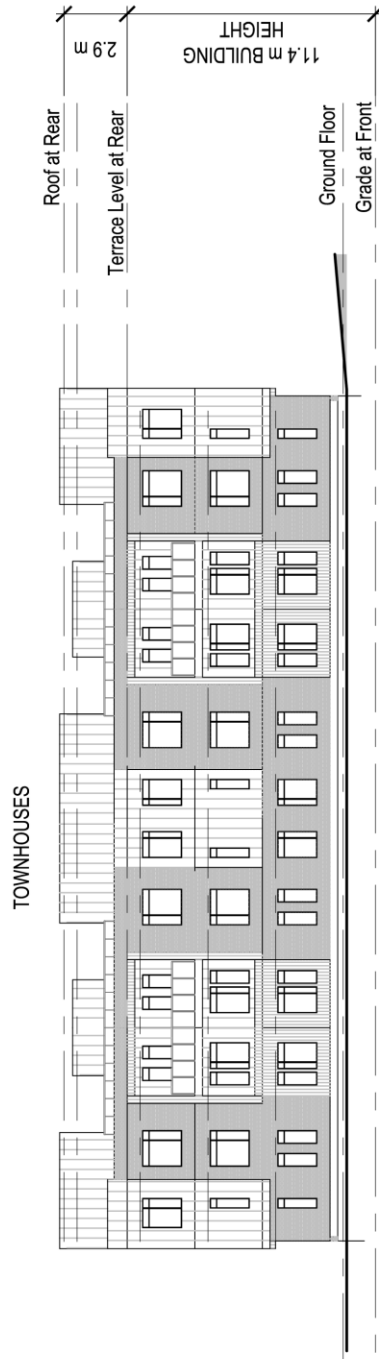
East Elevation

Attachment 6d: Tower Elevation West



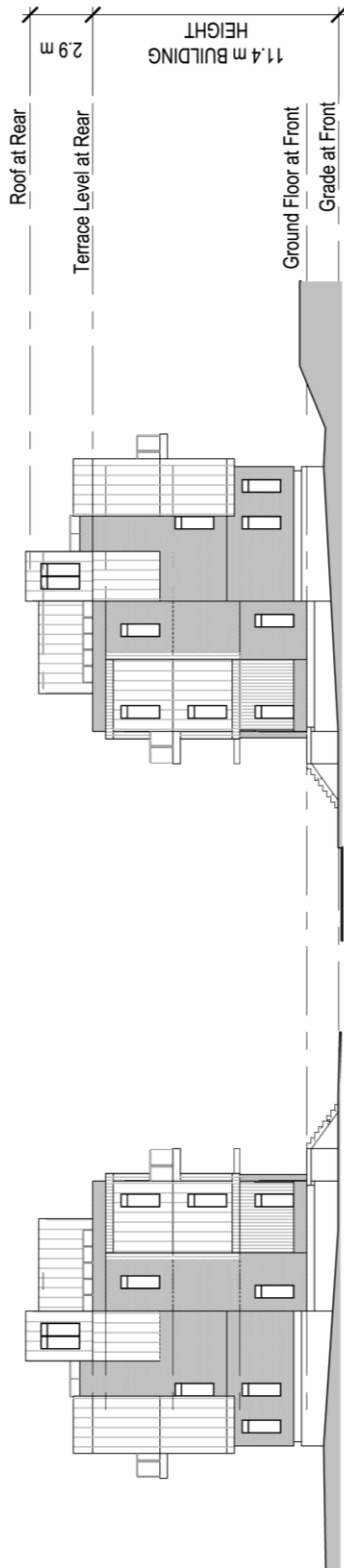
West Elevation

Attachment 6e: Townhouse Elevation East



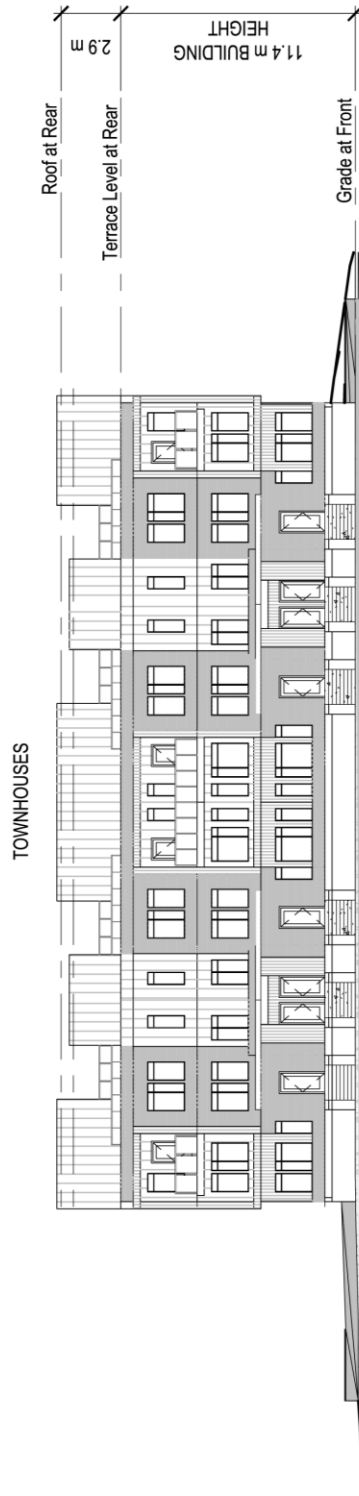
East Elevation

Attachment 6f: Townhouse Elevation North and South

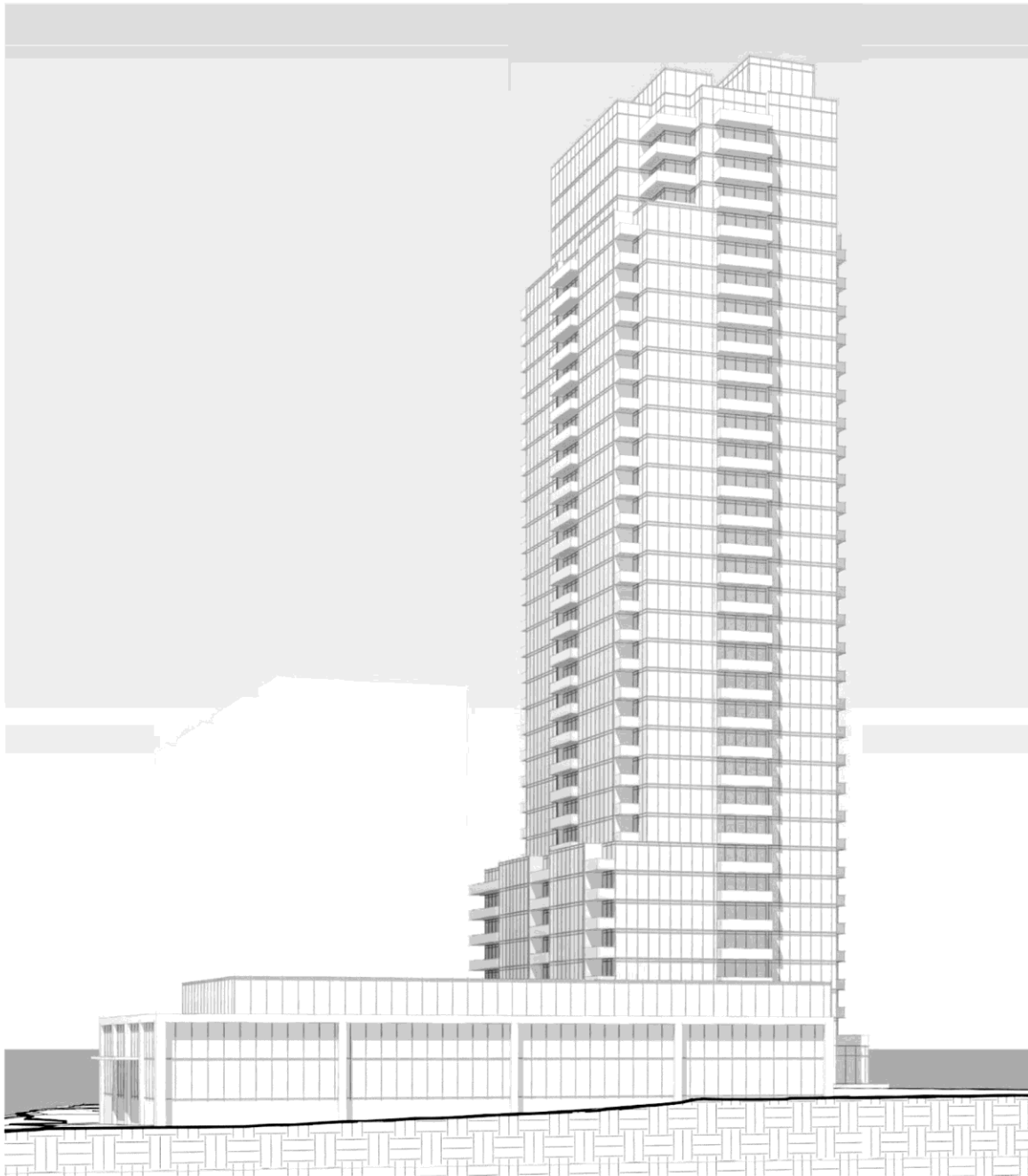


North Elevation & South Elevation

Attachment 6g: Townhouse Elevation West



Attachment 7: Rendering



Rendering - view at southeast corner

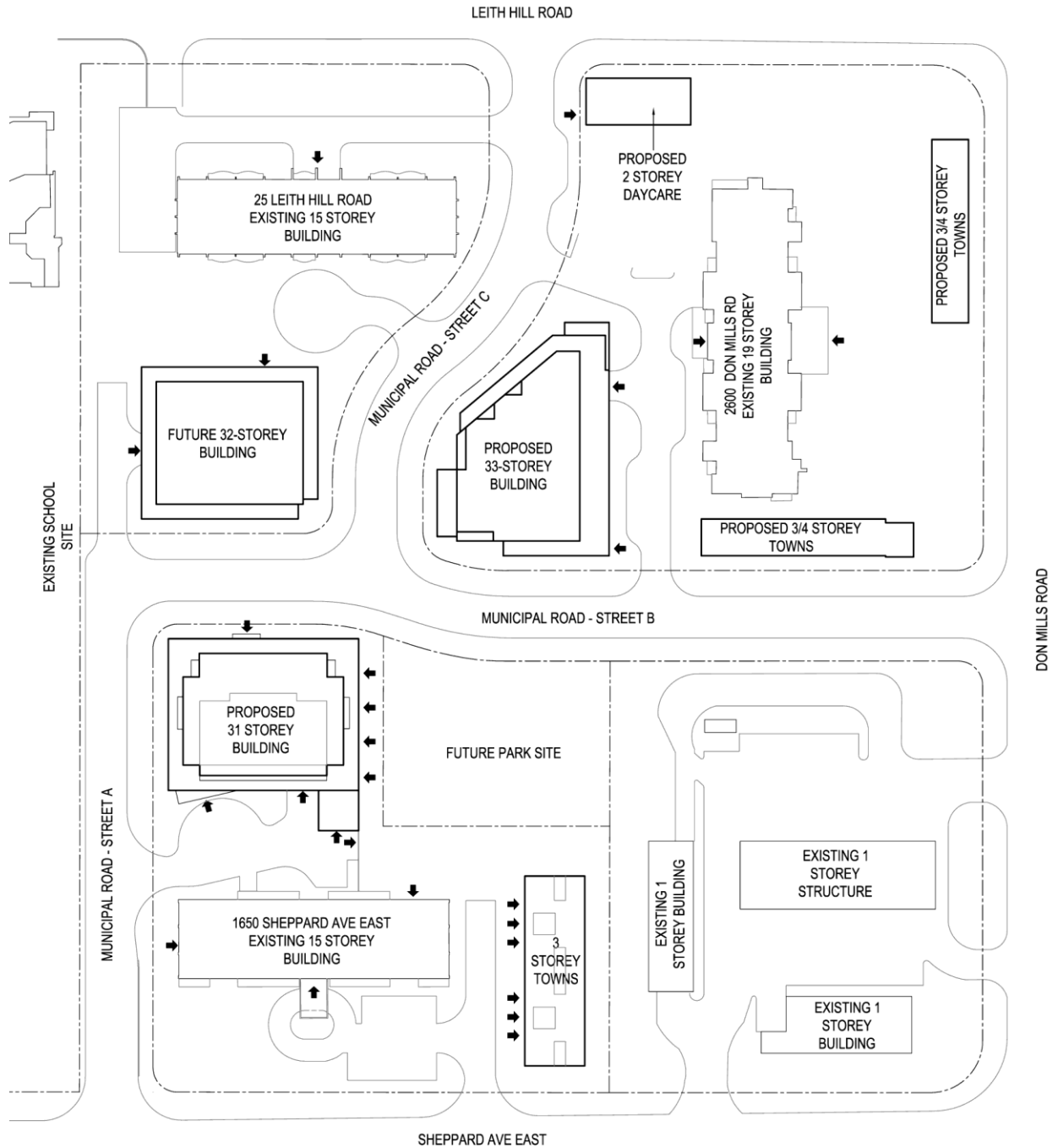
1650 Sheppard Avenue East

Applicant's Submitted Drawing

Not to Scale
03/06/2017

File # 16 270525 NNY 33 0Z

Attachment 8: Block Context Plan Diagram



Context Plan



Attachment 9: Draft Official Plan Amendment

Authority: Local Planning Appeal Tribunal Decision issued on [DATE] and Local Planning Appeal Tribunal Order issued
Enacted by Council: ~, 20~

CITY OF TORONTO
Bill XXX
BY-LAW XXX-2020 (LPAT)

To adopt Amendment 476 to the Official Plan for the City of Toronto respecting the lands municipally known as 1650 Sheppard Avenue East, 2500 Don Mills Road, 2600 Don Mills Road and 25 Leith Hill Road

Whereas application to amend the Official Plan for the City of Toronto was appealed to the Local Planning Appeal Tribunal pursuant to Section 22(7) of the Planning Act, R.S.O. 1990, c. P.13, as amended;

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

Whereas the Local Planning Appeal Tribunal, by its Decision issued on [DATE] and its Order issued on [DATE] regarding File PL170888 approved amendments to the Official Plan for the City of Toronto with respect to the lands;

The Local Planning Appeal Tribunal Orders:

1. The attached Amendment 476 to the Official Plan is hereby in force pursuant to the Planning Act, as amended.

Local Planning Appeal Tribunal Decision issued on [DATE] and Local Planning Appeal Tribunal Order issued on [DATE] in File PL170888.

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

Frances Nunziata, ULLI S. WATKISS,
Speaker City Clerk

(Seal of the City)

AMENDMENT 476 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN AS 1650 SHEPPARD AVENUE EAST, 2500 DON MILLS ROAD, 2600 DON MILLS ROAD AND 25 LEITH HILL ROAD

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

1. Map 9-2, Key Development Areas of Chapter 6, Secondary Plans, Section 9 (Sheppard East Subway Corridor Plan) is amended by adding the lands municipally known in 2019 as 1650 Sheppard Avenue East, 2500 Don Mills Road, 2600 Don Mills Road and 25 Leith Hill Road, as a Key Development Area with a density of up to 3.99 times the lot area as shown on Schedule 1.

2. Chapter 6, Secondary Plans, Section 9 (Sheppard East Subway Corridor Secondary Plan) and Map 9-3, Specific Development Policies, as shown on Schedule 2, is amended by adding the following subsection to Section 4.2.10 – “Sheppard-Don Mills-Leith Hill” after Section D. Don Mills Node, with the following text:

4.2.10 – Sheppard - Don Mills - Leith Hill

Development of these lands is intended to create a complete community consisting of multiple family residential development in townhouse, midrise, and tall building forms with a maximum density of up to 3.99 times the lot area.

The following policies also apply to these lands:

- a. new public streets will be provided through a registered plan of subdivision process, including two north-south streets between Sheppard Avenue East and Leith Hill Road and an east-west street between Don Mills Road and St. Timothy Catholic School;
- b. the distribution of building heights will provide for the tallest heights located closest to the Don Mills Road and Sheppard Avenue East intersection, with a transition down in height moving north, west, and northwest on the lands;
- c. the scale and massing of buildings adjacent to St. Timothy Catholic School and adjacent to the Neighbourhoods designation will have regard for the lower density character of these areas;
- d. a public park, that is no less than 1,604 square metres in area will be provided in a central location on the lands, and may be provided in phases;
- e. in order to meet the objectives of creating a complete community, each development on the lands will include affordable housing and/or community services and facilities;

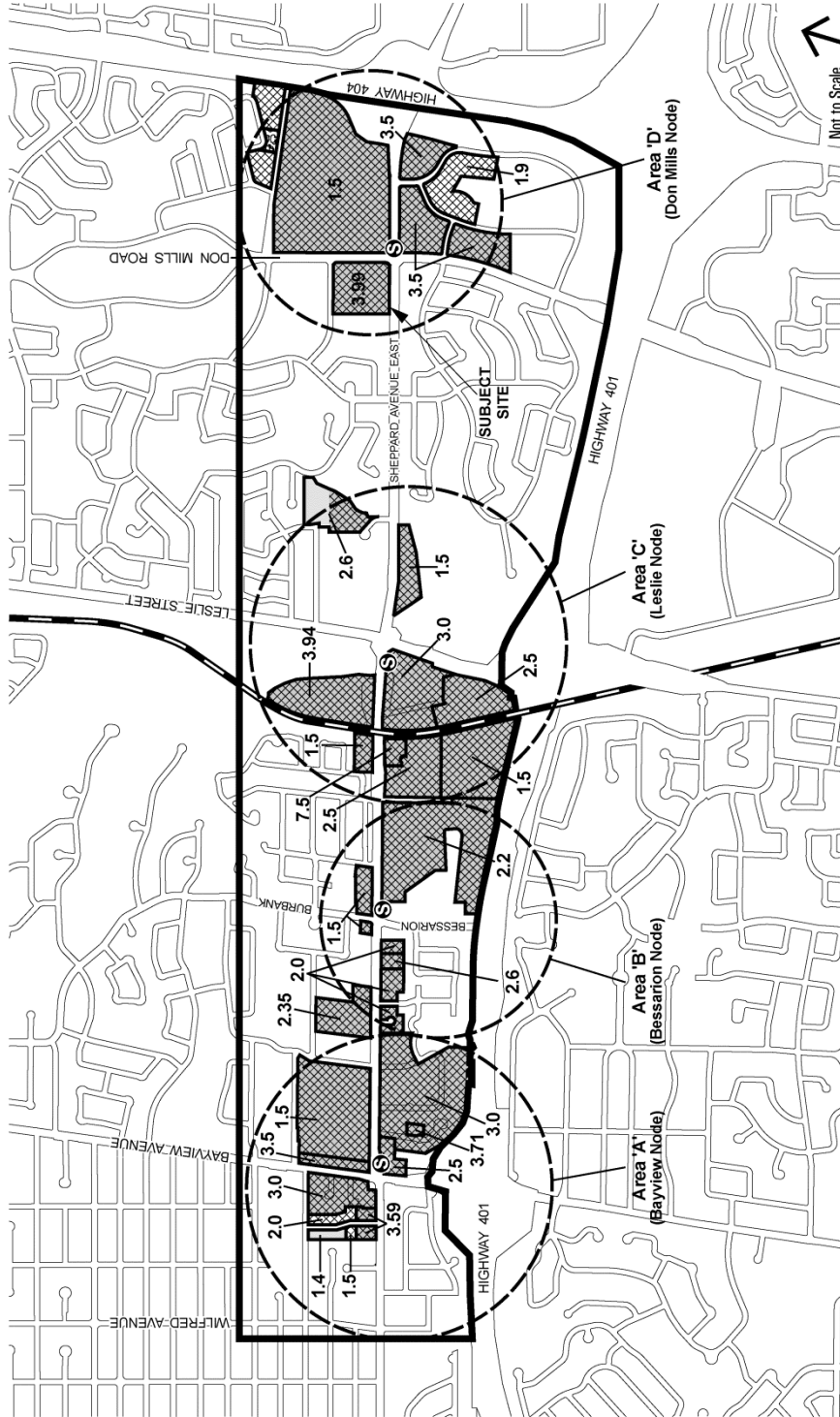
f. development on the lands may be subject to the use of a Holding (H) provision, in the Zoning By-law, which may be removed in whole or in part by a Zoning By-law amendment when:

i. The City has reviewed and accepted a comprehensive Functional Servicing Report for the entire Block Context Plan demonstrating that sufficient capacity exists to accommodate existing and proposed development, satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services. Should the Functional Servicing Report identify upgrades and/or new services are required, those upgrades and/or services will be secured by appropriate agreements, and constructed prior to the issuance of any building permits for any development within the Block Context Plan area satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services; and

ii. The City has reviewed and accepted the necessary Transportation Studies demonstrating that a comprehensive transportation network will be established to accommodate the existing and proposed development, satisfactory to the General Manager, Transportation Services. The transportation network will be secured in subdivision agreements, and constructed to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager Transportation Services; and

g. in order to meet the objectives of the Official Plan, the Sheppard -Don Mills- Leith Hill Block Context Plan Urban Design Guidelines, as adopted by Council, as may be amended from time to time, will be used to provide direction for reviewing development applications on the lands. The Sheppard-Don Mills- Leith Hill Block Context Plan Urban Design Guidelines will provide direction for public realm improvements that promote a healthy and vibrant pedestrian environment, including streetscape improvements and enhanced open spaces. Such improvements will occur incrementally and will be considered through new development on each individual development site.

SCHEDULE 1



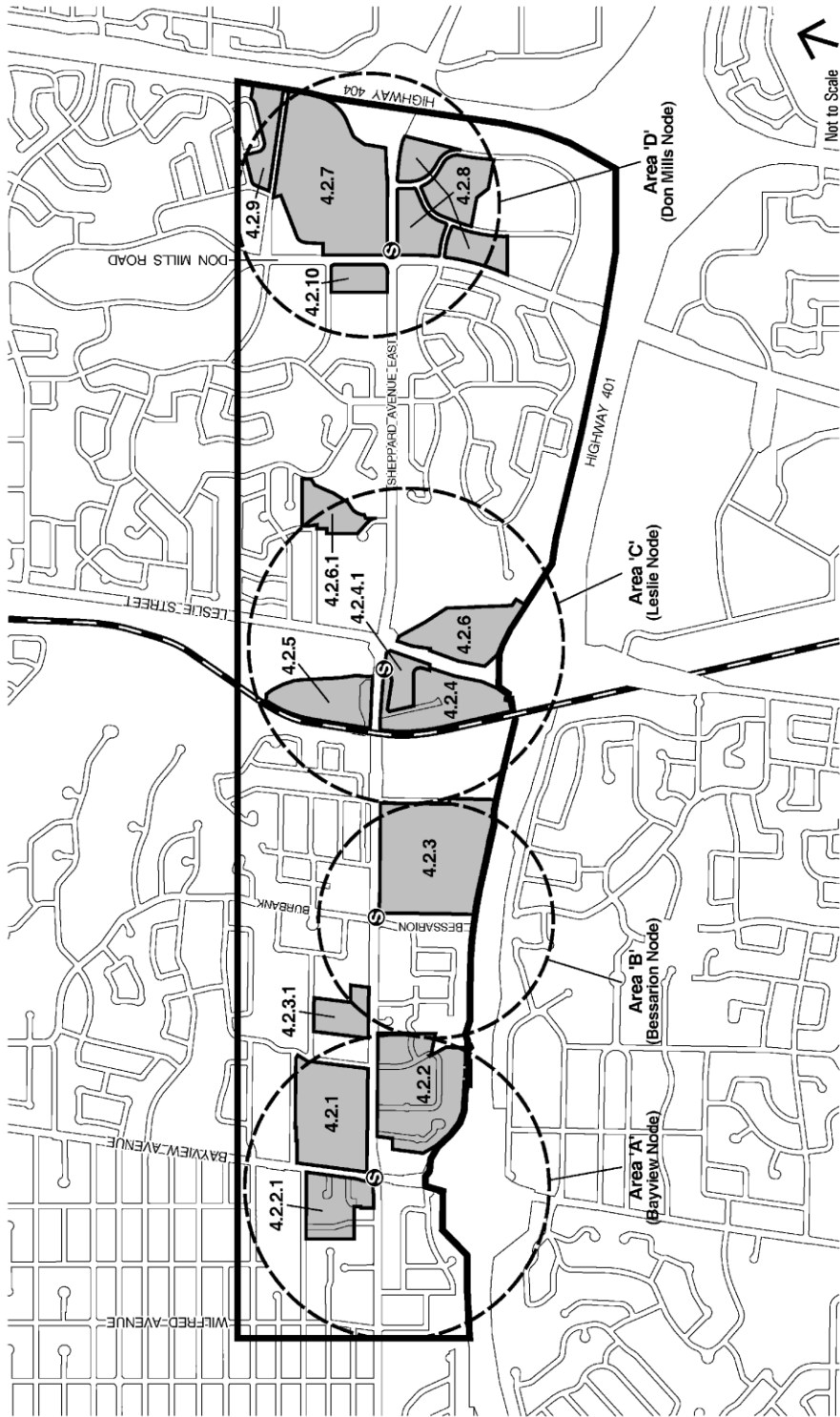
Toronto
Official Plan Amendment #476 - Schedule 1
1650 Sheppard Avenue East
File # 16 270525 NNY 33 0Z

Map 9.2, Key Development Areas, of Chapter 6, Section 9, Sheppard East Subway Corridor
 Secondary Plan is amended by permitting a maximum density of 3.99 times the lot area for
 the lands municipally known as 1650 Sheppard Avenue East, 2500 Don Mills Road,
 2600 Don Mills Road and 25 Leith Hill Road

- Secondary Plan Boundary
- 1.5 Density
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Subway Station




12/11/2019

SCHEDULE 2



Sheppard East Subway Corridor Secondary Plan

MAP 9-3 Specific Development Policies

-  Secondary Plan Boundary
-  Specific Development Policy Areas
-  Subway Station

November 2015



DRAFT

**Sheppard-Don Mills-Leith Hill
Block Context Plan**

Urban Design Guidelines

February 2020



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Sheppard-Don Mills- Leith Hill Block Context Plan
DRAFT Urban Design Guidelines | 2

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5.0 Coordination and Implementation

1.0 Introduction

1.1 Overview and Summary

The Block Context Plan establishes a vision for the development of the Block located in the northwest quadrant of the Sheppard Avenue East and Don Mills Road intersection (the “**Block Context Plan**” or the “**Block**”). The Block Context Plan provides the framework for new public streets and midblock pedestrian connections, new public parkland, publicly-accessible private open spaces (POPS), as well as the general siting, organization and massing and typology for new buildings on the Block.

The Block Context Plan Urban Design Guidelines are comprised of a series of diagrams and design objectives, and a set of urban design principles. The Block Context Plan Official Plan Amendment (OPA 476) demonstrates how the objectives of the ‘Sheppard East Subway Corridor Secondary Plan’, being Chapter 6, Section 9 of the City of Toronto’s Official Plan, to intensify at particular nodes can be achieved. These guidelines also implement the ‘Sheppard Avenue Streetscape Plan’ approved by Council.

- A. The **Structure Diagram** outlines a framework for the physical form of redevelopment using the existing and new streets, parks and open spaces with proposed building locations while facilitating the planned level of intensification.
- B. The **Block Diagram** identifies the development blocks created by new streets and parks that can be achieved using the proposed density objectives of the Site and Area Specific Official Plan Policy.
- C. The **Pedestrian and Vehicular Connections Diagram** illustrates proposed pedestrian, cycling, and vehicular connections within the Block as well as to the surrounding neighbourhoods.
- D. The **Parks, POPS, and Open Spaces Diagram** focuses on location of elements such as Parks, POPS and walkways connecting them.
- E. The **Building Typology Diagram** provides the location for different building types as well as the hierarchy for the Block, recognizing the existing and planned context for the area, and the transition towards the lower scale *Neighbourhoods*.

The Block Context Plan Urban Design Guidelines will be read in conjunction with the Site Specific Official Plan Amendment (OPA 476), the City’s Official Plan and the Sheppard

East Subway Corridor Secondary Plan, as well as the relevant City-wide guidelines, as may be amended from time to time.

1.2 Location

The Block Context Plan Block is comprised of 3.94 hectares located in the northwest quadrant of the Sheppard Avenue East and Don Mills Road intersection, and bounded by Sheppard Avenue East to the south, Don Mills Road to the east, Leith Hill Road to the north, and the eastern property limit of the St. Timothy's Catholic School and St. Timothy's Church to the west. The Block consists of four separate parcels, three of which contain existing "tower in the park" style apartment buildings and one containing an existing Esso gas station and associated convenience store. The Block is located adjacent to the Don Mills subway station.



The topography of the Block is undulating but generally slopes downward from the east to the west and from north east to southwest. There is a more significant change in grade

Sheppard-Don Mills- Leith Hill Block Context Plan
DRAFT Urban Design Guidelines | 5

along the western boundary of the Block in the school yard of St. Timothy's School and St. Timothy's Church. There are existing servicing easements that cross through the middle of the block across all four parcels, including sanitary and stormwater sewers.

Each of the four parcels within the block are summarized below:

1. **2500 Don Mills Road** is a 6,966 square metre parcel located in the southeast portion of the Block. The site is presently occupied by an Esso gas station and car wash facility and convenience store. The majority of the site is developed with paved areas for vehicular circulation and parking. Vehicular access to 2500 Don Mills Road is provided by way of two right-in/right-out driveways, one from Don Mills Road and one from Sheppard Avenue East.
2. **2600 Don Mills Road** is a 13,666 square metre parcel that contains an existing 19-storey rental apartment building. A driveway on Leith Hill Road provides vehicular access to the surface parking areas and underground garage. The southwestern portion of the property contains landscaped open space areas.
3. **1650 Sheppard Avenue East** is a 9,045 square metre parcel that contains an existing 15-storey rental apartment building. Two driveways from Sheppard Avenue East provide right-in / right-out vehicular access to the surface parking areas and underground garage. The northern portion of the property contains landscaped open space areas.
4. **25 Leith Hill Road** is a 9,013 square metre parcel that contains an existing 15-storey rental apartment building. Two driveways from Leith Hill Road provide vehicular access to the surface parking areas and underground garage. The southern portion of the property contains landscaped open space areas.

2.0 Design Principles

2.1 Development Vision:

Official Plan Amendment 476 and the Sheppard-Don Mills- Leith Hill Context Plan Urban Design Guidelines provide the vision for how to redevelop these lands. Official Plan Amendment 476 provides opportunities to provide new housing, in various forms and tenures, public parkland, and new community services for the Block, while enhancing the quality, safety, accessibility and amenity of public realm. Development within the Block will be guided by a number of key objectives relating to the public realm and built form, as well as access and services.

To achieve the vision, the following objectives will be employed:

2.2 Public Realm Objectives

- Introduce new local public streets, new public parkland, midblock pedestrian connections and publicly-accessible private open space to give the neighbourhood its own structure, improve mobility options for existing and future residents and promote community life.
- Establish a new public park on the central portion of the Block to provide amenity and foster a sense of community for existing and future residents of the area.
- Provide landscaped front setbacks, and publicly accessible open spaces to maintain the landscape character of the existing tower-in-the-park apartments.
- Improve the exiting sidewalks and walking conditions by reducing the number of curb cuts.
- Create attractive views to and from the public realm.

2.3 Built Form Objectives

- Facilitate opportunities for appropriate intensification in proximity to existing and planned higher order public transit and infrastructure.
- Identify opportunities for new buildings that will help to animate and define the edges of existing and new public streets and open spaces at good proportion.
- Provide a range of housing types in a variety of built forms, including low-rise townhouses, mid-rise buildings, as well as tall buildings with appropriately scaled based buildings.

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- Create appropriate built form relationships through building setbacks, stepbacks and separation distances, so that overlook to the adjacent properties will be limited and privacy and views from the existing towers will be maintained.
- Maintain and improve the existing apartment buildings within the Block.
- Mitigate negative shadow and wind impacts on the public realm, adjacent properties, open spaces and parks.

2.4 Transportation & Servicing Objectives

- Create a connected and accessible network of public streets, pedestrian connections and bicycle routes that encourage active travel into and through the Block.
- Minimize the creation of new curb cuts and driveways to new public streets and existing sidewalks except as required to serve new or existing buildings.
- Provide minimized on-site vehicular parking at a supply rate that discourages automobile trip generation, and which supports existing transit infrastructure and is consistent with Transportation Demand Management (TDM) measures appropriate for the area.
- Encourage the provision of 'car-share' vehicles within the Block and the accommodation of bikeshare facilities as part of TDM measures for each development parcel with the intention of decreasing existing and future residents' reliance on personal automobile ownership.
- Provide high-quality, on-site bicycle parking facilities in accordance with the requirements of the Toronto Green Standard.
- Realign and reconnect existing municipal water, sanitary and stormwater services within new public rights-of-way, as appropriate.

3.0 Development Framework

The development framework is to be used to guide the form and layout of new development within the Block Context Plan lands. A structure plan, block plan diagram, pedestrian and vehicular connections diagram, parks, POPS and open space diagram, and a building typology diagram form part of the framework and illustrate the essential elements and important relationships that will shape the emerging community.

3.1 Structure Plan

Development within the Block will be defined by a series of new public realm elements, including new public streets, a new public park, new POPS, and new pedestrian midblock connections.

Buildings edges play an important part in influencing the public realm. These public realm elements are conceptually illustrated on the Structure Plan.



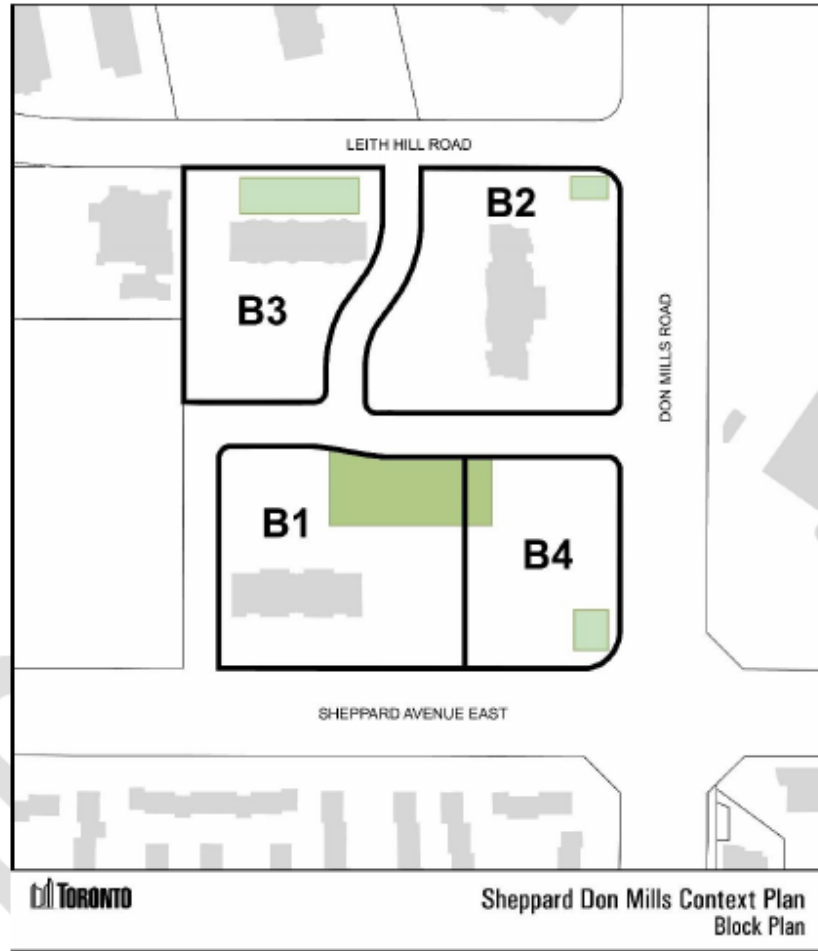
- Existing Buildings
- Open Space POPS
- View Terraces
- New Building Edge
- Pedestrian Midblock Connection
- Servicing
- Park



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3.2 Block Plan Diagram

The four existing large properties will be reconfigured when new public streets bisect the Block. The new public street system will be required to provide additional vehicle, bicycle, and pedestrian connections from the neighbourhood to Sheppard Avenue East, Don Mills Road, and Leith Hill Road and the surrounding neighbourhood.



- Existing Buildings
- New Block Boundary
- Park
- Open Space POPS



3.3 Pedestrian and Vehicular Connections Diagram

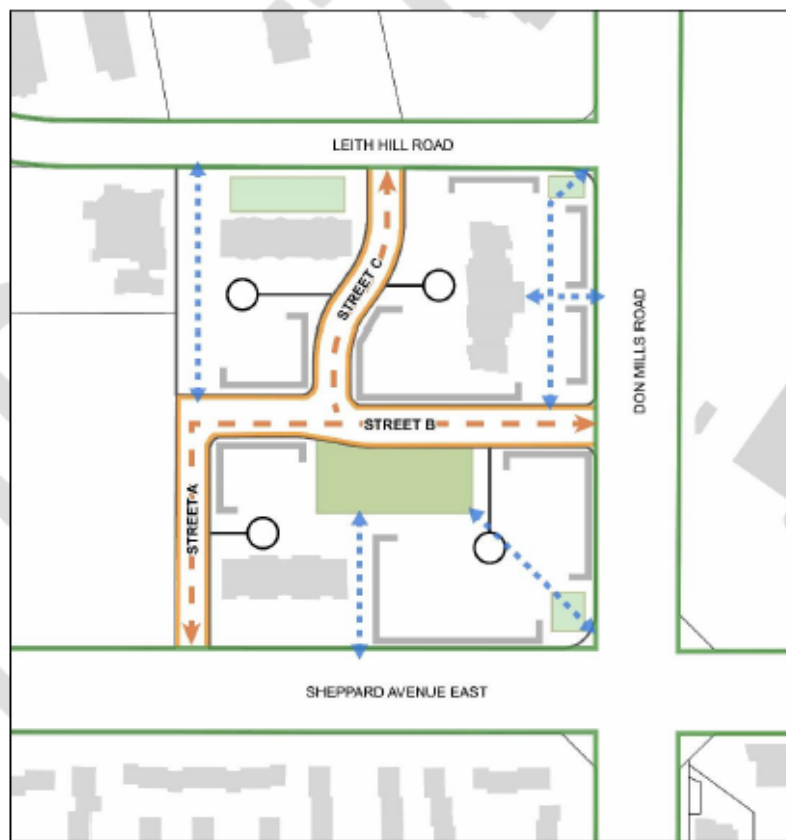
A network of new pedestrian and vehicular connections will provide access into and through the Block. This will occur through a mix of new public streets as well as publicly-accessible, privately-owned connections through each of the properties within the larger quadrant.

The new connections are intended to join the existing buildings and the new development proposed within block to the existing TTC station at the northeast corner of Don Mills Road and Sheppard Avenue East and other public transit, as well as to provide connections to the new centrally located public park.

3.3.1 Public Streets

The development of the Block Context Plan, will require three new public streets. The purpose of the new public street network is to provide for vehicular, pedestrian and bicycle connections into and through the Block, making the Block accessible to the neighbouring community. All new public streets will be designed in accordance with the City's design standards. The new public streets are described as follows:

Street 'A' establishes a north-south connection on the western portion of the Block from Sheppard Avenue East



Toronto Sheppard Don Mills Context Plan
Pedestrian and Vehicular Connections

Existing Buildings	Open Space POPS	Existing Sidewalks
New Building Edge	Pedestrian/Bike Connection	New Sidewalks
Park	Servicing	Vehicular Connections

Not to Scale

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to a new east-west public street. As illustrated on the Pedestrian and Vehicular Connections Diagram, the right-of-way width will be 15.0 metres, and will include two lanes for vehicular traffic in each direction, a sidewalk on the east side of the road surface, and soft landscaped boulevards on both sides of the street. The width of the Street 'A' right-of-way may be expanded in the future to include a public sidewalk on the west side of the road surface and a wider landscaped boulevard on lands that presently form part of St. Timothy's Catholic School.

Street 'B' is a new east-west public street that extends from the western extent of the Block, connecting to Street 'A' and extending east to Don Mills Road. As illustrated on the Pedestrian and Vehicular Connections Diagram, the right-of-way width will be 18.5 metres and will include two lanes for vehicular traffic in each direction, sidewalks on both sides of the road surface, and a soft landscaped boulevard.

Street 'C' is a north-south public street that will connect from the mid-portion of Street 'B' to Leith Hill Road. As illustrated on the Pedestrian and Vehicular Connections Diagram, Street 'C' will have a right-of-way width of 18.5 metres and will include two lanes for vehicular traffic in each direction, sidewalks on both sides of the road surface, and a soft landscaped boulevard.

3.3.2 Pedestrian Connections

Where appropriate, pedestrian connections may feature a soft landscape buffer to provide a visual distinction between the publicly-accessible spaces and the private realm. The pedestrian connections are intended to flank the edges of the new public streets. Less formal routes such as mid-block connections will provide connections through the various development sites within the Block in order to provide greater permeability through the site, through landscaped open areas, between buildings, and connecting entrances and amenities.

3.3.3 Access and Servicing

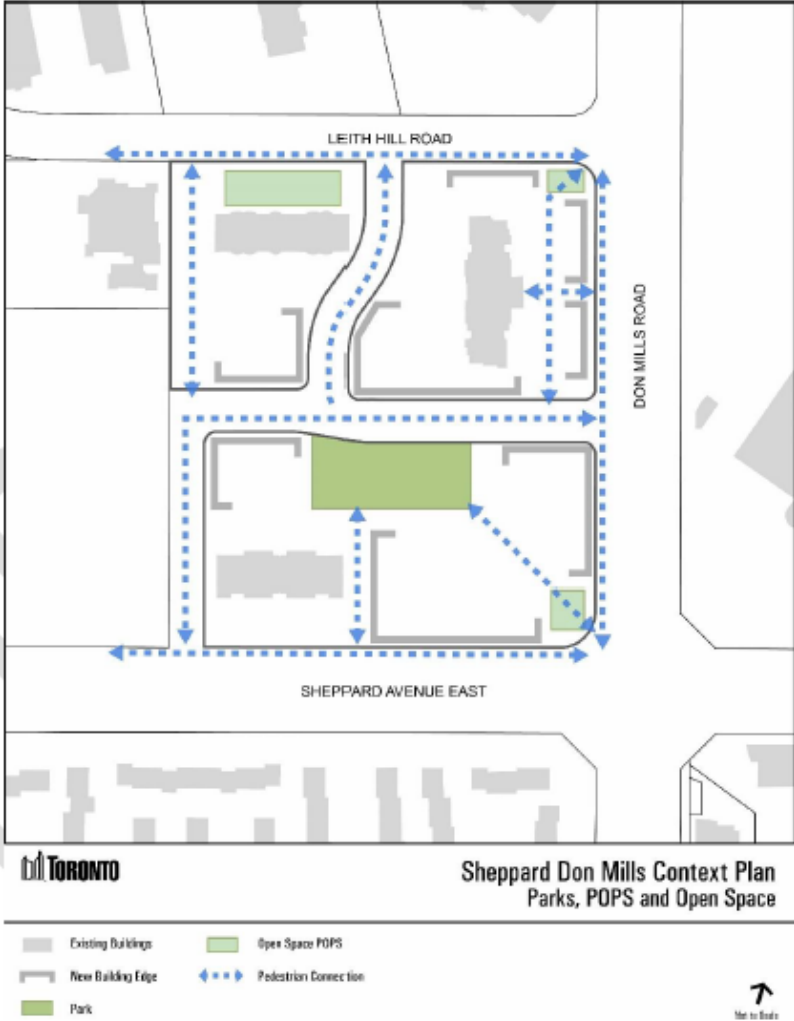
The number of private driveways and curb cuts from public streets should be minimized. When driveways and curb cuts cannot be consolidated, the City may consider additional access and servicing points as necessary to serve new and existing buildings. Properties that require more than two curb cuts for private driveways (existing and new), will be required to demonstrate that all options for consolidation have been exhausted, and that each additional curb cut /driveway is appropriate.

Access to new underground parking and loading areas will be organized and screened from the public realm to minimize their visual presence and impacts. Existing loading and servicing areas will be organized and screened from the public realm and/or improved through built form and landscape treatments to minimize visual presence and impacts.

3.4 Parks, POPS, and Open Space Diagram

There are two existing parks in the neighbourhoods, the Darlington Park to the north-west and Parkway Forest Park to the south-east and they will be supplemented by the proposed park located in the middle of the block. The new park will provide space for the residents and the community activities and help to maintain the park-like character of the neighbourhood.

A series of Privately Owned Publicly Accessible Spaces (POPS) are proposed within the Block as well. These new open spaces will reinforce the green character of the area and support further the public realm.



3.4.1 Public Park

A new public park with a minimum area of 1,604 square metres will be located in the central portion of the Block, fronting onto the new east-west public street, as shown on the Structure Plan Diagram.

The land area dedication requirement for each of the four parcels within the Block will be determined and secured on a site-specific basis as part of the development approvals process. The expansion of the park will occur in a manner that increases the new public parks size and usability, creating additional amenities for the benefit of existing and future residents.

3.4.2 Privately Owned Publicly Accessible Open Spaces (POPS)

There are many opportunities for providing privately owned publicly accessible open spaces (POPS) on the sites. The POPS are identified at the edges of the existing streets and buildings, providing additional space for community activities as well as enhancing the pedestrian experience on the streets.

POPS generally include the front yards, side yards, or rear yards of existing apartment buildings and are conceptually shown on the Parks, POPS, and Open Space Diagram. A variety of types of spaces ranging in size, scale, and locations will be provided on each Block in a variety of forms, such as soft landscape park-like areas, as well as plazas with trees and benches.

3.5 Site Organization

Development within the Block Context Plan Block will locate buildings in a manner which respects and enhances the existing buildings, while improving the definition and safety of the new public street network and pedestrian linkages. The Block will be organized in a manner that connects the public realm, including the streets, public parks and POPS. The location of new and existing buildings are conceptually illustrated on the Building Typology diagram.

Within the Block, new buildings are intended to have ground floor uses that promote the use of public streets as well as animate and enhance the safety of the streets, open spaces, and pedestrian connections. A range of housing types, tenures, and affordability will be provided for in the Block. New building locations should maintain sight lines and physical access to the entrances of existing buildings.

3.5.1 Existing Buildings

Existing apartment buildings on each of the properties within the Block will be retained and improved, to ensure high quality living conditions for existing and future tenants.

Additional improvements to the ground floors of existing apartment buildings are encouraged, including the creation of through lobbies, the creation of ground floor amenity areas, and the introduction of vision glass to provide views into and from ground floor uses.

3.5.2 New Buildings

New buildings may be developed on portions of the properties within the Block as conceptually illustrated on the Building Typology diagram. A variety of building typologies are envisioned – including low-rise, mid-rise and tall buildings – to accommodate a range of housing types, uses, and tenures.

New buildings will establish a strong built form relationship with adjacent public streets and open spaces. The ground floor of new buildings will be lined with active, street-related uses, including lobbies, dwelling units, amenity spaces, and other uses, to provide



Sheppard Don Mills Context Plan
Building Typology

- | | | |
|---------------|--------------------|-----------|
| New Buildings | Existing Buildings | Servicing |
| 1 - Tower | Park | |
| 2 - Midrise | Open Space POPS | |
| 3 - Townhouse | | |



opportunities for casual overlook, to help animate the public realm and provide for “eyes on the street”.

The height and densities of the Block will transition down from the intersection of Sheppard Avenue East and Don Mills Road. The building heights will decrease as one moves north and west. Building heights and massing will be designed in such a manner that shadow impacts on the existing low density Neighbourhood will be minimized. The maximum permitted height and density of new buildings will be established through site-specific Zoning By-law Amendment applications for each of the respective Blocks.

3.6 Community Services and Facilities

The Block Context Plan will contain new community facilities in order to ensure the availability of facilities and to create a complete community. The use and function of community facility spaces on the Block will be developed with the City and the user groups. Community Services for the Block may include the provision of a not-for-profit daycare facility, community organization space or other space operated by the City or a City-approved provider.

4.0 Design Guidelines

To ensure that the new built form will have a positive impact on the public realm and people in this area, the following built form and public realm framework should guide the future infill development within the Block Context Plan area:

4.1 Public Realm

The proposed public realm is characterized by an appropriately integrated system of new and existing streets, parks, open spaces, walkways, and buildings that will encourage walking and contribute in improvement of the quality of life. The streets and open spaces will be framed by the buildings at the right proportions, respecting the width of the streets and the human scale and ultimately providing safe, beautiful and comfortable pedestrian connections enhanced with boulevards, trees, attractive view, landscaping and active uses at grade. The following guidelines will apply to future developments:

4.1.1 Streets and Open Spaces:

- Link the new public park and POPS together and connect to the existing parks and the neighbourhood, integrating them with the pedestrian pathways network system.

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- Provide a variety of spaces and amenity areas ranging in size and scale including: children's play areas, community open spaces, sport activities spaces, outdoor seating areas, benches, and landscaped points of interest.
- Provide soft landscaped park-like areas as well as hard courtyards with trees.
- Provide enhanced architectural building and landscape treatment to highlight vista terminuses.
- Provide sidewalks and green boulevards with trees on both sides of the new streets.
- Introduce pedestrian crosswalks and alternative measures for traffic calming to slow traffic at the intersections.
- Ensure public streets and include sidewalks, trees, and landscaping with well integrated drop-off areas.
- Introduce street parking where possible to slow down traffic and reduce desirability of cut through traffic.
- Frame the edges of open spaces and streets with active uses at grade.
- Maintain mature trees whenever possible.

4.1.1 Parking and Servicing:

- Minimize the servicing areas and integrate them with the site design so that they are safe and pedestrian friendly.
- Limit the number of new curb-cuts onto public streets.
- The existing and proposed servicing activities such as garbage, loading, ramps and vehicular parking should be located or relocated underground or within the building mass, screened, and away from the public realm and public views.

4.2 Building Typologies

As part of the Block Context Plan, it is envisioned that the Block will contain a variety of new building typologies, including low-rise buildings (e.g., townhouses, stacked townhouses or back-to-back townhouses), mid-rise buildings, and tall buildings in a tower-and-base form.

The location of each building typology will be in keeping with the locations shown on the Building Typology diagram. The precise location and building massing and articulation of new development on each of the individual properties within the Block will be determined on a site-specific basis through the development approvals process.

All building typologies should reflect the following guidelines when considering their location within the site.

- Place and orient the building so it will define the streets, parks and open space edges.
- Locate the buildings to frame important views from the public realm.
- Locate the buildings so they will allow the extension of the existing network of public streets, parks and open spaces and allow for views and access to the open spaces.
- Orient and design the buildings to protect access to sunlight and sky view within the existing context.
- Locate the buildings so their main entrances address public streets and will be visible and directly accessible from the public realm.
- Provide a minimum of 6 metre wide pedestrian zones along Sheppard Avenue East and Don Mills Road.

4.2.1 Tall Buildings

Tall buildings are permitted in the locations conceptually shown on the Building Typology diagram. Each of the tall buildings will be located, massed, and designed to implement the City of Toronto's Tall Building Design Guidelines.

Tall buildings will be comprised of a base, middle and top and will be designed in accordance with the following built form directions:

- Base buildings will be setback a minimum of 3.0 metres from public streets and a minimum of 5.0 metres from new public parks.
- The height of the tower base buildings will be not taller than 6 storeys along Sheppard Avenue East and Don Mills Road and they will not exceed 3 storeys in height when placed along the new streets parks and open spaces within the site.
- The base building will provide active uses at grade and reflect the pedestrian scale.
- The middle/tower element of tall buildings will be designed to achieve a minimum 3.0 metre building setback from the base building.
- The middle/tower element of tall buildings will be designed to achieve a maximum 750 square metre floor plate gross construction area, and excluding balconies.
- Balconies will be limited from the corners.
- Provide separation distances of at least 25 metres between the existing towers and proposed buildings so the overlook and shadow accumulation on neighbourhoods, open spaces and public streets will be limited, and privacy from the existing towers will be maintained.
- The design of the tall buildings top will contribute to the city skyline and create distinctive wayfinding features.

4.2.2 Low-rise and Mid-rise Buildings

Low-rise and mid-rise buildings are envisioned to line the edges of new public streets, as shown on the Building Typology diagram. The development of new low-rise and mid-rise buildings will be in keeping with the City's Avenues & Mid-rise Buildings Study, and the Townhouse and Low-Rise Apartment Building Urban Design Guidelines.

4.2.2.1 Mid-rise buildings

Mid-rise building heights will not exceed a 1:1 street proportion. Additional measures such as angular planes and separation distances will be used to evaluate mid-rise buildings,

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which may result in the heights of buildings being less than the 1:1 street proportion commonly attributed to mid-rise buildings.

Midrise buildings will be setback from the property line in order to promote ground floor uses and ensure that appropriate transition between public and private realm is provided. The base building should be articulated so to provide visual interest, and should not overwhelm the pedestrian realm or open space connections.

4.1.2.2 Low-rise buildings

Low-rise buildings on the Block Context Plan will generally be 3 to 4-storeys in height and in the form of townhouse buildings. These units should open directly to ground level and landscaped edges. Setbacks, private yards, and front entrances should be landscaped to contribute to the streetscape and the Block. The front setbacks for townhouses should be a minimum of 3 metres to ensure appropriate transition between the public and private realms. Low rise building should conform with the Townhouse and Low-rise Urban Design Guidelines.

5.0 Coordination & Implementation

The Block Context Plan will be implemented through an amendment to the Sheppard East Subway Corridor Secondary Plan. Additional Site and Area Specific policies for each Block will be added to the Sheppard East Subway Corridor Secondary Plan on a site-specific basis as part of the planning approvals process for each individual property within the Block.