

1100 Sheppard Avenue West – Official Plan and Zoning By-law Amendment Applications – Final Report

Date: May 26, 2020

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 6 - York Centre

Planning Application Number: 19 132479 NNY 06 OZ

SUMMARY

This application proposes to amend the Official Plan Site and Area Specific Policy #55 and site-specific Zoning By-law 1185-2010 (OMB) to permit the development of a 14-storey (45.7 metre high), 392 unit residential apartment building containing 29,602 square metres of gross floor area.

The development proposal conforms with the policies of the Official Plan and is compatible with its surrounding context. The development introduces an appropriate built form to the site and provides improved public realm along De Boers Drive to the south, Sheppard Avenue West to the west and Kodiak Crescent to the north. The development will provide a variety of unit sizes, including larger units suitable for families and is located in close proximity to the Sheppard West subway station.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 1100 Sheppard Avenue West substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 7 to this report.

2. City Council amend Zoning By-law 7625, as amended by Zoning By-law 1185-2010 (OMB), of the former City of North York, for the lands at 1100 Sheppard Avenue West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8 to this report.

3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or Draft Zoning By-law Amendment as may be required.

4. Before introducing the necessary Bills to City Council for enactment, require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:

a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:

i. Prior to the issuance of the first above grade building permit, a financial contribution, in the amount of \$400,000 shall be submitted to secure for public art on the lands to the satisfaction of the Chief Planner and Executive Director, City Planning Division. The owner shall submit a Public Art Plan that is in accordance with the City's Percent for Public Art Program to the satisfaction of the Chief Planner and Executive Director, City Planning Division and the terms of the Percent for Public Art Program shall be set out in the Section 37 Agreement.

ii. Prior to the issuance of the first above-grade building permit, the owner shall make a cash contribution to the City in the amount of \$800,000 to be used for improvements to the local park and the pedestrian realm between the subject site and the Sheppard West subway station, to be determined by the Chief Planner and Executive Director, City Planning Division in consultation with the local Councillor. The financial contribution amount shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment for the local park and streetscape improvements.

iii. In the event the cash contributions referred to in Recommendation 4.a.ii above has not been used for the intended purpose within three (3) years of the implementing Zoning By-law Amendment coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the local Councillor, provided that the purposes are identified in Toronto's Official Plan and will benefit the community.

b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

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

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

The lands subject to the current application were part of a larger parcel that has been subject to a number of planning applications and has been incrementally developed. This is the final remaining development parcel. Briefly, the planning application history is as follows (See Attachments 3a to 3c).

In 2001, applications for Draft Plan of Subdivision (File No. 2001 035185 NNY 08 SB) and Zoning By-law Amendment (File No. 2001 035196 NNY 08 OZ) were filed with the City to enable mainly residential development with a mix and range of unit sizes on the site. Non-residential uses such as retail and office uses would be encouraged at grade. The approved subdivision created a public road (now De Boers Drive) which bisected the site from Sheppard Avenue West to W. R. Allen Road and created a park block of approximately 929 square metres immediately south of De Boers Drive. Both the Draft Plan of Subdivision and the Zoning By-law Amendment applications were appealed to the Ontario Municipal Board (OMB) by the applicant where they were approved, resulting in a registered Plan of Subdivision and a Zoning By-law 1185-2010 (OMB), which remains in effect on the overall larger parcel. The approved Zoning By-law anticipated future development on the site for both north and south of De Boers Drive (See Attachment 3a).

The creation of De Boers Drive effectively separated the large block into two parcels and the southern parcel was sold to a developer who filed applications for residential condominium tower development. Applications were submitted for Site Plan Approval and Condominium Approval for four residential towers with grade-related non-residential uses to be developed in two phases. Phase 1 consisted of buildings now known as 1070 Sheppard Avenue West and 55 De Boers Drive (File Nos. 2007 258694 NNY 08 SA and 2010 100688 NNY 08 CD). Phase 2 consisted of buildings now known as 1060 Sheppard Avenue West and 1 De Boers Drive (File Nos. 2008 151497 NNY 08 SA and 2011 189974 NNY 08 CD). All four buildings are constructed and occupied. The park block which was created by the above-noted draft plan of subdivision is now integrated with the private open space in the centre of the southern block owned by the surrounding condominiums. A maintenance agreement exists for the adjacent condominium corporations to maintain the park block on behalf of the city (See Attachment 3b).

A large furniture retail store and associated warehouse was located on the land parcel north of De Boers Drive for many years. In 2006, an application was received by the

City to convert the building into a 5-storey office building with an internal parking structure through Site Plan Control (File No. 2006 161522 NNY 08 SA). This building is known as 20 De Boers Drive. Between 20 De Boers Drive and W. R. Allen Road, the approved zoning by-law 1185-2010 (OMB) anticipated a 14-storey apartment building that is currently under construction (File No. 17 170226 NNY 08 SA). This building will be known as 10 De Boers Drive and the parcel of land containing this building has been severed by Committee of Adjustment Application B0065/16NY.

The current application has been submitted to amend the Site and Area Specific Policy #55 of the Official Plan and Zoning By-law 1185-2010 (OMB) for the vacant parcel of the lands north of De Boers Drive, east of Sheppard Avenue West and west of the building known as 20 De Boers Drive (See Attachment 2 and Attachment 3c).

A pre-application meeting was held on December 5, 2018. The current application was submitted on March 29, 2019 and deemed complete as of the application date by letter dated June 4, 2019. A Preliminary Report on the application was adopted by North Community Council on June 25, 2019 authorizing staff to conduct a community consultation meeting. The decision of the Community Council can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY7.9>

PROPOSAL

This application proposes to amend the Official Plan Site and Area Specific Policy #55 and site-specific Zoning By-law 1185-2010 (OMB) to permit the development of a 14-storey (45.7 metre high), 392 unit residential apartment building containing 29,602 square metres of gross floor area. The floor space index is 7.3 times the lot area.

The proposed building includes a main pedestrian entrance on the west side of the building facing Sheppard Avenue West in a location that is mid-block to the site. Primary vehicular access and a secondary pedestrian access to the lobby would be located interior to the site on the east side of the building, accessed from an existing north-south driveway that runs between De Boers Drive and Kodiak Crescent. The driveway would provide access to a loading space, a ramp to the underground parking structure and a pedestrian pick-up/drop off area. Parking would be provided in a 3-level below grade parking structure containing a total of 352 parking spaces of which 313 would be allocated to residents and 39 would be provided for visitors. Of the total parking spaces provided, 10 spaces would be accessible parking spaces and seventy of the parking spaces would be fitted with electrical charging outlets.

The ground floor height would be 3.55 metres and proposed at-grade uses would include lobbies and a mail room, 19 residential units, indoor amenity space and servicing functions in the form of a garbage staging room inside the building. Exterior to the building would be amenity areas, a covered loading area, short-term bicycle parking and a pedestrian drop-off area, all located along the east side of the building.

Residential units would be provided with private amenity space in the form of balconies and terraces. The building would include 599 square metres of indoor and 959 square

metres of outdoor amenity area, located throughout the building including an outdoor amenity area on the roof top which would include wind-protected dining and BBQ areas, as well as a sound- and wind-protected children's play area with swings and slides, surrounded by landscaping and trees.

Eight 2-storey units would be provided on the 4th/5th floor and twelve 2-storey units would be provided on the 13th/14th floor. All 2-storey units would be located along the north, west and south sides of the building. Many of the upper level 2-storey units would have landscaped terraces that open to the rooftop communal area further extending the backyard for those families.

The general setbacks and stepbacks of the proposed building are shown on a simplified site plan (See Attachment 9).

Long-term bicycle parking (267 spaces) for residents would be provided in a number of locations, including secure bike rooms, in the first level (P1) of the below grade parking structure. Short term bicycle parking (28) spaces would be provided at-grade in a sheltered space.

Of the 392 residential units, the applicant proposes the following unit mix:

| | |
|-------------------------------------|------------|
| Studio (< 45 m2) | 46 (12%) |
| One-bedroom/ One-bedroom + den | 152 (39%) |
| Two-bedroom | 152 (39%) |
| Three-bedroom/Three-bedroom and den | 42 (10%) |
| Total | 392 (100%) |

The in-force zoning by-law permits a 35 metre high building which equates to an eleven or twelve storey building and the maximum number of permitted units is not specified. The maximum building size permitted on this site by by-law 1185-2010 (OMB) is between 14,000 and 20,000 square metres provided the total gross floor area of all buildings north of De Boers Drive does not exceed 46,965 square metres. To date, the gross floor area for both the existing office building at 20 De Boers Drive (17,728 m2) and the approved building which is under construction at 10 De Boers Drive (13,468m2) is 31,196 square metres which would leave a maximum of 15,769 square metres for a building on the subject site.

Site and Surrounding Area

The subject site is 4058 m2 in size and is municipally known as 1100 Sheppard Avenue West. The lands are located at the northeast corner of Sheppard Avenue West and De Boers Drive.

Land uses surrounding the subject site area as follows:

North: a gas station and convenience store at 1138 Sheppard Avenue West and a two storey industrial-commercial building at 10 Kodiak Crescent. One storey industrial commercial buildings are located beyond.

South: De Boers Drive is located immediately south of the site. Four residential condominium apartment buildings, ranging in height from 15 storeys to 18 storeys, are located on the U-shaped parcel of land fronting W. A. Allen Road and Sheppard Avenue West. Within the central portion of the block, a public park is incorporated into amenity space owned and maintained by the surrounding condominium corporations.

East: the 5-storey DOMO office building and a recently approved 14-storey apartment building (Avro Condominium) which is under construction (File No. 17 170226 NNY 08 SA).

West: Federally-owned lands and facilities across Sheppard Avenue West (Department of National Defence).

Reasons for Application

The applicant has applied for an amendment to the Official Plan to address the overall permitted density on the larger site comprising 10 De Boers Drive, 20 De Boers Drive and the subject lands known as 1100 Sheppard Avenue West, which was capped at 3.0 times the lot area, but could be increased to 3.4 times the lot area if certain development benefits are achieved. In particular, SASP #55 permits an increase in density for the larger site if the applicant enhances the pedestrian realm between the development and the Sheppard West Subway Station (formerly Downsview Subway Station). Maximum building heights are also set out in the Official Plan for this site through SASP #55 and the applicant is requesting an increase in the maximum building height from 35.0 metres to 45.0 metres.

The applicant has applied for a Zoning By-law Amendment for the purposes of updating the Gross Floor Area definition and amending the parking requirements to be consistent with the City of Toronto Zoning By-law 569-2013. Additionally, the zoning amendment proposes increasing the height of the proposed building from 234.1 metres above sea level to 244.8 metres above sea level in the site specific Zoning By-law 1185-2010 (OMB), and to introduce appropriate development standards to accommodate the proposed development.

In summary, the applicant is requesting a zoning by-law amendment for a 45 metre, 14-storey high building containing approximately 329 residential units with a gross floor area of 29,602 metres square. This proposed building would be two storeys higher than originally approved by By-law 1185-2010 (OMB) with an increase in gross floor area of 13,822 metres square.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Computer Generated Building Mass Model
- Toronto Green Standards Checklist
- Planning Rationale
- Pedestrian Level Wind Study
- Sun/Shadow Study
- Noise Impact Study
- Public Consultation Strategy Report
- Energy Strategy
- Parking and Loading Assessment
- Geotechnical Study/Hydrological Review
- Functional Servicing and Stormwater Management Report
- Site Servicing Plan
- Environmental Impact Study
- Arborist Report.

The above-noted reports and studies are available on the Application Information Centre (AIC) website at:

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

Agency Circulation Outcomes

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

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (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;
- Ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- Ensuring opportunities for job creation;
- Ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- Protecting people, property and community resources by directing development away from natural or human-made hazards.

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

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

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

The PPS (2020) can be found here:

<https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

Provincial Plans

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

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

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

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

Planning for Major Transit Station Areas

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. The subject lands are located approximately 500 metres from the Sheppard West subway station.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan, Site and Area Specific Policy (SASP) #55, the Allan-Sheppard Urban Design Guidelines, the Avenues and Mid-Rise Buildings Study, Mid-Rise Buildings Performance Standards Addendum and the Growing Up Planning for Children in Vertical Communities Guidelines.

Chapter 2 - Shaping the City

The Official Plan identifies the subject site as an Avenue on Map 2 Urban Structure (See Attachment 4). The Avenues are important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the appearance of the street, shopping opportunities and transit service for community residents.

Chapter 3 - Building a Successful City

The built form policies of Section 3.1.2 of the Plan provide for new development to be located and organized to fit with its existing and/or planned context. This is accomplished by generally locating buildings parallel to the street or along the edge of a park or open space, having a consistent front yard setback, acknowledging the prominence of corner sites, and locating entrances so they are clearly visible, and providing ground floor uses that have views onto, and access from, the street. The policies direct new development to also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to existing neighbouring development and/or minimize additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Section 3.2.1 of the Official Plan includes policies that encourage the provision of a full range of housing, in terms of form, tenure, and affordability, and the protection of rental housing units.

Chapter 4 - Land Use Designations

The subject lands are designated *Mixed Use Areas* on Map 16 of the Official Plan (See Attachment 5). This is one of four designations identified in the Official Plan as providing opportunities for increased jobs and/or population. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Underutilized lots within *Mixed Use Areas* have the potential to absorb much of the new housing growth expected in Toronto over the coming decades. While the *Mixed Use Areas* designation encourages intensification, the Plan recognizes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

Section 4.5.2 of the Official Plan identifies a number of development criteria for new development in *Mixed Use Areas* that reinforce the built form policies contained in the Official Plan. It is the intent that development will:

- Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- Provide for new jobs and homes for Toronto's growing population on underutilized lands in areas such as designated *Mixed Use Areas*;
- Provide a transition between areas of different development intensity, particularly providing setbacks from and stepping-down of building heights towards lower scale Neighbourhoods;
- Locate and mass new buildings to minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinoxes;
- Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- Provide an attractive, comfortable and safe pedestrian environment;
- Have access to schools, parks, community centres, libraries, and childcare;
- Take advantage of nearby transit services;
- Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Chapter 5 - Implementation

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in

return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title, when development thresholds in the Official Plan are met. As the proposed increase in height and density meets the thresholds, Section 37 benefits will be required and will be secured in a Section 37 Agreement.

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

Site and Area Specific Policy #55

The application is subject to Site and Area Specific Policy (SASP) #55 in Chapter 7 of the Official Plan. Site and Area Specific Policy #55 was incorporated into the Official Plan to designate the original larger site (See Attachment 3A) *Mixed Use Areas*. SASP #55 contains required development criteria for the original larger site, including:

- A maximum density of 3.0 times the area of the lot, with the ability to increase density to 3.4 times the area of the lot upon the provision of specific community benefits;
- Building heights up to 45 metres which are to step down in height away from the Sheppard Avenue West and Allen Road intersection;
- The provision of public art in publicly accessible locations;
- The provision of a centrally located park;
- A requirement for resident parking to be located below grade;
- Servicing details, and
- How the development on individual sites is to be implemented.

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

Allen Sheppard Urban Design Guidelines

The Allen-Sheppard Guidelines form part of the Urban Design Guidelines companion document to the Official Plan, adopted by Council in July 2004. Development in the Allen-Sheppard area is to be consistent with the guidelines, which are to be read in conjunction with the urban design policies in the Official Plan. The Allen Sheppard area comprises approximately 138 hectares surrounding the intersection of Allen Road and Sheppard Avenue West. The Urban Design Guidelines set out a structure plan of streets and open spaces, public realm guidelines, built form guidelines and other design matters such as environmental issues, heritage and public art. The Development Framework is to be used as supporting material in the evaluation of Official Plan, Rezoning and Site Plan Review applications.

The subject lands are located within the Northwest Quadrant of the Allen-Sheppard Urban Design Guidelines. The Allen-Sheppard intersection should be treated as a secondary urban centre where development is encouraged at a higher density of mixed residential and employment uses. Given the proximity to the subway station this precinct will appropriately support a mix of land uses characterized by a vibrant and diverse street life.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Avenues & Mid-Rise Buildings Study and Mid-Rise Building Performance Standards Addendum

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

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

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Draft Growing Up Guidelines 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 Guidelines are available at: <https://www.toronto.ca/city-government/planningdevelopment/planningstudiesinitiatives/growing-up-planning-for-children-in-new-verticalcommunities>

Zoning

The development site is zoned C4(7) by Zoning By-law 1185-2010 (OMB) under Zoning By-law 7625 of the former City of North York.

Permitted uses on this site include an Apartment House Dwelling as well as a variety of commercial uses including business and professional offices, financial institutions, professional medical offices, restaurants and retail stores, personal service shops, among others.

At the time of the By-law approval by the former Ontario Municipal Board, it was anticipated that the site would be developed with an apartment building. The site specific Zoning By-law sets out a range of the total gross floor area permitted on the subject lands as being between 14,000 and 20,000 square metres. The site specific Zoning By-law also sets out the maximum building height on the subject lands at 234.1 metres above sea level or 35 metres, which would permit an 11- or 12-storey building. The delineation of the anticipated building is shown on Schedule C4(7) to By-law 1185-2010 along with minimum building setbacks and stepbacks. Parking standards included in the zoning by-law reflect the standards of the former City of North York.

The property is subject to the Airport Hazard Zoning shown on Schedule 'D' of By-law 7625. Schedule 'D' identifies a maximum building height for this site of 15.24 metres.

The site is not zoned by the City's Zoning By-law 569-2013, which may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

Community Consultation

On June 13, 2019 a community consultation meeting was attended by approximately 40 residents, the Ward Councillor, City staff, the applicants and their consultants. The meeting was held in vacant office space in the Domo Building, 20 De Boers Drive. The following comments/concerns were raised by the community and through correspondence.

- Concern with the proposed height and density associated with a 14-storey building on the undeveloped site, in an area already developed with multiple residential buildings;
- Concern that the privately-owned open space surrounding the existing public park across De Boers Drive to the south would be utilized by residents of the new building to the detriment of the open space;
- Concern that the existing public park does not have sufficient equipment and appropriate facilities to serve the existing and new residents;
- Concern that traffic in the area would increase given the number of units proposed in the new building; and
- Concern that the existing configuration of traffic lanes (including medians) does not provide sufficient options for existing residents to move around their neighbourhood in their vehicles.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2019) as follows:

Provincial Policy Statement (2020)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS. Staff have determined that the proposal is consistent with the PPS as follows:

Policy 1.1.3.3 of the PPS refers to a municipality identifying appropriate locations and promoting opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. Policy 1.1.3.4 refers to promoting appropriate development standards which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 speaks to an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

Policy 4.7 of the PPS refers to the Official Plan as the most important vehicle for implementing the PPS and as such the development standards in the Official Plan, which provide direction for built form transition among other things, have particular relevance. Details of staff's evaluation are contained in sections of this report that address the Official Plan and design criteria.

The proposal is consistent with the relevant policies of the PPS. It provides for a healthy, liveable, and safe community by accommodating an appropriate mix of housing units. The proposal is a compact form of development located on a major road and transit priority segment in close proximity to a subway station, efficiently using the land, resources, infrastructure and supports active transportation and transit.

A Place to Grow (2019)

The City has reviewed the subject application against the Growth Plan for the Greater Golden Horseshoe (2019).

Section 2.2.1.2 states that the vast majority of growth will be directed to settlement areas and within settlement areas growth will be focused in delineated built-up areas.

Section 2.2.1.3.c) of the Growth Plan (2019) directs municipalities to undertake integrated planning to manage forecasted growth by supporting an urban form that optimizes infrastructure to support the achievement of complete communities through a more compact form.

Section 2.2.1.4 supports the achievement of complete communities that: c) provide a diverse range and mix of housing options, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to: i) a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; and e) provide for a more compact built form and a vibrant public realm, including public open spaces.

The proposed development conforms to the above sections and other relevant policies of the Growth Plan (2019). The proposal provides a range of residential unit sizes that supports a compact urban form within an area directed to support growth that optimizes infrastructure to support the achievement of complete communities.

Land Use

This application has been reviewed against the Official Plan policies described in the Policy Considerations Section of the Report as well as the policies of the Toronto Official Plan as a whole.

The City of Toronto Official Plan directs future growth in the City to areas that are well served by public transit. Specifically, residential growth is intended to be directed to major arterial corridors identified by the Avenues overlay on Map 2 of the Official Plan. In addition to falling within an Avenues corridor, the subject site is located with a Mixed Use Areas land use designation which permits a broad range of residential and commercial uses intended to absorb much of the future residential growth in the city.

The proposal represents an appropriate intensification of the site with a residential land use that is compatible with the surrounding existing and planned context and in conformity with the Official Plan.

Height, Massing and Density

This application has been reviewed against the official plan policies and design guidelines described in the Policy Considerations Section of the Report.

The applicant is proposing a building with a height of 14 storeys (45.7 metres). This height is similar to recent approvals in the area. The following table shows the recently approved nearby building heights:

| Building Name/Address | Building Height |
|---|-----------------|
| Parkside Towers at MetroPlace 1 De Boers Drive | 16 storeys |
| M3 at MetroPlace 1060 Sheppard Avenue West | 17 storeys |
| Metropolis at MetroPlace 1070 Sheppard Avenue West | 16 storeys |
| M1 at MetroPlace 55 De Boers Drive | 15 storeys |
| Avro Condominium 10 De Boers Drive | 14 storeys |

Bombardier Inc., the operator of the airport to the west of Sheppard Avenue West, has reviewed the proposed plans and are satisfied with the height of the proposal. The applicant will be required to comply with certain conditions at the time that cranes are erected for construction purposes. The proposed building height is in keeping with nearby buildings and is satisfactory to city planning staff.

The building is proposed to be massed along the De Boers Drive, Sheppard Avenue West and Kodiak Crescent lot lines with a setback of approximately 3 metres in each case. This setback area accommodates private amenity areas for individual units as well as shrub planting beds for privacy. This is an appropriate location for a building within a Mixed Use Areas designation and with an Avenue overlay as the building frames and supports all the public street frontages. The proposed building complies with the building envelope illustrated in the in-force zoning by-law 1185-2010 (OMB) from the ground floor to the fifth floor. Beyond the fifth floor, the proposed building respects the general intent of the building delineation on the zoning schedule in terms of stepbacks and setbacks.

The building provides a stepback generally at the third floor to create a 3 storey base expression and a pedestrian scale street edge with directly accessible residential uses at grade on Kodiak Crescent, Sheppard Avenue West and De Boers Drive. An additional stepback is provided in the vicinity of the building corners at the 12th floor. The articulation on the street elevations of the building provides for visual interest along Kodiak Crescent, Sheppard Avenue West and De Boers Drive as encouraged by the built form policies of the Official Plan. The building height and massing are appropriate as the proposal meets the policies of the Official Plan and general intent of Zoning By-law 1185-2010 (OMB) which predated the Council adoption of the mid-rise guidelines.

As described above, Site and Area Specific Policy #55 sets out development policies for the original larger development site in terms of density as it relates to the requirement of Section 37 obligations. At the time of the original development application, the density

permitted by the Zoning By-law was 3.0 times the lot area. Through the current development application, the applicant is proposing an increase in density up to 3.4 times the lot area which would be subject to Section 37 of the Planning Act and provisions as set out in SASP #55. The applicable Site and Area Specific Policy permits this increase in density subject to the provision of specific community benefits, namely "the provision of an underground pedestrian link from the site to the Downsview Subway Station, or upon the owner providing a financial contribution to the City beyond what is normally secured through the rezoning and site plan process, for improvements to the pedestrian realm between the development and the Downsview Subway Station." It should be noted that the former Downsview Subway Station is now known as the Sheppard West Subway Station.

The existing DOMO office building at 20 De Boers Drive has a gross floor area of 17,728 m² and the recently approved Avro condominium building which is under construction at 10 De Boers Drive has a gross floor area of 13,468 m² (File No. 17 170226 NNY 08 SA). Adding the gross floor area of these two buildings to the proposed gross floor area of the current proposal (29,602 m²), the total gross floor area of all buildings on the lands to the north of De Boers Drive is 60,798 m². The overall area of the lands to the north of De Boers Drive is 18,041 m² which results in a density of 3.36 times the lot area, in compliance with the Site and Area Specific Policy #55, which permits a maximum density of 3.4 times the lot area. The proposed density is therefore satisfactory.

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

Sun, Shadow and Wind

The Official Plan sets out that new development will adequately limit any resulting shadowing of neighbouring streets and properties, having regard for the varied nature of such areas. In addition, the Official Plan states that development in Mixed Use Areas locate and mass new buildings to adequately limit shadow impacts on adjacent Neighbourhoods. This application has been reviewed against the official plan policies and design guidelines described in the Policy Considerations Section of the Report. The applicant's architect conducted a shadow analysis of the proposal. The proposed maximum building height results in minimal shadowing on nearby residential properties in the Mixed Use Areas designation during the spring and fall equinoxes.

A Pedestrian Wind Assessment by RWDI was submitted by the applicant in support of their proposal. For this site, winds are frequent and strong from the southwest through west to north, east-northeast and east in all seasons. With the exception of the 4 condominium buildings to the southeast, the proposed development is taller than its immediate surroundings and is exposed to the prevailing winds in most directions. The conclusion of the wind assessment is that the proposed development has a number of positive design features such as the stepped facades, round building corners at the upper levels, recessed areas at the eastern main entrance, an arch feature and planters at the Sheppard Avenue West main entrance and the proposed parapets, gazebos and planters on the roof terrace that serve to mitigate wind around the building. Further

testing can be conducted at a later design stage to evaluate recommended mitigation measures and improvements made through the site plan control approval process, if necessary. Staff are satisfied with the submitted Wind Assessment.

Traffic Impact, Access, Parking and Loading

Through the original applications for Draft Plan of Subdivision and Zoning By-law Amendment, the applicant submitted a Traffic Impact Study which was evaluated by city staff. The applicant is proposing an additional two floors to the building permitted by the in-force zoning by-law. As a result, a traffic impact study was not required for this application.

Access to the site is proposed via an existing north-south driveway between Kodiak Crescent and De Boers Drive. The driveway will provide access to an underground parking ramp, loading space, and pick-up/drop-off area. While the existing north-south driveway is not part of the lands subject to the application, an easement will be created by a Committee of Adjustment application (B0003/20 NY) to ensure long term pedestrian and vehicular access to the subject lands. Transportation Services Division accepts this configuration.

According to the site statistics and plans, 352 parking spaces will be provided for this project in a 3-level underground garage. Of these spaces, 313 will be for residents and 39 will be for visitors. The applicant has included 10 accessible parking spaces and 70 spaces with electric vehicle infrastructure within the total number of parking spaces provided.

The site is governed by the OMB-approved site specific By-law No. 1085-2010 (OMB). This By-law requires a minimum parking of 1.1 spaces per unit, of which 0.2 parking spaces per unit are to be provided for visitors. The applicant submitted a Parking and Loading Needs Assessment Study (dated March 2019) to present the alternative parking standards for the site that are in keeping with Zoning By-law 569-2013 requirements.

The applicant has applied parking requirements for the project as outlined by Zoning By-law 569-2013 in Policy Area 3. Given the submitted Parking and Loading Needs Assessment Study, the context of the site with proximity to the Sheppard West subway station, and the recent acceptance of similar parking standards at the nearby 20 De Boers Drive site, Transportation Services accepts the proposed parking requirements and supply for the site.

Long-term bicycle parking (267 spaces) for residents would be provided in a number of locations, including secure bike rooms, in the first level (P1) of the below grade parking structure. Short term bicycle parking (28) spaces would be provided at-grade in a sheltered space in the vicinity of both the east and west building entrances. Twenty four short term bicycle parking spaces would be provided along the east side of the building in the vicinity of the eastern entrance and 4 short term bicycle parking spaces would be provided at the western building entrance. The proposed bicycle parking supply and configuration are acceptable to staff.

There is provision for one Type "G" loading space which meets the requirements of Zoning By-law 569-2013. The loading space is located along the eastern edge of the site, accessed from the existing north-south driveway and incorporated into the building mass. The proposed loading is acceptable.

Streetscape

The proposed building would be sited with setbacks of approximately 3 metres from the De Boers Drive, Sheppard Avenue West and Kodiak Crescent property lines to define the street edge. Ground floor residential units facing these streets have been provided with terraces and patios to encourage utilization and activity which will provide overlook onto the abutting sidewalks and right-of-way. The provision of 18 street trees within the boulevard areas will enhance the appearance of the building and the pedestrian experience.

Both the east and west building entrances have been provided with building overhangs of approximately 2.2 metres for weather protection.

Servicing

Development proposals must ensure that the intensity and scale of the proposed development can be accommodated by the City's infrastructure, in particular, servicing. The applicant submitted a Functional Servicing and Stormwater Management Report by Cole Engineering Group Ltd. and a Hydrogeological Investigation by DS Consultants Ltd. in support of the application. Development Engineering staff have reviewed the reports and plans and are satisfied with them.

Unit Mix

The applicant has proposed a unit mix as follows:

| Bedrooms | Studio (<45m ²) | 1B | 1 B + D | 2 B | 3B/3B + D | Total |
|----------|-----------------------------|----------|----------|-----------|-----------|-------|
| Total | 46 (12%) | 42 (11%) | 110(28%) | 152 (39%) | 42 (10%) | 392 |

The Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines encourages a unit mix of at least 10% three bedroom units and 15% two bedroom units in new developments containing greater than 20 units. As illustrated in the table above, the proposal complies with the Guidelines.

Amenity Space/Parkland

The applicant has proposed 959 square metres of outdoor amenity space (for a rate of 2.4 square metres per unit) at grade and on the roof and 599 square metres of indoor amenity space (for a rate of 1.5 square metres per unit) in various locations throughout the building. The amount of indoor and outdoor amenity space is satisfactory to staff.

In association with the Draft Plan of Subdivision application (TB SUB 2001 0002) and the Zoning By-law Amendment application (TB ZBL 2000 0001), the applicant has satisfied their parkland dedication requirements through the conveyance to the City of Block 2, Plan 66M-2458 (935 m²) on September 30, 2008 (Instrument No. AT 1910866), municipally known as 35 De Boers Drive.

At the community meeting residents expressed concern that De Boers Park which is incorporated seamlessly into the privately owned condominium lands to the southeast could not accommodate new residents from the proposed building and there would be the potential that residents would utilize abutting private condominium lands as if it were part of the public park. There was also the concern that the existing park facilities are not appropriate or adequate for existing and new residents, particularly children, as families are a target market group of the current proposed building. The Section 37 community benefits would improve the park with an approximate budget of \$520,000 for age-appropriate equipment for children and amenities for adults.

The building itself will be provided with indoor and outdoor amenity spaces that assist in fostering a sense of community. Indoor and outdoor amenity spaces offer the provision of children's play areas and terraces and a rooftop greenspace are equipped for resident gatherings. Private amenity spaces are also included with many units to provide outdoor family social space.

Tree Preservation

This application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The applicant has provided an Arborist Report in support of the application. The Tree Inventory identifies trees within and immediately surrounding the site. A total of 27 trees were inventoried.

The report indicates that there are 6 trees located on the City Road Allowance that are of a size to fall under the protection of the City's Street Trees By-law. Urban Forestry has indicated that two of these trees are not City-owned trees but rather private trees.

The report indicates that there are 20 private trees on the development site that are not of a size to be protected under the City's Private Tree By-law. These trees will require removal to facilitate construction of the proposed development. A single tree is large enough to require protection under the Private Tree By-law but it requires removal to facilitate construction. A Permit will be required to injure or destroy this tree. Based upon the City's standard requirements, a total of 3 new large growing shade trees are to be planted on private property to replace the 1 private tree proposed for removal at a replacement ratio of 3:1.

The applicant is required to prepare a satisfactory tree protection plan that shows all trees to be retained, removed, and all tree protection fencing. The submission of satisfactory landscape plans with tree replanting will be addressed through the Site Plan Control application.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured in Zoning By-laws, on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features will be secured through the zoning by-law process including vehicular and bicycle parking. Other applicable TGS performance measures will be secured through the Site Plan Approval process including the 70 parking spaces with electric vehicle infrastructure.

Section 37

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

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

1. \$1,200,000 dedicated to local park and streetscape improvements and public art on the development site. Of the total, the applicant has agreed to pay \$800,000 for local park and streetscape improvements and \$400,000 for public art.

In discussions with the local Councillor, applicant and city staff, it has been determined that Section 37 monies could be spent on the following items:

- Improvements to the existing local park south of De Boers Drive including the provision of children's play equipment, seating and sun protection;
- The construction of a sidewalk within the public right-of-way along the east side of Allen Road between Rimrock Road and Sheppard Avenue West; and
- The provision of public art on the development site.

At this time the applicant has provided cost estimates to city staff which are currently being reviewed.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

1. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City

Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

Conclusion

The proposal for a 14-storey apartment building has been reviewed against the policies of the PPS (2020), the Growth Plan (2019), the Toronto Official Plan and Site and Area Specific Policy #55. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2019). Furthermore, the proposal conforms with the policies of the Toronto Official Plan, particularly as it represents an appropriate level of intensification on lands designated Mixed Use Areas. The proposed development is in close proximity to the Sheppard West subway station and TTC bus transit along Sheppard Avenue West and Allen Road/Dufferin Street, would improve the streetscape of Kodiak Crescent, Sheppard Avenue West and De Boers Drive fronting the development site, and contribute to a range of housing options in the area.

The proposal represents an appropriate scale of development for the site that fits within the existing and planned context of the area. The proposal is compatible with the existing surrounding land use and would provide a range of unit sizes, including family sized dwelling units in the neighbourhood. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

John Andreevski, Acting Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3a: Site Application History

Attachment 3b: Site Application History

Attachment 3c: Site Application History

Attachment 4: Official Plan Urban Structure Map 2

Attachment 5: Official Plan Land Use Map 16

Attachment 6: Existing Zoning By-law Map (Former North York Zoning By-law 7625)

Attachment 7: Draft Official Plan Amendment

Attachment 8: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 9: Site Plan

Attachment 10a: South Elevation (from De Boers Drive)

Attachment 10b: West Elevation (from Sheppard Avenue West)

Attachment 10c: North Elevation (from Kodiak Crescent)

Attachment 10d: East Elevation

Attachment 1: Application Data Sheet

Municipal Address: 1100 SHEPPARD AVE W Date Received: March 29, 2019

Application Number: 19 132479 NNY 06 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: 14 storey residential building containing 392 dwelling units and three levels of underground parking. A total of 352 parking spaces are provided of which 39 are for visitors.

| Applicant | Agent | Architect | Owner |
|---|--|---|--|
| Urban Strategies Inc. 197 Spadina Avenue Suite 600 Toronto, ON M5T 2C8 | Emily Reisman Urban Strategies Inc. 197 Spadina Avenue Suite 600 Toronto, ON M5T 2C8 | Hi! Architects 20 De Boers Drive Suite 514 Toronto, ON M3J 0H1 | Igernan Limited c/o Gerrit De Boer 20 De Boers Drive Suite 510 Toronto, ON M3J 0H1 |

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: Y, #55

Zoning: C4(7) Heritage Designation: N

Height Limit (m): 35 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 4,058 Frontage (m): 83 Depth (m): 49

| Building Data | Existing | Retained | Proposed | Total |
|-----------------------------|----------|----------|----------|--------|
| Ground Floor Area (sq m): | | | 2,084 | 2,084 |
| Residential GFA (sq m): | | | 29,602 | 29,602 |
| Non-Residential GFA (sq m): | | | | |
| Total GFA (sq m): | | | 29,602 | 29,602 |
| Height - Storeys: | | | 14 | 14 |
| Height - Metres: | | | 45.7 | 45.7 |

Lot Coverage Ratio (%): 51.36 Floor Space Index: 7.3

| Floor Area Breakdown | Above Grade (sq m) | Below Grade (sq m) |
|--------------------------|--------------------|--------------------|
| Residential GFA: | 29,602 | 132 |
| Retail GFA: | | |
| Office GFA: | | |
| Industrial GFA: | | |
| Institutional/Other GFA: | | |

| Residential Units by Tenure | Existing | Retained | Proposed | Total |
|--------------------------------|----------|----------|----------|-------|
| Rental: | | | | |
| Freehold: | | | | |
| Condominium: | | | 392 | 392 |
| Other: | | | | |
| Total Units: | | | 392 | 392 |

Total Residential Units by Size

| | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
|--------------|-------|----------|-----------|-----------|------------|
| Retained: | | | | | |
| Proposed: | | 46 | 152 | 152 | 42 |
| Total Units: | | 46 | 152 | 152 | 42 |

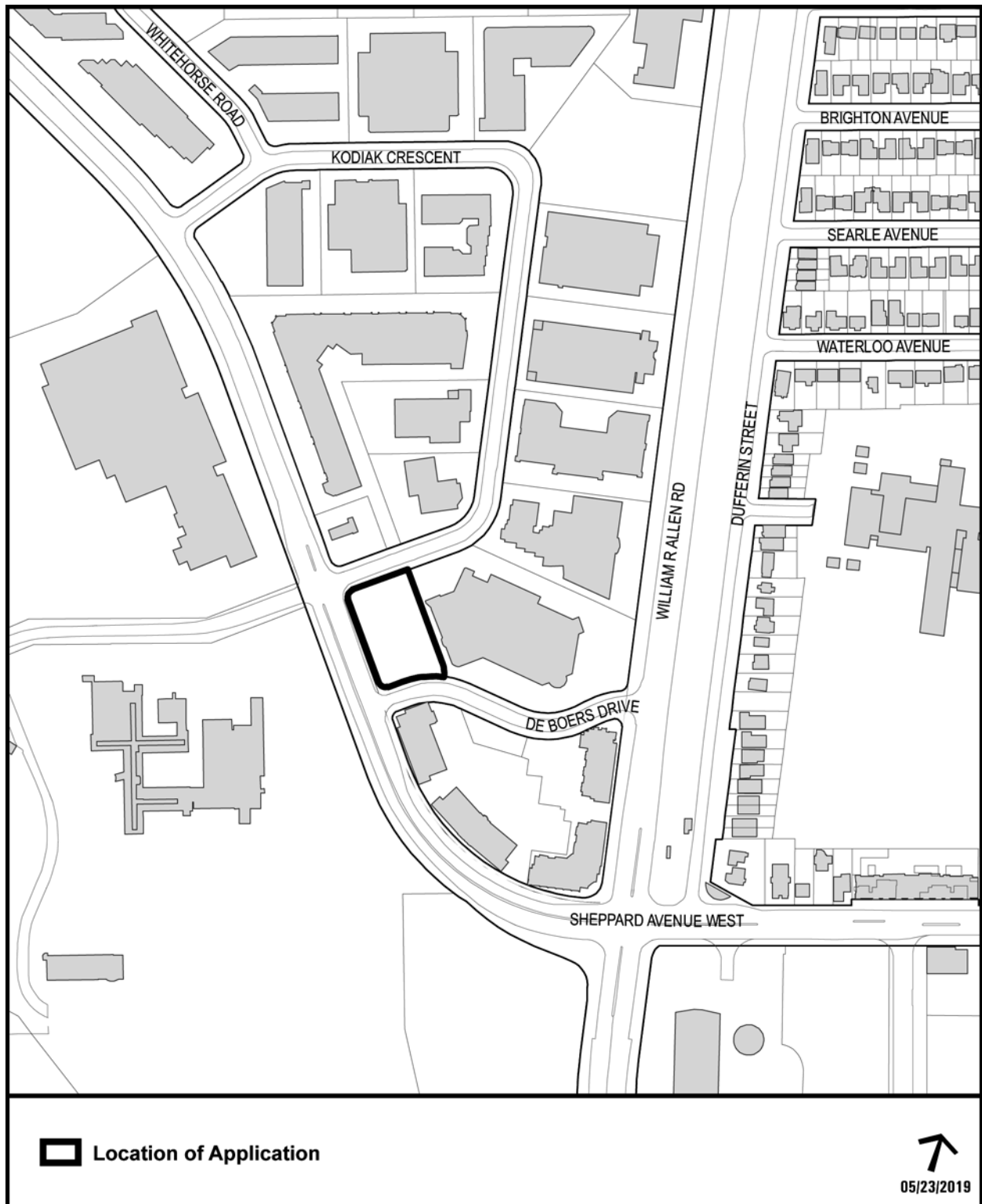
Parking and Loading

| | | | | | |
|-----------------|-----|-------------------------|-----|----------------|---|
| Parking Spaces: | 352 | Bicycle Parking Spaces: | 295 | Loading Docks: | 1 |
|-----------------|-----|-------------------------|-----|----------------|---|

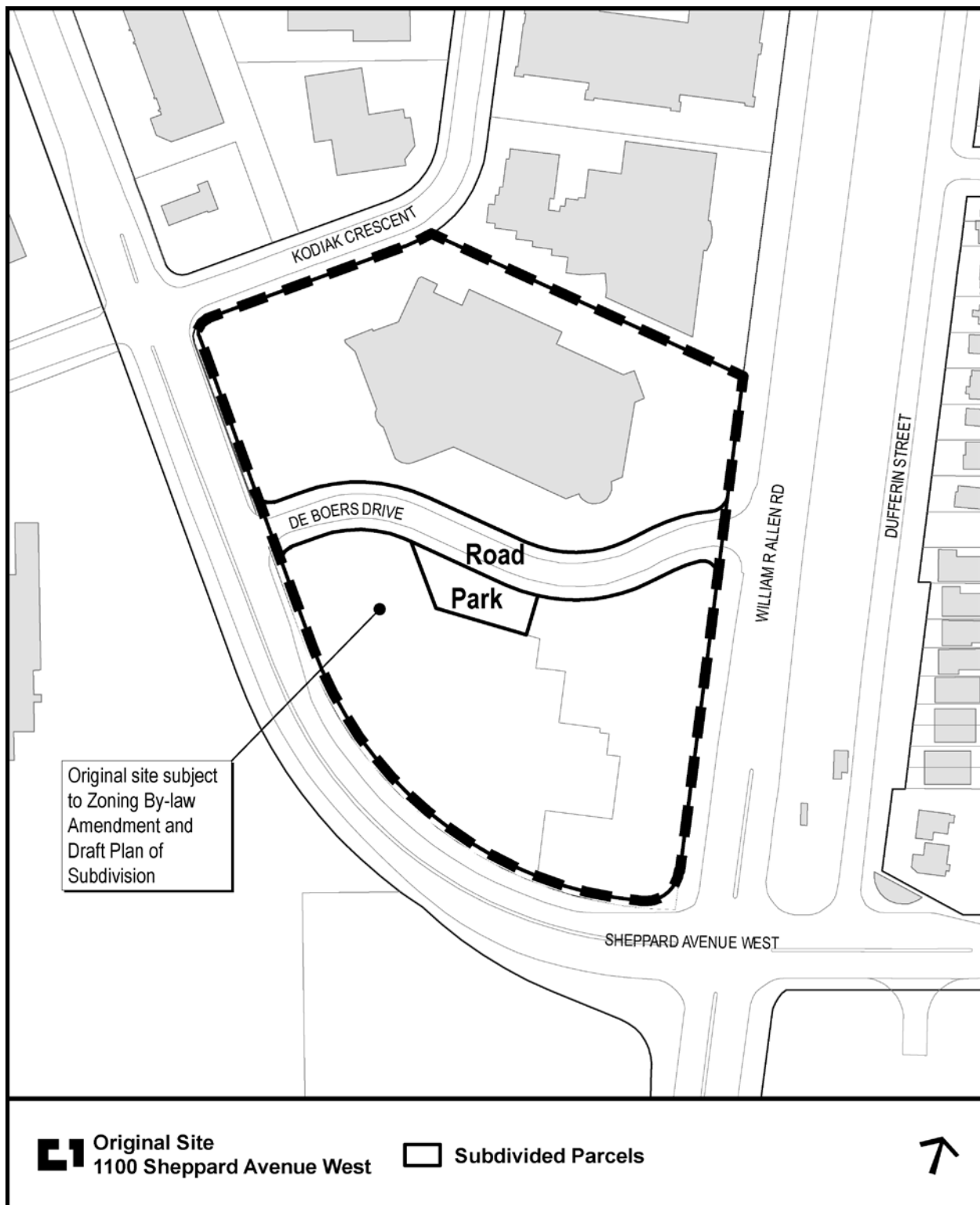
CONTACT:

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

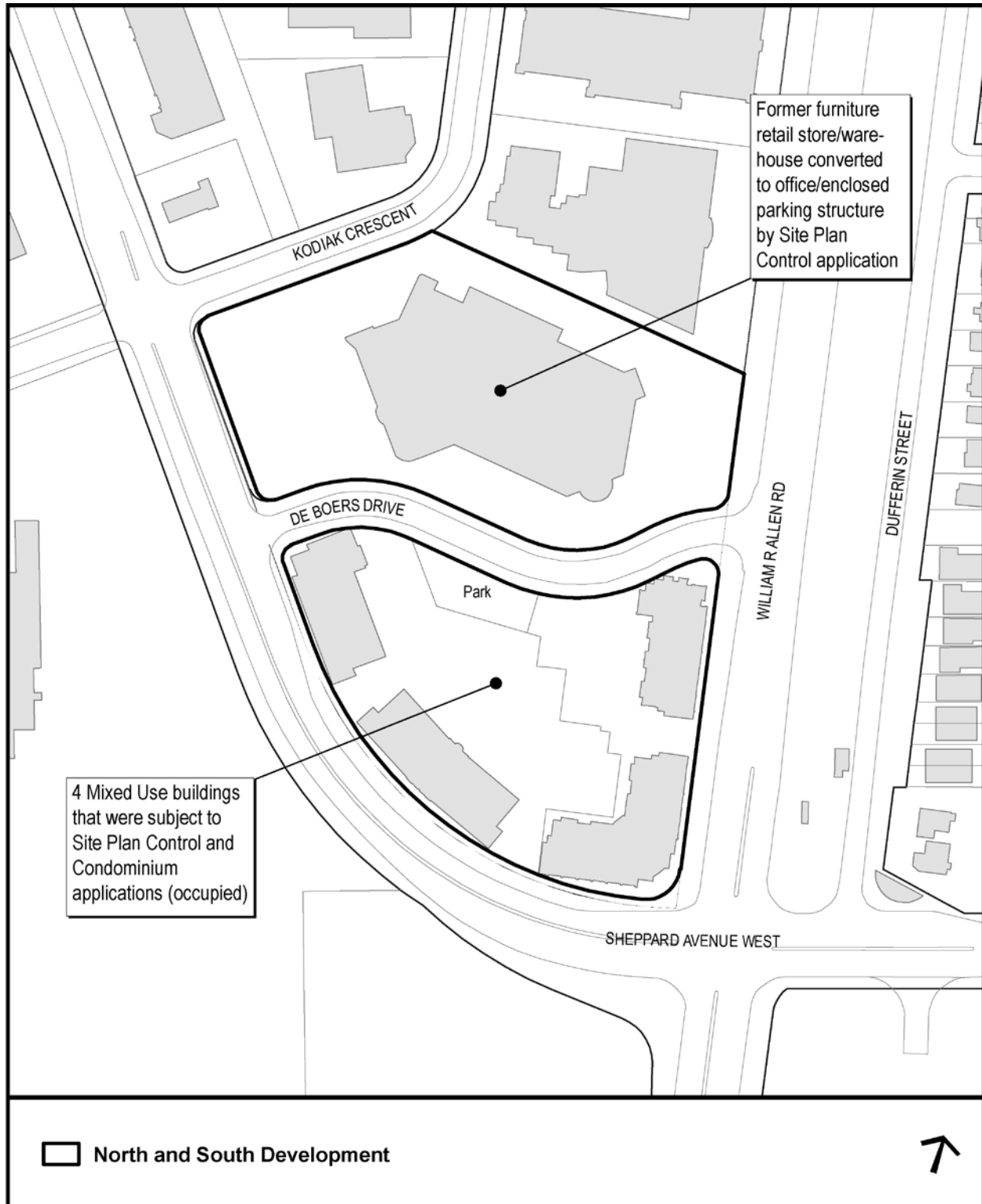
Attachment 2: Location Map



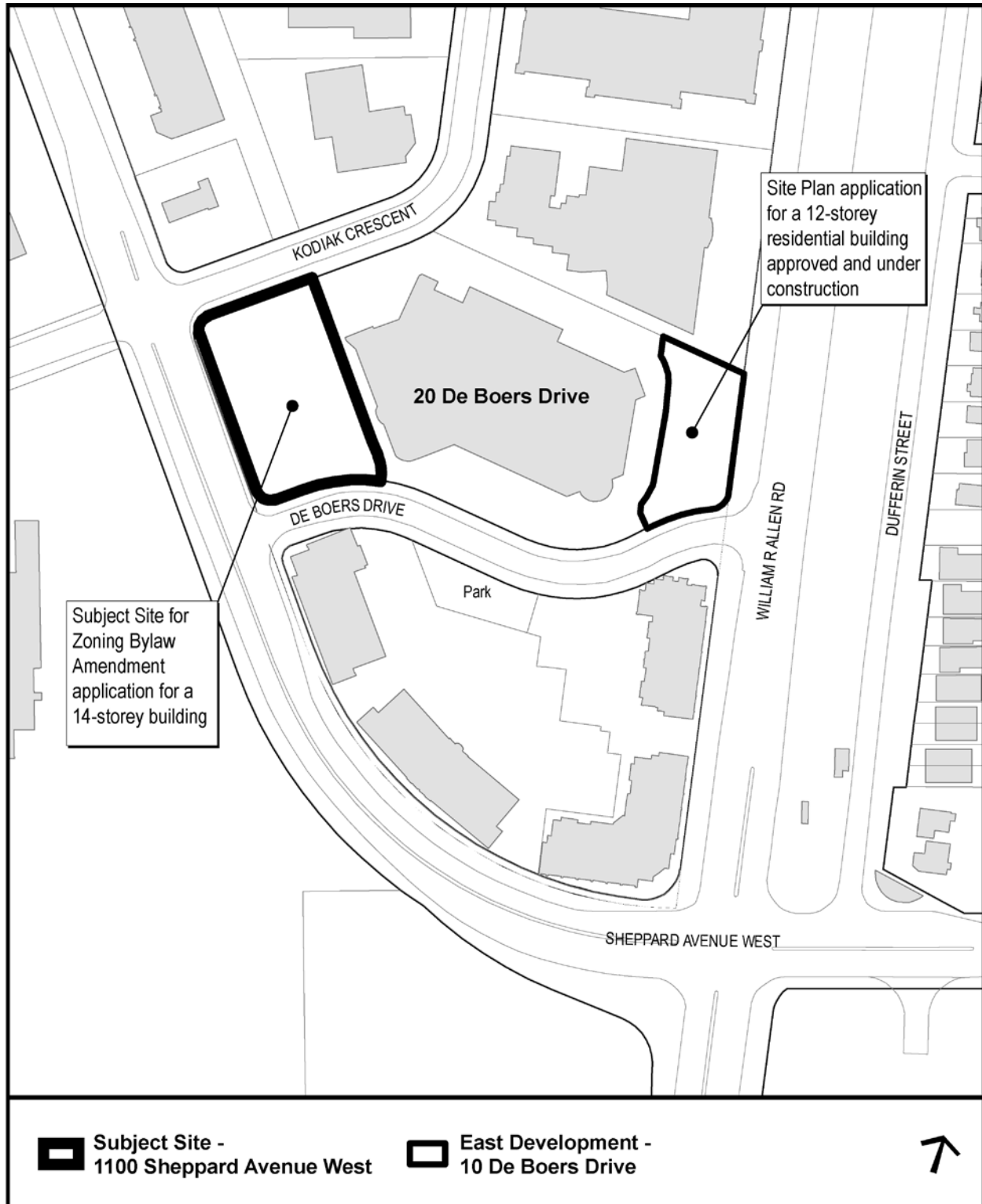
Attachment 3a: Site Application History



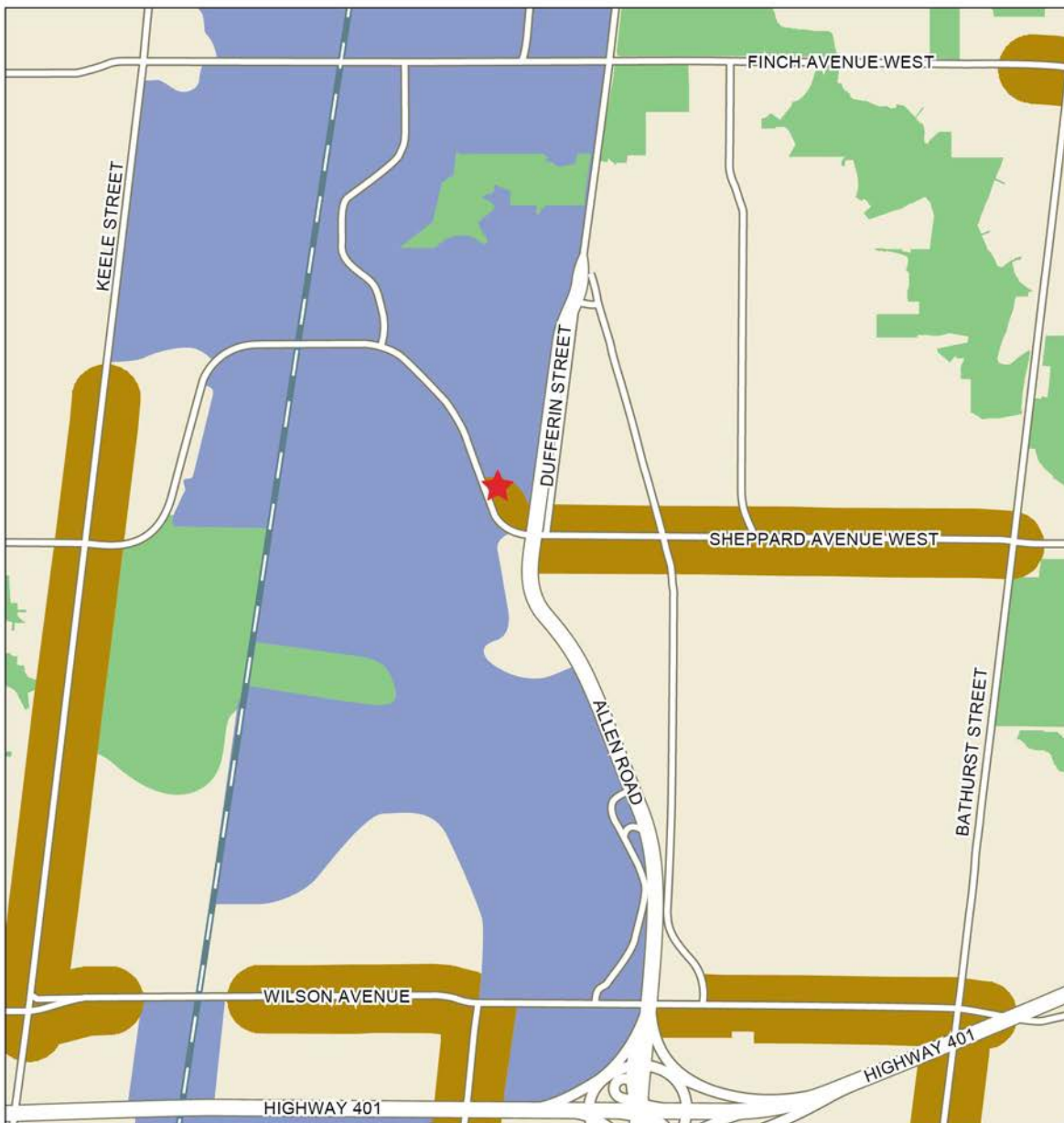
Attachment 3b: Site Application History



Attachment 3c: Site Application History



Attachment 4: Official Plan Urban Structure Map 2



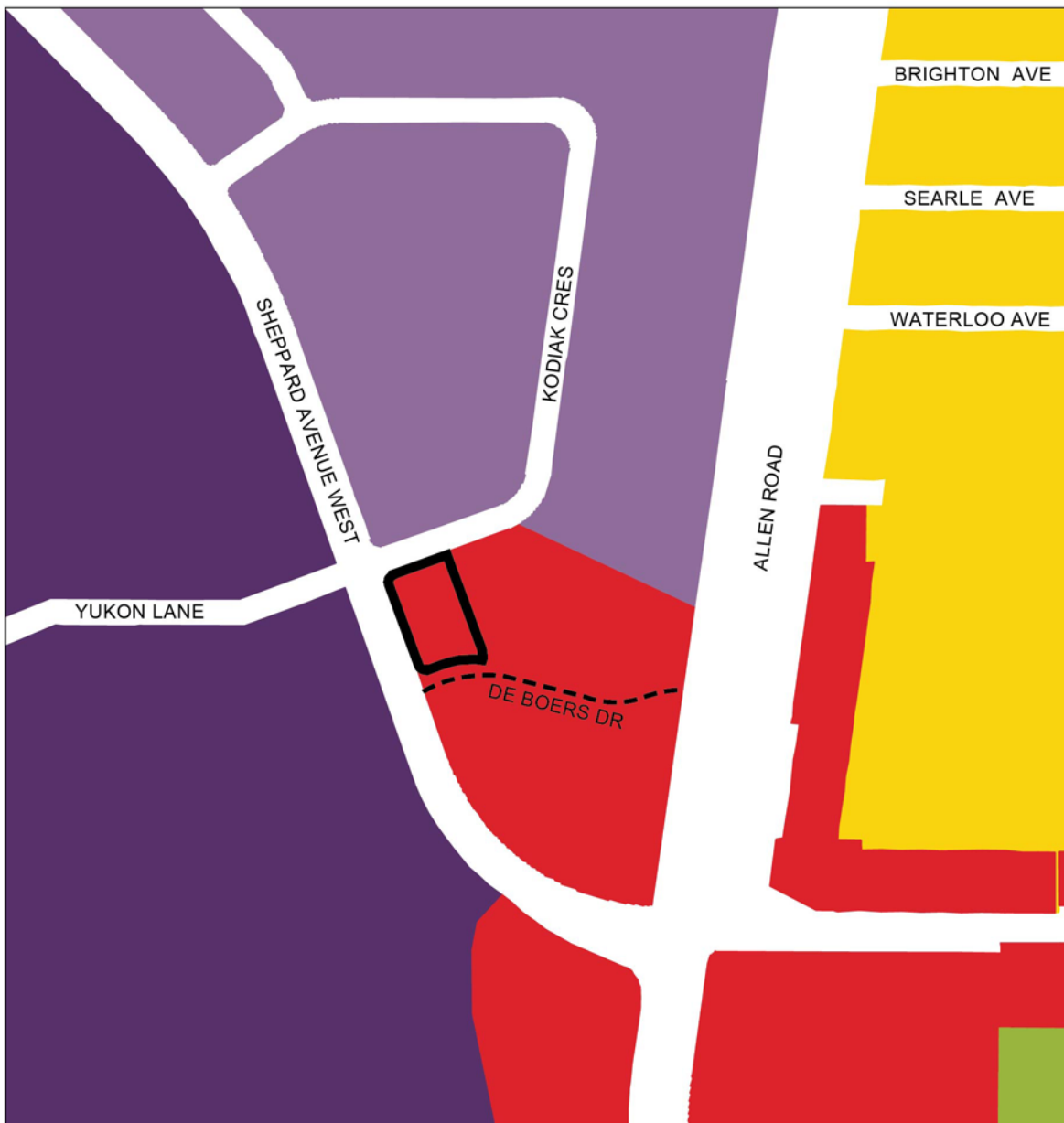
1100 Sheppard Avenue West

Map 2 - Urban Structure

File # 19 132479 NNY 06 02

-  Location of Application
-  Avenues
-  Employment Areas
-  Green Space System


Not to Scale
02/27/2020



1100 Sheppard Avenue West

Official Plan Land Use Map #16

File # 19 132479 NNY 06 02




 Not to Scale
 03/02/2020

Attachment 6: Existing Zoning By-law Map (Former North York Zoning By-law 7625)



Zoning By-law 7625

1100 Sheppard Avenue West

File # 19 132479 NNY 06 02



Location of Application

R4 One-Family Detached Dwelling Fourth Density Zone
RM2 Multiple-Family Dwellings Second Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone

C4 Mixed Use Commercial Zone
M3 Industrial Zone Three
MC Industrial-Commercial Zone
A Airport Hazard Area Zone
O1 Open Space Zone



Not to Scale
 Extracted: 02/27/2020

Attachment 7: Draft Official Plan Amendment

See Separate Attachment

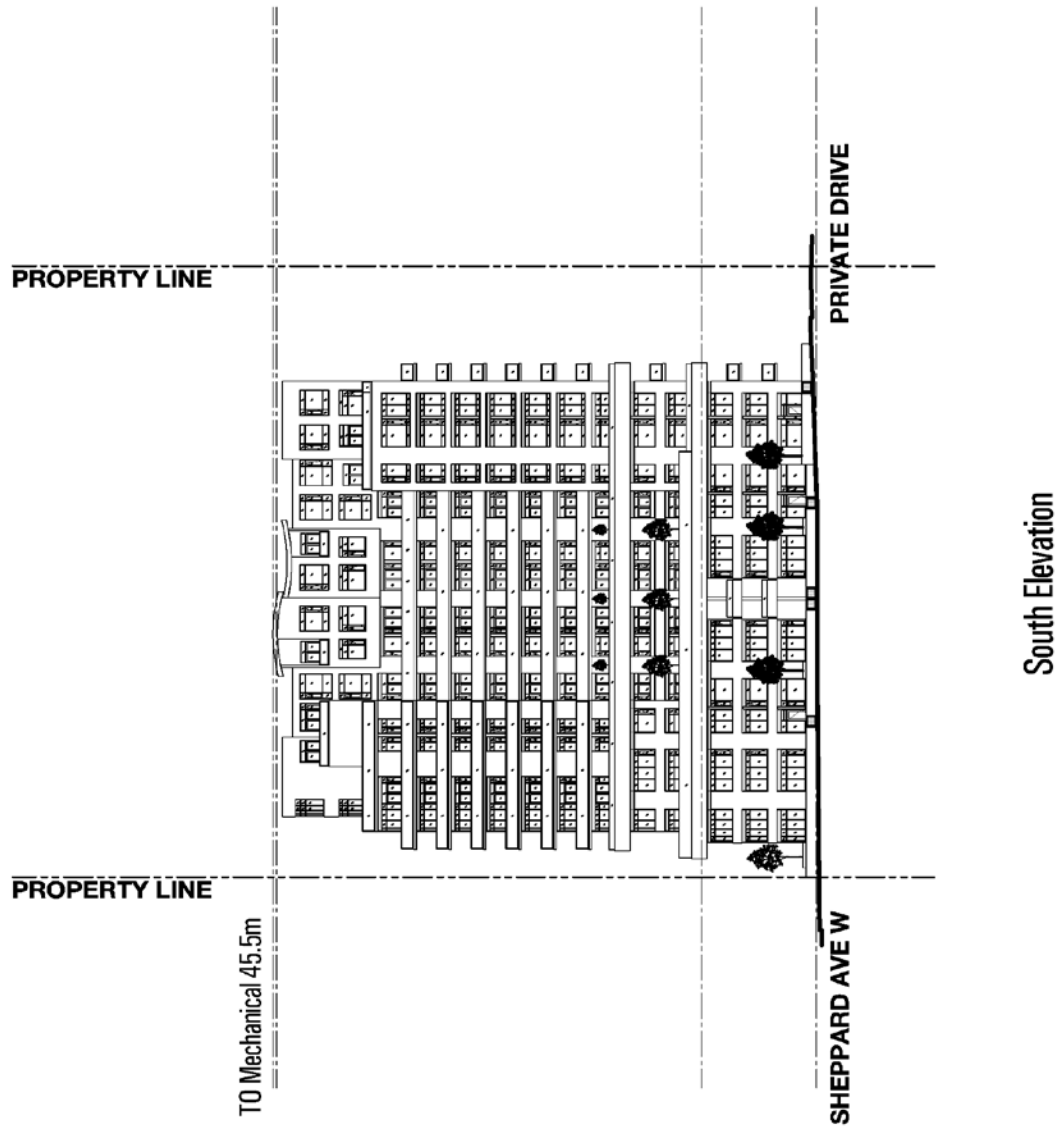
Attachment 8: Draft Zoning By-law Amendment

See Separate Attachment

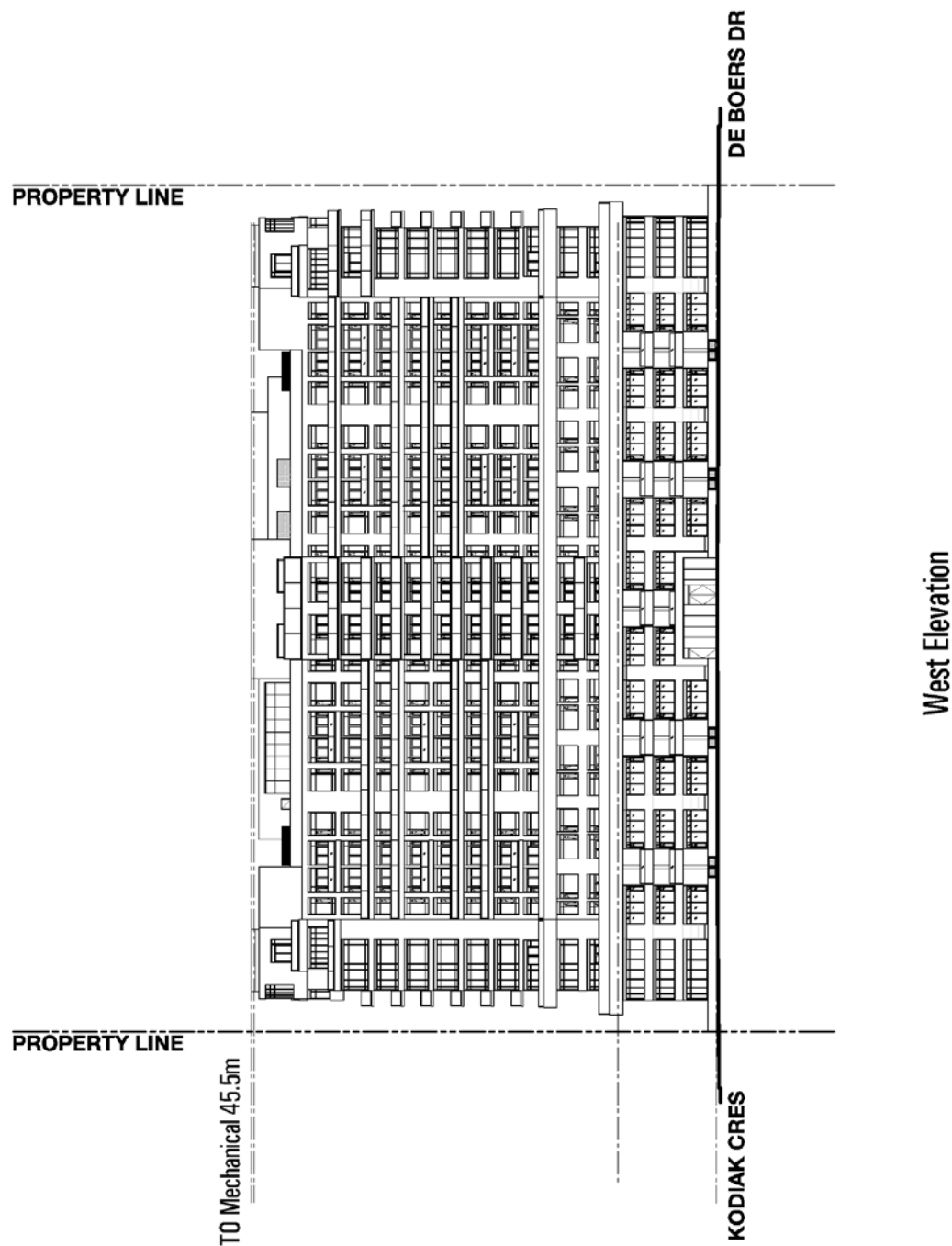


SHEPPARD AVENUE WEST

Attachment 10a: South Elevation (from De Boers Drive)



Attachment 10b: West Elevation (from Sheppard Avenue West)



Attachment 10c: North Elevation (from Kodiak Crescent)

