

755 Steeles Avenue West – Zoning Amendment Application – Final Report

Date: September 21, 2020

To: North York Community Council

From: Acting Director, Community Planning, North District

Wards: Ward 18 - Willowdale

Planning Application Number: 14 248860 NNY 10 OZ

SUMMARY

This application proposes a 10-storey, 124-unit, residential building, twenty-eight 4-storey stacked, back-to-back townhouses and a 1-storey commercial (retail) building on the site of an existing 15-storey apartment building, at 755 Steeles Avenue West. The application also proposes 606 square metres of new City parkland, 1,100 square metres of Privately-Owned Publicly Accessible Space (POPS) and improvements to the existing rental apartment building. Vehicular access will continue to be provided by two existing driveways from Steeles Avenue West and Village Gate.

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 (2020).

This report reviews and recommends approval of the application to amend the Zoning By-laws. The redevelopment proposal intensifies a tower in the park site with a diversity of commercial and residential uses on site, while providing new public park land and open space, respects the abutting lower density residential uses and improves the streetscapes.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former City of North York Zoning By-law 7625, as amended, for the lands at 755 Steeles Avenue West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 755 Steeles Avenue West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to this report.

3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments 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, to the satisfaction of the City Solicitor, to secure the following matters, services and facilities as follows:

- a. Prior to the issuance of any above-grade building permit, the Owner shall make a financial contribution to the City in the amount of \$2,276,000.00 to be allocated toward park improvements in the vicinity of the site, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor;
- b. The financial contributions referred to in Recommendation 4.a. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of the Section 37 Agreement to the date the payment is made;
- c. In the event the financial contribution referred to in Recommendation 4.a. above has not been used for the intended purpose prior to the expiry of the third anniversary of the By-law coming into full force and effect, the cash contribution may be redirected for another purpose at the sole discretion of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands; and
- d. Prior to the issuance of the first above-grade building permit, City Council direct that the Owner shall be required to convey the 606 square metre portion of the development site for public parkland purposes to the satisfaction of the General Manager, Parks, Forestry and Recreation. The parkland conveyance is to be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements, unless otherwise approved by the General Manager, Parks, Forestry and Recreation.

5. City Council direct that the following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support the development:

- a. Prior to the final condominium approval(s), the Owner construct a 1.5-metre wide pedestrian walkway, generally along the westerly property line, from Steeles Avenue West to connect to the new privately-owned publicly accessible open space (POPS) and new City park, to be conveyed to the City; and
- b. Prior to the final condominium approval(s), the Owner provide the City with public

access easements to enable pedestrian connections to the pedestrian walkway from Steeles Avenue West, to the satisfaction of the Chief Planner and Executive Director, City Planning.

- c. Prior to final Site Plan Approval for the development, the owner shall provide a Construction Phasing Plan for the development, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor, and thereafter construct the development in accordance with that Plan;
- d. The owner shall continue to provide and maintain the 194 existing rental dwelling units on the lands at 755 Steeles Avenue as rental housing, together with the new and retained associated facilities and amenities of the existing residential rental property, for a period of at least 20 years commencing from the date that the Zoning By-laws come into force and effect, and with no applications for demolition or conversion from residential rental use during such 20 year period, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;
- e. The owner shall provide tenants of the existing rental dwelling units with access to all indoor and outdoor amenities within the existing building and the proposed commercial building, at no extra charge and with no pass-through costs to the tenants, including by way of an application to the Ontario Landlord Tenant Board or to any successor tribunal with jurisdiction to hear applications made under the legislation governing residential tenancies in Ontario for the purpose of obtaining an increase in residential rent above the applicable guideline. Access to, and use of, these amenities shall be on the same terms and conditions as any other resident on the subject site.
- f. The owner shall undertake improvements to the existing rental apartment building at their sole expense, taking into account tenant responses to the required Tenant Survey related to programming of amenity space, to the satisfaction of the Chief Planner and Executive Director, City Planning Division or their designate, including, but not limited to, the following:

Prior to the first above-grade building permit for any part of the development:

- i. One (1) universal washroom and one (1) washroom located on the basement floor of the existing residential rental building;
- ii. Upgrades to the laundry room on the basement level of the existing residential rental building to be determined through the site plan application review process and confirmed and secured in a Site Plan Agreement;
- iii. Thirty-four (34) bicycle parking spaces, all of which are at grade;
- iv. Short-term bicycle parking near the front and rear entrance of the existing residential rental building;

- v. Improvements to the open area adjacent to the front lobby of the existing residential rental building in the form of unmovable, durable furniture, with programming to be determined through the site plan application review process and secured in a Site Plan Agreement;
- vi. New indoor amenity space of 180 square metres within the existing residential rental building which shall include but not be limited to: yoga studio and/or gymnasium; a games room which shall include, tables, seating and other entertainment equipment and other programming to be determined through the site plan application review process and secured in a Site Plan Agreement;
- vii. New storage lockers accessible to tenants of the existing residential rental building and located at the Basement Level of the building. The number of new storage lockers to be determined through the site plan application review process and secured in a Site Plan Agreement;

Prior to first occupancy of any new residential units in the development:

- viii. New outdoor amenity space located adjacent to the new commercial building for the exclusive use of residents of the existing residential rental building, having a minimum size of 140 square metres with programming to be determined through the site plan application review process and secured in a Site Plan Agreement;
- ix. New indoor amenity space located within the new commercial building, for the exclusive use of the existing rental apartment building, having a minimum size of 109 square metres, with programming to be determined through the site plan application review process and secured in a Site Plan Agreement;
- x. The residents of the existing rental apartment building and new residential building(s) will store garbage in a new Type G loading area, located in the new 10-storey residential building, with design to be determined through the site plan application review process and secured in a Site Plan Agreement;
- xi. The costs of all improvements to the existing residential rental building and associated spaces, both within and outside the building, shall not be passed on to tenants of the existing building in any form, including by way of an application to the Ontario Landlord Tenant Board or to any successor tribunal with jurisdiction to hear applications made under the legislation governing residential tenancies in Ontario, for the purpose of obtaining an increase in residential rent above the applicable guideline;
- xii. Prior to Site Plan Approval for the development the owner agrees to develop a Construction Mitigation and Tenant Communication Plan to mitigate the impacts of construction on existing tenants, all to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
- g. Construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard Version 3;

- h. Provide in the first phase of development of the site a privately-owned publicly accessible open space (POPS) adjacent to the on-site parkland dedication with a minimum area of 1,100 square metres generally located along the eastern boundary of the parkland dedication and along Greenwin Village Road, with the details of the location and configuration of the POPS to be finalized and financially secured pursuant to the site plan approval process, to the satisfaction of the Chief Planner and Executive Director, City Planning Division and construct the POPS in the first phase of development of the site in accordance with the approved site plan; and
- i. Upon the earlier of (a) the first condominium registration of any part of a proposed building on the site and (b) the residential occupancy of a proposed building on the site, grant an easement to the City along with all necessary rights of support, for nominal consideration and free and clear of title encumbrances, to the satisfaction of the City Solicitor, over and upon the POPS in favour of the general public for the purpose of publicly accessible open space, on terms satisfactory to the Chief Planner and Executive Director, City Planning Division or his designate, in consultation with the City Solicitor.

6. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation; the development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

FINANCIAL IMPACT

The 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

In 1962, a subdivision application (file no. C-913) was approved to create the subdivision in the area generally bound by Steeles Avenue West to the north, Bathurst Street to the west, Moore Park Avenue to the south and Fargo Avenue to the east, including the subject lands. In 1967, a rezoning application (file no. Z-66-99) was approved to rezone the subject lands from C1 to RM6. In 1968, a building permit application (file no. 68-668) was approved for the existing apartment building.

In 1998, the Ontario Municipal Board (OMB) refused applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval to permit 18 townhouses on the south end of the site, facing Greenwin Village Road, with vehicular access from that road.

A pre-application consultation meeting was held with the applicant on October 15, 2013 to discuss complete application submission requirements.

A pre-application community consultation meeting was held on March 6, 2014 in conjunction with the local ward councillor. The proposal presented at this meeting included a residential apartment building that ranged in height from 6 to 14 storeys and one block of 3-storey stacked, back-to-back townhouses. The existing rental apartment building was proposed to be retained. A new driveway was proposed from Greenwin Village Road.

This application was submitted on November 7, 2014. The proposal lowered the height of the residential building presented to the community on March 6, 2014 from 14 to 10 storeys; it removed the vehicular access from Greenwin Village Road and utilized the existing driveways from Steeles Avenue West and Village Gate; and it added a 1-storey commercial (retail) building to the corner of Steeles Avenue West and Village Gate.

A Notification of Incomplete Application issued on November 21, 2014 identified outstanding material required for a complete application submission including a Community Services and Facilities Study, Housing Issues Report and Geotechnical Study. The outstanding materials were submitted on March 15, 2016 and the application was deemed complete on March 16, 2016. A Preliminary Report on the application was adopted by North York Community Council on January 13, 2015 authorizing staff to conduct a community consultation meeting with an expanded notification area (<https://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-74292.pdf>). Community consultation is summarized in the Comments section of this Report.

PROPOSAL

This application proposes three new buildings on the site while retaining the existing 15-storey, 194-unit (rental) apartment building (18,495 square metres in Gross Floor Area):

- A 10-storey residential (condominium) building with a 2-storey townhouse base building component, containing a total of 124 units, 8,890 square metres of GFA, located at the southwest portion of the site. There would be 89 1-bedroom units, 27 2-bedroom units and 8 3-bedroom units;
- One block of 4-storey, stacked, back-to-back, (condominium) townhouses, containing 28 units and 2,884 square metres of GFA, located in the southern portion of the site facing Greenwin Village Road. Each unit would have 2 bedrooms and have approximately 100 square metres of GFA; and

- A 1-storey commercial (retail) building with 550 square metres of GFA, located at the southwest corner of Steeles Avenue West and Village Gate. The commercial building would also include an additional 109 square metres of indoor amenity space and 140 square metres of contiguous outdoor amenity space, for the use of residents in the existing apartment building.

The existing 15-storey apartment building has a GFA of 18,495 square metres. The total GFA of all proposed buildings would be 12,433 square metres. The total GFA of existing and proposed buildings on the site would be 30,928 square metres, which results in a density of 2.45 times the area of the site. The 152 new residential units would have access to 304 square metres of indoor amenity space and 310 square metres of outdoor amenity space (provided at a rate of 2.0 square metres per unit).

The existing 194-unit (rental) apartment building would have 215 parking spaces (42 at grade and 173 underground). There is no change to the existing total number of parking spaces. The existing underground garage would be expanded and re-configured to accommodate an additional 174 underground parking spaces for the 152 new residential units, including 144 parking spaces for residents and 30 parking spaces for visitors. Eight parking spaces would be allocated at grade for the new commercial building. The proposed 152 new units would have 104 bicycle parking spaces for residents and 11 bicycle parking for visitors, for a total of 115 bicycle parking spaces. For the existing apartment building, there are 92 bicycle parking spaces proposed for residents and 24 bicycle parking spaces proposed for visitors, for a total of 116 bicycle parking spaces. The two existing vehicular driveways, accessed from Steeles Avenue West and Village Gate, would remain.

The application also proposes 606 square metres of new City parkland, 1,100 square metres of POPS and a new mid-block -pedestrian connection from Steeles Avenue West to Greenwin Village Road. Additional site statistics are provided on the Application Data Sheet (Attachment 1).

Reasons for Application

A Zoning By-law Amendment Application is required to permit a commercial use, increase the permitted overall density from 1.5 times the area of the lot to 2.45 times the area of the lot and to increase the permitted height from 24 metres to 40 metres to the top of the mechanical penthouse (the existing building is 46 metres tall because it pre-dates City of Toronto Zoning By-law 569-2013). The Zoning By-law Amendment would also establish other appropriate performance standards.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Planning Report and Shadow Study;
- Pedestrian Level Wind Preliminary Assessment;
- Transportation Impact Study;
- Functional Servicing and Stormwater Management Report;
- Arborist Report;
- Toronto Green Standard Checklist;
- Community Services and Facilities Study;
- Housing Issues Report; and
- Geotechnical Study.

Agency Circulation Outcomes

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

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members will 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 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 4.6 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."

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 (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on May 16, 2019. This new plan replaced the previous Growth Plan for the Greater Golden Horseshoe, 2017. On August 28, 2020, the Province brought into force Amendment 1 (2020) to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)"). The Growth Plan (2020) 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 (2020) 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 (2020), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of employment areas, and others. Policies not expressly linked to an 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 that better connect 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 (2020) 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 (2020) 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.

Toronto Official Plan

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

The Official Plan states that current and future residents must be able to access and maintain adequate, affordable and appropriate housing (Section 3.2.1). The City's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it. Addressing many of the City's housing challenges will require working in partnership with the other levels of government as well as private and non-profit sectors. The City must be positioned to take advantage of key opportunities to encourage new affordable and social housing production.

Policy 3.2.1.2 states that the existing stock of housing will be maintained, improved and replenished. The City will encourage the renovation and retrofitting of older residential apartment buildings. New housing supply will be encouraged through intensification and infill that is consistent with the Plan.

Policy 3.2.1.5 states 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:

- a) The existing rental housing units which have affordable rents and mid-range rents; and
- b) Any needed improvements and renovations to the existing rental housing, in accordance with and subject to Section 5.1.1 of the Plan, without pass-through of such costs in the rents to tenants.

The site is designated *Apartment Neighbourhoods* in the Official Plan. *Apartment Neighbourhoods* are 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. Policy 4.2.2 sets out development criteria in *Apartment Neighbourhoods* including, but not limited to:

- Providing transitions between areas of different development intensity and scale;
- Locating buildings to frame the edges of streets and parks;
- Providing indoor and outdoor recreation space; and
- Providing ground floor uses that enhance safety and amenity.

Policy 4.2.3 states that significant growth is generally not intended within development *Apartment Neighbourhoods*. However, compatible infill development may be permitted on a site containing an existing apartment building that has sufficient underutilized space to accommodate one or more new buildings while providing quality of life for both new and existing residents, provided it meets the policies of this Plan including, but not limited to:

- Maintaining the development criteria set out in Section 4.2.2;
- Maintaining an appropriate level of residential amenity on the site;
- Providing existing residents with access to community benefits where provided, pursuant to Section 5.1.1 of this Plan; and
- Preserving, replacing and creating important landscape features.

The Built Form policies of the Official Plan emphasize the importance of ensuring that new development fits within its existing context. New buildings will provide appropriate massing and transition in scale that will respect the character of the surrounding area.

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

Zoning

The site is zoned Residential Apartment (RA (f30.0; a1375; d1.5)) by By-law 569-2013, which permits apartment buildings, retail stores, and limited residential and community uses, with a maximum height of 24 metres and a maximum density of 1.5 times the area of the lot.

The site is also zoned Multiple-Family Dwellings Sixth Density Zone (RM6) by former City of North York By-law 7625, permitting apartment house dwellings and other residential uses, with a maximum height that may exceed 11 metres, provided that all required yard setbacks increase by 0.3 metre for every 0.6 metre of additional height in excess of 11 metres.

Avenues and Mid-rise Buildings Study and Performance Standards

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

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

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance

Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

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

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

Townhouse and Low-rise Apartment Guidelines

City Council adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here:

[https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/.](https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/)

Growing Up: Planning for Children in New Vertical Communities

In July 2020, Toronto City Council adopted the Growing Up: Planning for Children in New Vertical Communities 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 of 20 or more residential units. The objective of the Growing Up Guidelines is to consider the needs of children and youth in the design and planning of vertical neighbourhoods which in turn, will enhance the range and provision of housing for households across Toronto. Implementation of the Guidelines also presents the opportunity to address housing needs for other groups, including roommates forming non-family households, multi-generational households and seniors who wish to age-in-place. This will increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The Report from the Chief Planner on the Growing Up Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148361.pdf>

The Growing Up Guidelines (2020) are available at:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The City of Toronto has completed the Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings. The purpose of this document is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. These Guidelines are to be used by the development industry in the preparation of development applications, by

architects to inform the size, location and layout of pet friendly facilities, and by city staff in the various stages of development application review to identify best practices and help inform decisions that will support pet friendly environments.

The Guidelines are to be used in conjunction with other policies and guidelines. They are not intended to be prescriptive, but rather are intended to provide an additional degree of information. All residents, both pet-owners and non-pet-owners, will benefit from the Guidelines as they encourage design that demonstrate considerations for pets and reduces the impact that they have on our parks, open spaces and the environment.

The Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings are available at: <https://www.toronto.ca/city-government/planning-development/planningstudies-initiatives/pet-friendly-design-guidelines-for-high-density-communities/>

Site Plan Control

A Site Plan Control application has not been submitted with this rezoning application, but would ultimately be required to facilitate this development.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

The application is consistent with PPS (2020). In accordance with Policy 1.1.3.3, the subject site is appropriately located for intensification as it is within an existing settlement area that can accommodate growth and is served by existing infrastructure and transit. The application will provide an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, by introducing stacked townhouses and additional apartment units on the site (Section 1.4.1). It also promotes healthy and active communities through the provision of new park land and open space (Section 1.5.1).

Policy 1.6.7.4 of the PPS (2020) promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation. The proposal is consistent with this policy direction as the proposed land use and density provides a compact built form that supports an efficient use of land in proximity to existing transit infrastructure (TTC bus routes) on Steeles Avenue West, Bathurst Street and Peckham Avenue / Cactus Avenue.

The proposal conforms to the Growth Plan (2020) as it accommodates new growth within the built up areas of the community through intensification. Policy 2.2.1.4 of the Growth Plan provides direction on the achievement of complete communities setting out

Final Report - 755 Steeles Avenue West 13 of 62

objectives for a mix of land uses, a range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Convenient access to a range of transportation options, public service facilities, and open spaces and recreational facilities is also highlighted as a key component of complete communities along with the development of high quality, compact built form and an attractive and vibrant public realm.

The proposed development intensifies an underutilized site that is served by existing bus transit infrastructure. The proposal provides a high quality compact built form, supports an efficient use of land, and provides a pedestrian-friendly community by improving the streetscape on the three adjacent streets and providing a new mid-block connection from Steeles Avenue West to Greenwin Village Road. The proposed development includes a public park/amenity areas.

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 subject lands are designated *Apartment Neighbourhoods* in the Official Plan. The *Apartment Neighbourhoods* designation provides for 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. The proposal represents an appropriate intensification of the site with additional residential uses, a small scale commercial use and new park land and open space, that are compatible with the surrounding existing and planned context and in conformity with the Official Plan.

Site Organization

The development is organized to support and expand on the public realm. A new private street would cut through the site to create blocks. Due to the location of the existing underground garage, a new public street could not be provided unencumbered. The new private street will be designed to look like a public street, with parallel parking spaces, sidewalks, street trees, lighting and other pedestrian amenities, which will be secured during the future site plan application process.

The proposed 1-storey commercial building would be situated at the southwest corner of Steeles Avenue West and Village Gate, for maximum visibility. It would be designed to have a patio space at the corner. This building would also contain additional indoor and outdoor amenity spaces for use of the residents of the existing rental apartment building. These amenity spaces would be conveniently located near the existing building.

The stacked townhouses would be located at the southeast corner of the site. The lower building type is more appropriate at this location, given its relationship to existing lower density neighbourhood to the south. Building entrances for all stacked townhouse units would be accessible at grade through shared entrance porches from the Greenwin Village Road frontage and from the new private street.

The proposed 10-storey building would be set back further from Greenwin Village Road than the proposed townhouses, due to the angle of the southern lot line. This siting is compatible with the existing semi-detached dwellings to the south.

The proposed City-owned park land and adjacent privately-owned publicly accessible open space (POPS) are located along the Greenwin Village Road frontage to provide a green buffer between the proposed development and the existing dwellings to the south. A pedestrian walkway on the western edge of the site would connect the new park and POPS to Steeles Avenue West.

Density, Height, Massing

The proposed 10-storey building would be 40 metres tall, to the top of the mechanical penthouse. It would have a 2-storey base building expression facing Greenwin Village Road. This building would be contained beneath a 45-degree angular plane drawn from the *Neighbourhoods* designation on the south side of Greenwin Village Road. It would be set back 9.5 metres to 20.5 metres from Greenwin Village Road, 8 metres from the proposed stacked, back-to-back townhouses, 24 metres from the existing apartment building and 3.5 metres from the westerly lot line. This building would step away from the proposed stacked, back-to-back townhouses to create a transition of height. The seventh floor would step back 1.5 metres. The ninth floor would step back an additional 6 metres and the mechanical penthouse would step back an additional 14 metres.

The proposed stacked, back-to-back townhouses would be 4-storeys, plus private roof decks. They would have a total height of 15 metres (from established grade) to the top of the roof access. These townhouses would also be contained beneath a 45-degree angular plane drawn from the *Neighbourhoods* designation on the south side of Greenwin Village Road. They would be set back 4 metres to 8 metres from Greenwin Village Road, 8 metres from the proposed 10-storey building, 26 metres from the existing apartment building and 2.5 metres from Village Gate.

The proposed commercial building would be 1-storey and 11 metres (from established grade) in height. It would be set back 2 metres from Steeles Avenue West, 2 metres to Village Gate, 3 metres to the east elevation of the existing apartment building and 15 metres to the north (main) elevation of the existing apartment building. The massing of the commercial building creates opportunities for a patio at the corner of Steeles Avenue West and Village Gate and between the commercial building and the existing apartment building.

The existing 15-storey (46 metres from established grade) apartment building would remain the tallest building on site. The resulting density of all buildings on site would be 2.45 times the area of the lot.

Staff are of the opinion that the proposed development is compatible with the surrounding existing and planned context and the proposed built form, including the density, height and massing is appropriate.

Avenues and Mid-rise Buildings Study and Performance Standards

While the proposed 10-storey building is not a typical mid-rise building because it is part of a larger infill development, the proposal has regard for the Avenues and Mid-rise Buildings Study as follows:

- It would be contained beneath a 45-degree angular plane, drawn from the *Neighbourhoods* designation to the south;
- “Pedestrian Perception” step-backs would be provided at upper storeys to mitigate the perception of height and create comfortable pedestrian conditions;
- The building would frame the new private street and the new POPS;
- The elevations would be well articulated and appropriately scaled; and
- Loading and servicing would be located away from the public pedestrian realm.

Townhouse and Low-rise Apartment Guidelines

The proposed stacked, back-to-back townhouses have regard for the Townhouse and Low-Rise Apartment Guidelines as follows:

- The townhouses will have unit entrances facing Greenwin Village Road and the new private street;
- The building is sized and massed to be consistent with the surrounding context;
- A 4 to 8-metre front yard setback will be provided along Greenwin Village Road to provide grade related outdoor space and landscaping (POPS);
- The townhouses will share indoor amenity spaces with the proposed 10-storey building and they would be immediately adjacent to the POPS;
- The “back of house” areas and elements, such as loading/garbage collection areas and parking access will be located in the proposed 10-storey building and away from view and the public realm; and
- The townhouses would be located beneath a 45-degree angular plane from the *Neighbourhoods* designation to the south.

Growing Up: Planning for Children in New Vertical Communities

While this application pre-dates these guidelines, it does have regard for them. A minimum of 25% of the new units will be large units (2 and 3-bedroom units). A critical mass of larger units will be located in lower portions of the buildings. There would be a variety of indoor and outdoor amenity spaces to support a variety of age groups and activities, while supporting social interaction between neighbours. The new lobby can be designed for casual social interaction. The POPS can be designed with child-friendly elements at the site plan stage.

Pet Friendly Design

While this application pre-dates these guidelines, it can have regard for them. Privately Owned Publicly Accessible Spaces are owned and maintained by the building, but are accessible and usable by members of the public. For pets, these can be opportunities for relief, on-leash play, or off-leash activity in designated areas. These opportunities will be explored at the site plan stage.

Sun, Shadow, Wind

The Official Plan sets out that new development will adequately limit any resulting shadowing of neighbouring streets and properties, having regard for the varied nature of such areas. In addition, the Official Plan states that development in *Apartment Neighbourhoods* be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*. A shadow study provided by the applicant has been reviewed by staff, and the anticipated shadow impacts have been found to be acceptable as there are minimal shadow impacts. There is minimal shadowing from the new development on Village Gate and Greenwin Village Road, as the shadows will generally fall toward the north, toward Steeles Avenue West. The existing apartment building and the existing apartment buildings on adjacent lots produce more shadow than the proposed development. The City park and POPS would not be shadowed by the proposed development during the day.

Traffic Impact, Access, Parking

An Urban Transportation Impact Study dated October 2014 was submitted by the applicant's transportation engineering consultant. The traffic assessment concluded that the development will generate approximately 66 and 93 new two-way vehicle trips during the morning and afternoon peak hours, respectively. Given these estimated trips, the consultant concluded that the study area intersection and site access driveway are expected to operate at acceptable levels of service in the future total traffic condition. Transportation Services staff generally accept the conclusions of this study.

An updated study, dated November 2016, was also submitted. It provided details on the transportation elements of a revised development plan, responded to comments from Transportation Services related to the original submission (October 2014), and provided a preliminary concept plan for transportation aspects related to construction management. The report indicated acceptable existing and future traffic operating conditions on the area road network and confirmed that site-related traffic can be appropriately accommodated, consistent with the findings of the October 2014 report.

A TIS addendum dated June 2020 was submitted in advance of the public meeting. The consultant estimated in this study that the proposed development will generate approximately 65 and 95 new two-way trips during the AM and PM peak hours, respectively. The consultant concluded that the findings of the report remain the same and valid as those found in the previous reports. Transportation Services generally agrees with this conclusion.

The existing site is currently served by one all-moves access onto Steeles Avenue West and one all-moves access onto Village Gate. In the proposed development, the driveways would be maintained in the same location, which is acceptable to Transportation Services staff.

Transportation Services has been advised by the Land and Property Survey Unit of Engineering and Construction Services Division that conveyances for road widening purposes are not required at this location.

The existing apartment building has 215 parking spaces, with 123 parking spaces in the 1-level underground garage and 92 surface parking spaces. In the proposed development, the existing apartment building would have the same total number of parking spaces, with 182 spaces underground and 33 parking spaces at grade. A total of 59 existing surface parking spaces would be relocated to the underground garage in the new development.

The proposed 10-storey building and stacked, back-to-back townhouses would require 144 parking spaces for residents and 30 parking spaces for visitors, for a total of 174 parking spaces (pursuant to City of Toronto Zoning By-law 569-2013). All of the new parking spaces would be provided in the expanded 2-level underground garage. The proposed commercial building requires 8 parking spaces, which would be located at grade, next to the proposed building.

The proposed 152 new units would have 104 bicycle parking spaces for residents and 11 bicycle parking for visitors, for a total of 115 bicycle parking spaces, which meets the requirement. For the existing apartment building, there are 92 bicycle parking spaces proposed for residents and 24 bicycle parking spaces proposed for visitors, for a total of 116 bicycle parking spaces. These numbers are acceptable to staff.

Pursuant to City of Toronto Zoning By-law 569-2013, the site requires one Type G loading space for residential uses and one Type B loading space for the commercial use. The proposed site plan shows one Type G loading space in the southwest corner of the site and one Type B loading space to the south of the proposed commercial space. The proposed loading spaces are generally acceptable to Transportation Services staff. As part of the future site plan application, vehicle maneuvering diagrams will be required to show the ingress / egress of a garbage collection vehicle in a forward motion.

Streetscape

The proposed development will improve the streetscape of the three adjacent streets. On Steeles Avenue West, there would be a new 2.1-metre wide sidewalk, there are 3 existing street trees and the existing bus shelter will be re-located to install a new 16-metre long bus platform. The new commercial building would frame the corner of Steeles Avenue West and Village Gate. The form of the building would facilitate a commercial patio at the corner. On Village Gate, there would be a new 2.1-metre wide sidewalk, 4 new street trees (and 4 new private trees adjacent to the public sidewalk) and the bus shelter would be re-located to install a second new 16-metre long bus platform. The curb line at Village Gate and Greenwin Village Road would be re-built to facilitate a safe turning radii for TTC buses. On Greenwin Village Road, there would be a new 2.1-metre wide sidewalk. There are 10 existing street trees. The Greenwin Village Road streetscape will benefit from the new City-owned park and adjacent POPS. The plan also proposes a mid-block pedestrian connection and surface easement that would create a new pedestrian connection from Greenwin Village Road to Steeles Avenue West.

Servicing

This application was reviewed in the context of Basement Flooding Study Area 28 (Finch Avenue – Bathurst Street to Bayview Avenue).

In the short-term condition (during construction), the anticipated groundwater uptake will be hauled off-site during the construction dewatering phase. In long-term condition, groundwater flow will be pre-treated and filtered to comply with the City's Storm Sewer By-Law, via an on-site, pre-treatment system.

Due to proposed mitigation measures including an underground storage tank, the proposed storm water flow from the site is less than the outflow from the existing site. Therefore, it is anticipated that the proposed development will not have an adverse effect on the storm sewer infrastructure. Existing drainage patterns on adjacent properties shall not be altered and stormwater runoff from the subject development shall not be directed to drain onto adjacent properties.

The sanitary system would be sufficient to support the proposed development site, if eight sewer sections were upsized in capacity. The applicant will be required to make these necessary sanitary upgrades.

Rental Housing Intensification and Improvements

The proposal is consistent with the housing objectives of the Official Plan, as it will result in new housing supply through appropriate residential intensification and infill, while retaining and improving the existing rental housing.

According to the Housing Issues Report submitted by the applicant, over 81% of the existing 194 dwelling units are within the affordable rent category while about 17% are in the mid-range rent category (based on the 2016 City of Toronto Rental Housing Demolition and Conversion Application form). None are in the high end category. The applicant proposes to maintain all existing 194 rental units in accordance with Policy 3.2.1.5(a) of the Official Plan.

City Planning's Housing Policy staff reviewed a Housing Issues Report submitted by the applicant, which confirms that all existing 194 rental dwelling units on the site have either affordable rents (81%) or mid-range rents (17%), and that all units would be maintained as rental housing for a period of at least 20 years in accordance with Policy 3.2.1.5.(a). This will be secured through the Section 37 Agreement as a legal convenience and as part as the Site Specific Zoning By-laws.

The Housing Issues Report indicates that the existing rental apartment building has recently undergone renovations and that any additional improvements identified by City staff can be secured to ensure costs are not passed down to tenants through rent increases. Rental housing improvements, which may include improvements to amenities for tenants of the existing rental building, should be capital in nature and extend beyond building repairs, which form part of regular maintenance.

Improvements to the existing rental housing on the subject lands have been identified

through tenant consultation to identify needed improvements to the existing rental housing in order to satisfy Policy 3.2.1.5(b) and need to be secured through a legal agreement between the owner and the City. The applicant proposes to undertake the following improvements, without pass-through of costs to tenants, as informed by the results of the tenant consultation.

Prior to the first above-grade building permit for the new building:

- Complete the renovations of the laundry facilities in the existing rental building;
- Build one (1) universal washroom and one (1) washroom located on the basement floor of the existing residential rental building;
- Build new bicycle parking spaces;
- Make improvements to the lobby areas adjacent to the entrance of the existing rental building;
- Building new indoor amenity space of at least 180 square metres within the existing residential rental building which shall include but not be limited to: yoga studio and/or gymnasium; a games room which shall include, tables, seating and other entertainment equipment and other programming; and
- Build new storage lockers accessible to tenants of the existing residential rental building and located at the basement level of the existing rental building.

Prior to occupancy of any new residential units in the development:

- Provision of a new programmed outdoor amenity area located adjacent to the new commercial building for the exclusive use of residents of the existing residential rental building and having a minimum size of 140 square metres;
- Provision of a new programmed indoor amenity space located within the new commercial building, for the exclusive use of the existing rental apartment building, having a minimum size of 109 square metres; and
- Relocation of the existing residential rental building garbage and recycling storage to the new residential building(s) will store garbage in a new Type G loading area, located in the new 10-storey residential building internal loading area.

The owner is also required to develop a construction mitigation plan and tenant communications strategy so that existing tenants experience limited impact from the proposed development. City staff will work with the applicant to ensure rental housing improvements and a construction mitigation plan are secured in a Section 37 Agreement as a legal convenience.

Parkland and Privately-Owned Publicly Accessible Open Space (POPS)

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 hectare 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.

The applicant is required to satisfy the parkland dedication requirement through an on-site dedication. The submitted plans demonstrate that the applicant has proposed an on-site parkland dedication of 606 square metres, which is of an appropriate size, location, configuration and unencumbered by the underground parking garage. The 606 square metres represents the entire required parkland dedication. The location of the park allows for potential expansion to the west, through the development application currently under review by staff at 765 Steeles Avenue West (19 149036 NNY 18 OZ).

In addition to the on-site parkland dedication, the applicant is also proposing 1,100 square metres of POPS, adjacent to the new City-owned parkland. The new parkland and adjacent POPS would total 1,706 square metres of new publicly accessible green space for the use of current residents, future residents and area residents. The new park and the POPS would be designed to appear as one continuous space, during the future Site Plan Application. Staff recommend that the POPS be secured in the Section 37 Agreement.

The most pressing issue raised by the community through the consultation process was the loss of green space that they had enjoyed over the years. The original 1962 subdivision application (file no. C-913), 1966 rezoning application (file no. Z-66-99) and 1968 building permit application (file no. 68-668) do not make reference to public access to the subject lands. A title search conducted by City Legal staff did not reveal any easement or agreement registered on title that gives any rights to any portion of the property, to another party. However, the new development will legally secure new public parkland and public space for use by current and future residents, and by neighbours.

Community Services and Facilities

The study area for this report is generally Steeles Avenue West, Yonge Street, Finch Avenue West and the west branch of the Don River as it meanders southwards to intersect with Bathurst Street. The study area has a demographic profile that consists of a generally stable population with a high proportion of working age residents. There is a high level of immigration, which remains steady and a below City-average median income. While married couples make up the largest proportion of families, the proportion of smaller family units has increased while the number of families with children has remained relatively stable overall.

In terms of the housing stock, there is a fairly even split in the percentage of persons who rent or own, with a small increase in the amount of ownership as compared between 2001 and 2006. Most of the housing stock predates 1990 with very little being constructed in more recent years. The population has access to a wide range of community services and facilities within the City of Toronto. The majority of the Toronto District School Board facilities are operating below capacity while the Toronto Catholic School Board schools are operating above capacity for most of their facilities. The small pupil yield that is forecasted from the development proposal should be capable of being accommodated within the existing school inventory.

There are a variety of accessible community recreational facilities offering indoor and outdoor amenities and programs in the vicinity of the site. Childcare space is running at capacity for kindergarten and school-age programs while pre-school capacity is available. In addition, there are a number of libraries, place of worship, health care and emergency service facilities readily available to residents. The site is located within a well-served community facility and service area. SIPA staff generally agree with this study and its conclusions.

Tree Preservation

Urban Forestry staff replaced three dead City-owned trees on Steeles Avenue West in 2016 and planted 9 City-owned trees on Greenwin Village Road in 2017. There are 51 private trees on the site that meet the criteria for protection and that will be impacted by future construction activity. Urban Forestry staff will comment further during the future Site Plan 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 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 to be secured through the zoning by-law process include vehicular, bicycle parking and waste storage and collection. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

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.

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 benefit recommended to be secured in the Section 37 Agreement is \$2,276,000 to go toward park improvements in the vicinity of the site.

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

- Parkland conveyance;
- Tenant Construction Mitigation Plan & Tenant Communication Plan;
- Construction Phasing Plan;
- Financial security for external servicing upgrades;
- The 194 existing rental dwelling units are to be maintained for a period of at least 20 years following enactment of the by-laws;
- Access to amenity spaces;
- Improvements to the existing rental apartment building listed in the recommendations above; and
- POPS.

Community Consultation

A pre-application community consultation meeting was hosted by the applicant on March 6, 2014. Planning staff and the Councillor were in attendance. The proposal presented at this meeting included a residential apartment building that ranged in height from 6 to 14 storeys and one block of 3-storey stacked, back-to-back townhouses. A new driveway was proposed from Greenwin Village Road. Residents were concerned with:

- Height and density;
- The decreased green space on site and lack of green space in the area;
- Existing traffic in the neighbourhood;
- The architectural design of the proposal;
- Proposed vehicular access on Greenwin Village Road and the increase in traffic; and
- Basement flooding in the neighbourhood.

A community consultation meeting was hosted by City Planning staff on March 24, 2015. There were approximately 60 members of the public in attendance. The local ward Councillor was also in attendance. Many issues were raised including:

- Height and density;
- Neighbours have been using the subject lands for leisure activities and dog-walking and want to continue to do so;
- Heavy vehicular traffic, including TTC buses and school buses on the local street network and arterial roads;
- The turning radius is too tight for TTC buses, when turning from Village Gate to Greenwin Village Road;
- Loss of property values;
- Increase of density;

- Sanitary capacity;
- Commercial use not preferred;
- Loss of and lacking amenity spaces of the existing building;
- Loss of trees;
- Hydrogeological information and flooding on the site;
- Basement flooding;
- Storm drainage; and
- Inadequate on-site parking.

Similar concerns were also raised through many letters and emails received by City Planning staff from neighbours. A petition was also received with 132 signatures, opposing the proposal.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it represents an appropriate level of intensification on lands designated *Apartment Neighbourhoods*. The proposed development is in close proximity to public transit, would improve the streetscape of Steeles Avenue West, Village Gate and Greenwin Village Road and contribute to a range of housing options within this neighbourhood. It would also add additional public green space and improve the existing apartment building. The proposal represents an appropriate scale of development for the site that fits within the existing and planned context of the area. The proposal is compatible with the surrounding land uses and provides an appropriate transition of built form to adjacent properties. Staff recommend that City Council approve the application.

CONTACT

Doug Stiles, Planner, North District
Tel. No. 416-395-7145
E-mail: doug.stiles@toronto.ca

Adam Kebede, Planner, Strategic Initiatives, Policy & Analysis (Housing)
Tel. No. 416-392-6051
E-mail: adam.kebede@toronto.ca

SIGNATURE

Al Rezoski, Acting Director
Community Planning, North District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Former City of North York Zoning By-law 7625

Attachment 5: City of Toronto Zoning By-law 569-2013

Attachment 6: Draft Former City of North York Zoning By-law 7625 Amendment

Attachment 7: Draft City of Toronto Zoning By-law 569-2013 Amendment

Applicant Submitted Drawings

Attachment 8: Site Plan

Attachment 9a: Midrise + Townhouses - South (Greenwin Village Road) Elevation

Attachment 9b: Midrise - East Elevation

Attachment 9c: Midrise - North Elevation

Attachment 9d: Midrise - West Elevation

Attachment 10a: Townhouses - East Elevation (Village Gate)

Attachment 10b: Townhouses - West Elevation

Attachment 11a: Commercial Building - North Elevation (Steeles Avenue West)

Attachment 11b: Commercial Building - East Elevation (Village Gate)

Attachment 11c: Commercial Building - South Elevation

Attachment 11d: Commercial Building - West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 755 STEELES AVENUE WEST Date Received: November 6, 2014
 Application Number: 14 248860 NNY 10 OZ
 Application Type: OPA / Rezoning, Rezoning

Project Description: This rezoning application proposes a 10-storey, residential building, which has 2-storey townhouses at grade, and 4-storey, stacked, back-to-back townhouses along Greenwin Village Road. The proposal also includes a 1-storey, 550 square metre retail building at the corner of Steeles Avenue West and Village Gate. Vehicular access is proposed by two existing driveways from Steeles Avenue West and Village Gate. The existing 15-storey rental apartment building will remain.

Applicant	Agent	Architect	Owner
SHERMAN BROWN 5075 Yonge Street Suite 900 Toronto, M2N 6C6	ADAM BROWN 5075 Yonge Street Suite 900 Toronto, M2N 6C6	RAFAEL + BIGAUSKAS ARCHITECTS	GULL CONSTRUCTION CO LTD

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods RA (f30.0; a1375; d1.5)	Site Specific Provision:	N
Zoning:		Heritage Designation:	N
Height Limit (m):	46	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 12,637 Frontage (m): 107 Depth (m): 78

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,233	1,233	2,617	3,850
Residential GFA (sq m):	18,495	18,495	11,774	30,269
Non-Residential GFA (sq m):	0	0	550	550
Total GFA (sq m):	18,495	18,495	12,433	30,928
Height - Storeys:	15	15	10	15
Height - Metres:	46	46	40	46

Lot Coverage Ratio (%): 28 Floor Space Index: 2.45

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	30,269	
Retail GFA:	550	
Office GFA:	0	
Industrial GFA:	0	
Institutional/Other GFA:	0	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	194	194		194
Freehold:				
Condominium:			152	152
Other:				
Total Units:	194	194	152	346

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:		0	78	87	29
Proposed:		0	89	55	8
Total Units:		0	167	142	37

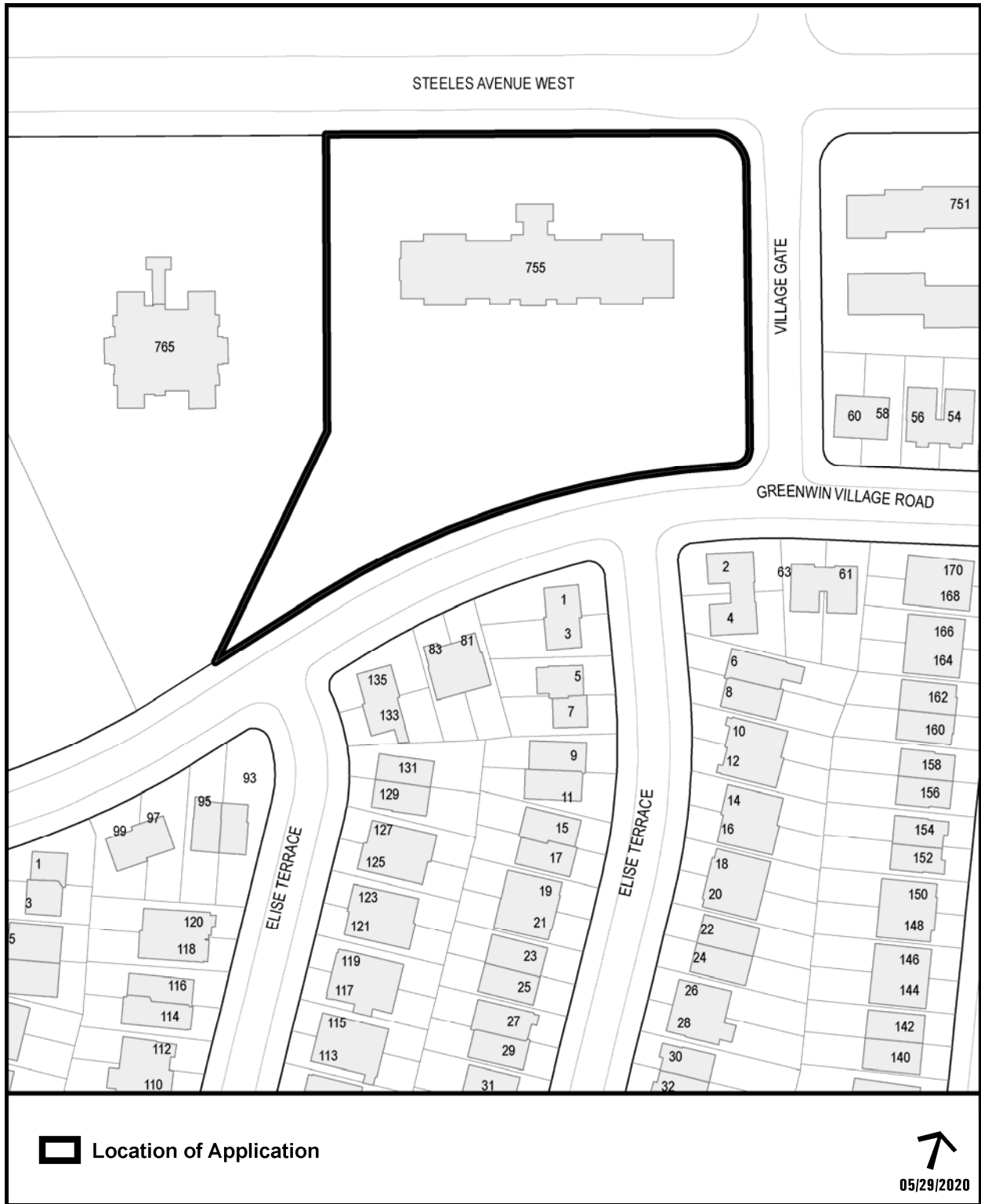
Parking and Loading

Parking Spaces: 389 Bicycle Parking Spaces: 115 Loading Docks: 2

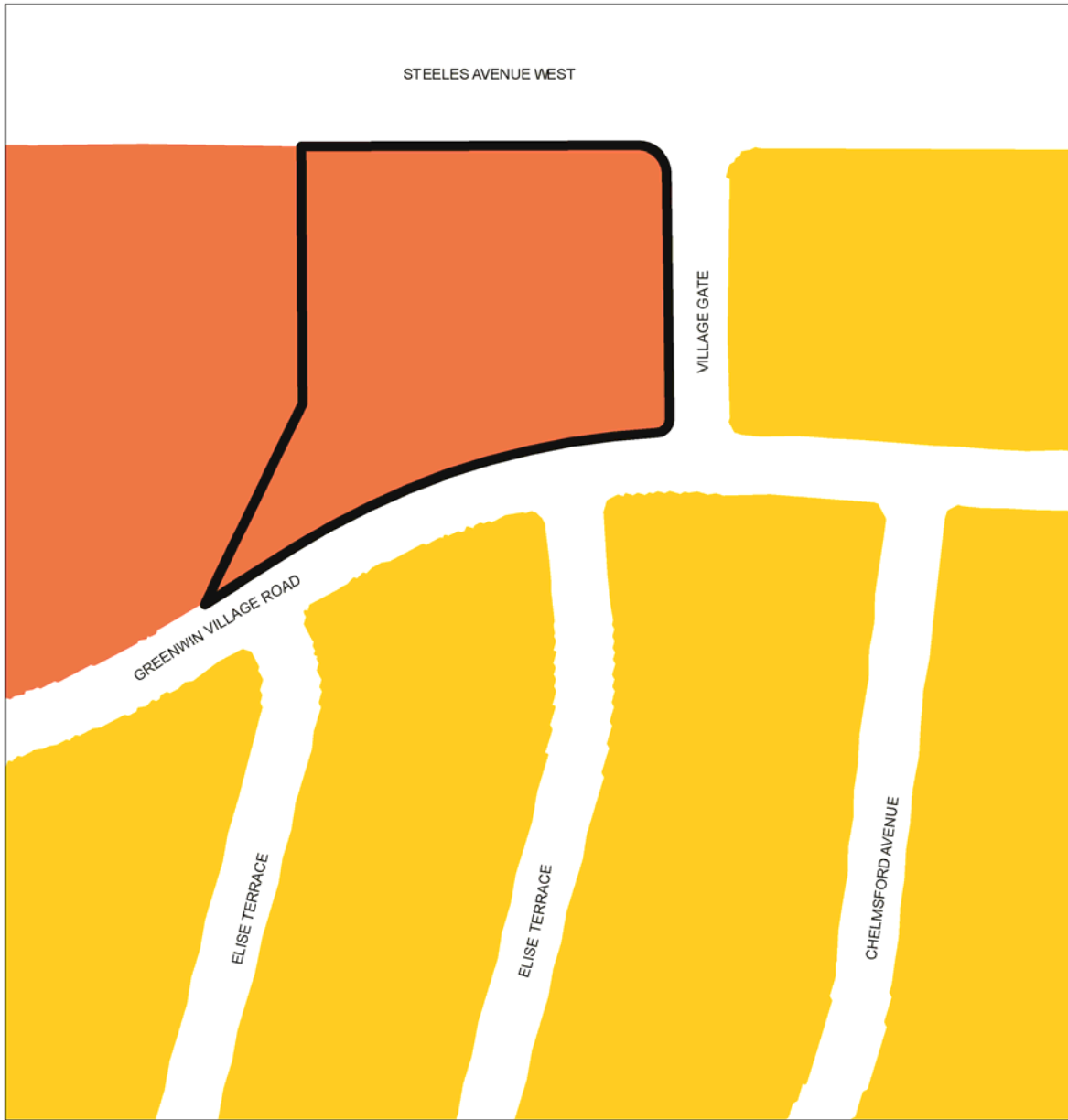
CONTACT:

Doug Stiles, Planner, Community Planning
 (416) 395-7145
 doug.stiles@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



755 Steeles Avenue West

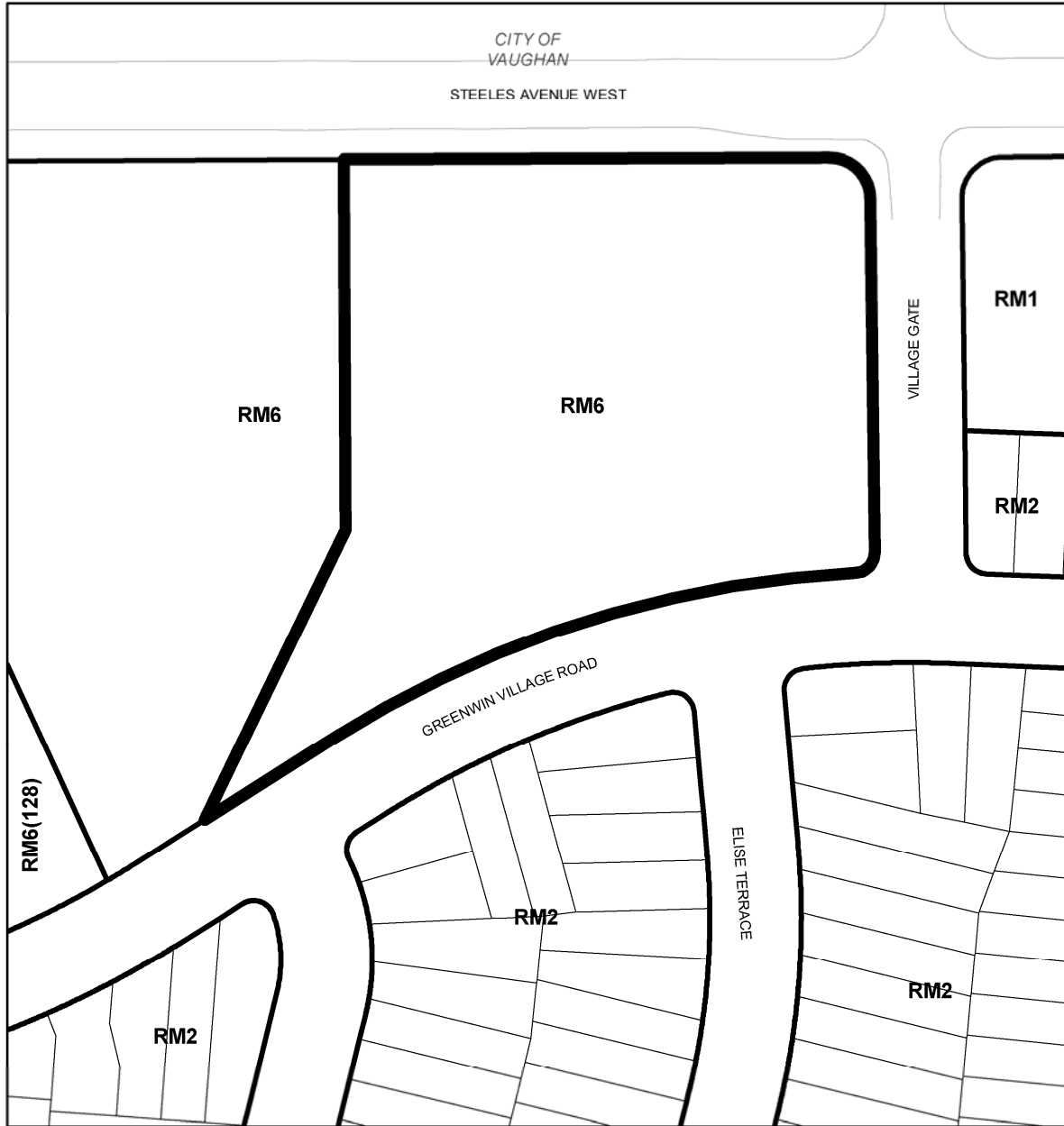
Official Plan Land Use Map #16

File # 14 248860 NNY 10 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods


Not to Scale
05/29/2020

Attachment 4: Former City of North York Zoning By-law 7625



Zoning By-law 7625

755 Steeles Avenue West

File # 14 248860 NNY 10 0Z

 Location of Application

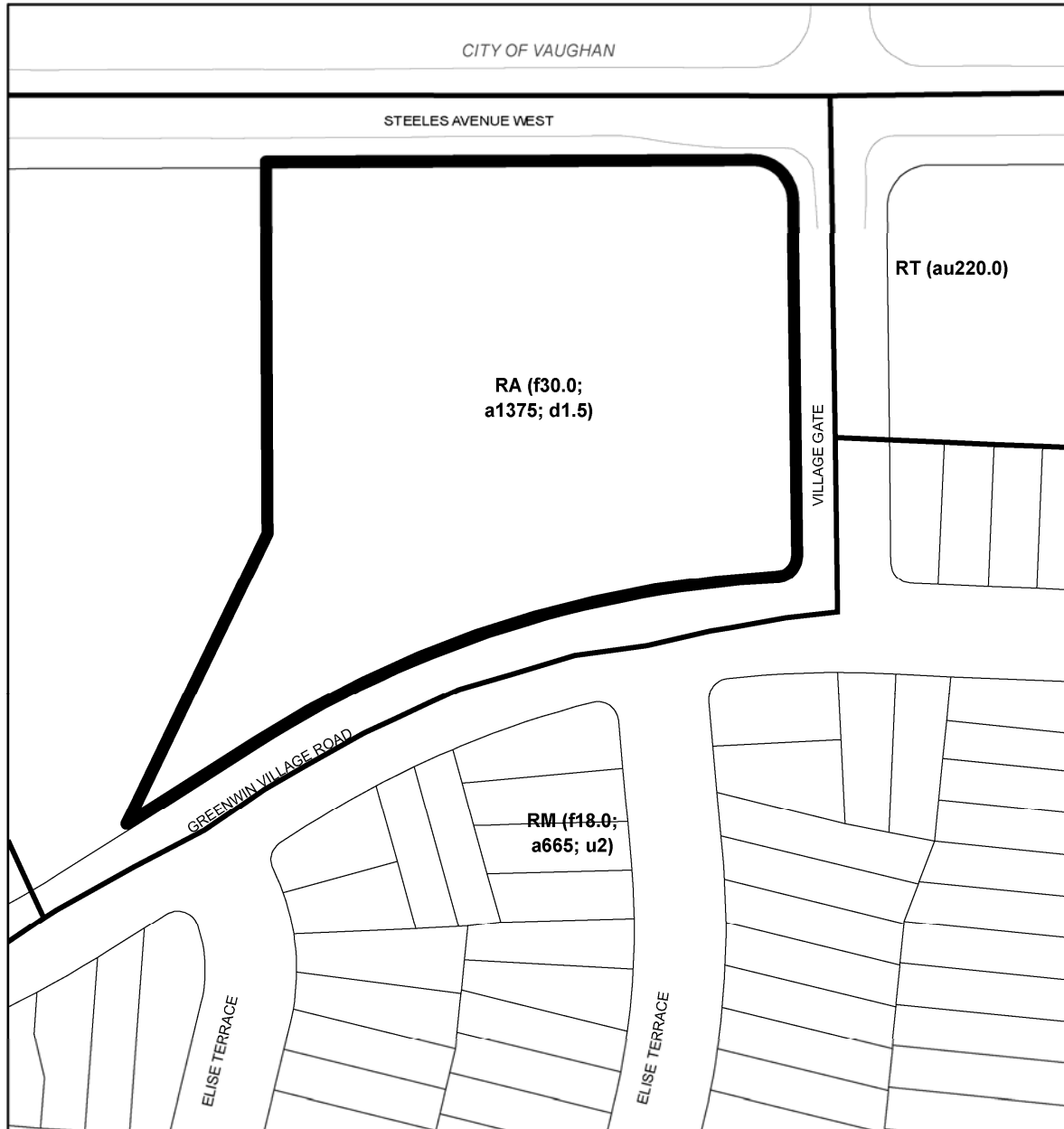
RM1 Multiple-Family Dwellings First Density Zone

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



Not to Scale
 Extracted: 05/29/2020


Attachment 5: City of Toronto Zoning By-law 569-2013



Zoning By-law 569-2013

755 Steeles Avenue West

File # 14 248860 NNY 10 OZ

 Location of Application

RT Residential Townhouse RM Residential Multiple
 RA Residential Apartment



Not to Scale
 Extracted: 05/29/2020

Attachment 6: Draft Former City of North York Zoning By-law 7625 Amendment

BY-LAW No. ____-20__

To amend Zoning By-law No. 7625, as amended,
With respect to the lands municipally known as
755 Steeles Avenue West.

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

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

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

Schedules “B” and “C” of By-law 7625 of the former City of North York are amended in
accordance with Schedule “1” attached to this By-law.

Section 64.20-A of By-law 7625 is amended by adding the following subsection:

“64.20-A(263) RM6(263)

DEFINITIONS

For the purpose of this exception, the following definitions will apply:

For the purpose of this exception, “Apartment House Dwelling” means a building
containing more than four (4) dwelling units, each unit having access either from an
internal corridor system or direct access at grade, or any combination thereof.

For the purpose of this exception, “Established Grade” shall mean the geodetic
elevation of 190.79 metres taken at the centre line of Steeles Avenue West at the mid-
point of the abutting lot line.

For the purpose of this exception, “Retail and Service Commercial Uses” shall mean
financial institutions, retail stores, service shops, personal service shops, restaurants,
take-out restaurants, studios, dry-cleaning and laundry collecting establishments,
synthetic dry-cleaning establishments, automatic laundry shops, outdoor café
and/or patio in conjunction with a restaurant, or any combination thereof, and any
accessory uses thereto.

For the purpose of this exception, Buildings “A”, “B”, “C”, and “D” are those buildings
shown on Schedule RM6(263).

For the purpose of this exception, “Existing Buildings” shall mean the buildings and associated structures that existed on the lands as of August 30, 2020, as shown as Building “A” on Schedule “RM6(263).

For the purpose of this exception, “Recreational Amenity Area” means an area that is communal and available to all occupants of a building or a group of buildings within a zone for social and recreational purposes including indoor or outdoor space.

For the purpose of this exception, “Temporary Sales/Rental Office” shall mean a building, structure, facility or trailer or portion thereof, on the lot used for the purpose of the sale and/or leasing of dwelling units to be erected on the lot.

For the purpose of this exception, “Gross Floor Area” means the sum of the total area of each floor level of a building, above and below the ground, measured from the exterior of the main wall of each floor level. Gross Floor Area may be reduced by the area in the building used for:

- Parking, loading and bicycle parking below-ground;
- Required loading spaces at the ground level and required bicycle parking spaces at or above-ground;
- Storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
- Shower and change facilities required by the By-law for required bicycle parking spaces;
- Amenity space required by the By-law;
- Elevator shafts;
- Garbage shafts;
- Mechanical penthouse; and
- Exit stairwells in the building.

For the purpose of this exception, “Type 'B' Loading Space” means a loading space that is a minimum of 3.5 metres wide, a minimum of 11.0 metres long and has a minimum vertical clearance of 4.0 metres.

For the purpose of this exception, "Type 'G' loading space" means a loading space that is a minimum of 4.0 metres wide, a minimum of 13.0 metres long and has a minimum vertical clearance of 6.1 metres.

For the purpose of this exception, “Bicycle parking” means an area used for parking or storing a bicycle.

"Short Term Bicycle Parking Space" means a bicycle parking space for use by visitors to a building.

"Long Term Bicycle Parking Space" means a bicycle parking space for use by the occupants or tenants of a building.

EXCEPTION REGULATIONS

PERMITTED USES

The permitted uses shall be as follows:

NON RESIDENTIAL

Retail and Service Commercial Uses;

RESIDENTIAL

Apartment House Dwellings;
Multiple Attached Dwellings; and
Accessory uses, including private recreational amenity areas.

GROSS FLOOR AREA

The maximum permitted Gross Floor Area shall be 31,000m² of which:

a maximum of 18,495 square metres for residential uses may be located within Building 'A' as shown on Schedule RM6(263);

a minimum of 525 square metres for non-residential uses and a minimum of 100 square metres for Recreational Amenity Area required by this By-law may be located within Building 'B' as shown on Schedule RM6(263);

a maximum 8,950 square metres for residential uses of may be located within Building 'C' as shown on Schedule RM6(263); and

a maximum of 2,925 square metres for residential uses may be located within Building 'D' as shown on Schedule RM6(263).

YARD SETBACKS

The minimum yard setbacks for buildings and structures above Established Grade are shown on Schedule RM6(263).

The minimum yard setback for parking structures and structures associated thereto below Established Grade shall be 0.0 metres from any lot line.

PERMITTED PROJECTIONS INTO MINIMUM YARD SETBACKS

Cornices, light fixtures, ornamental elements, parapets, art and landscape features, patios, decks, pillars, trellises, balconies, terraces, eaves, window sills, planters, ventilation and exhaust shafts, guardrails, balustrades, railings, stairs, stair enclosures,

doors, wheelchair ramps, fences, screens, retaining walls, driveway aisles, hydro servicing features, site servicing features, awnings and canopies, window washing equipment and underground garage ramps and associated structures may extend beyond the heavy lines shown on Schedule Schedule RM6(263).

BUILDING HEIGHT

The maximum permitted building height shall be as shown on Schedule RM6(263). The measurement of building height excludes:

parapets, guard rails, railings and dividers, trellises, eaves, screens, stairs, chimneys, roof drainage, window washing equipment, lightning rods, elevator overruns, garbage chute overruns, lighting fixtures, privacy screens, architectural features, landscaping and elements of a green roof which, without limiting the applicability thereof, may include trellises, planters, retaining walls and/or any other element or structure that may be used for open air recreation, safety or wind protection purposes.

AMENITY SPACE

Outdoor Recreational Amenity Area must be provided:

at a minimum ratio of 2m² per dwelling unit for Buildings 'C' and 'D' as shown on Schedule RM6(263); and

A minimum of 140 square metres must be provided for the dwelling units within Building 'A' as shown on Schedule RM6(263).

Indoor Recreational Amenity Area shall be provided:

for Building 'A', at a minimum ratio of 1.49m² per dwelling unit which may be located in whole or in part within Building 'B' shown on Schedule RM6(263); and

for Buildings 'C' and 'D', at a minimum ratio of 2m² per dwelling unit which may be located in whole or in part within Building 'C' shown on Schedule RM6(263).

LANDSCAPE AREA

The minimum required landscaped area shall be 5900m².

UNIT MIX

A minimum of twenty-five (25%) of dwelling units in Buildings 'C' and 'D' shown on Schedule RM6(263) shall be three-bedroom or two-bedroom dwelling units; and a minimum of five-percent (5%) of dwelling units in Buildings 'C' and 'D' shown on Schedule RM6(263) shall be three-bedroom dwelling units.

PARKING AND LOADING

Parking spaces with minimum dimensions of 5.6 metres in length, 2.6 metres in width and 2.0 metres in height shall be provided at the following minimum rate, excluding fractions:

Visitor – 0.2 spaces per dwelling unit

Bachelor – 0.7 spaces per dwelling unit

1 bedroom – 0.9 spaces per dwelling unit

2 bedroom – 1.0 spaces per dwelling unit

3 or more bedrooms – 1.2 spaces per dwelling unit

Retail Service Commercial – 1.5 spaces per 100m² Gross Floor Area

Despite (i) to (v) above, for the dwelling units within Building 'A', a minimum of 215 parking spaces shall be provided of which a minimum of 11 parking spaces shall be for visitors.

BICYCLE PARKING

The minimum required number of Bicycle Parking Spaces must be 115 of which 11 must be Short-Term Bicycle Parking Spaces.

A Bicycle Parking Space must have a minimum vertical clearance of 1.9 metres, minimum horizontal dimensions of 0.6 metres in width by 1.8 metres in length.

Notwithstanding (k), stacked Bicycle Parking Spaces are permitted which must have a minimum vertical clearance of 1.2 metres, minimum horizontal dimensions of 0.45 metres in width by 1.8 metres in length.

LOADING SPACES

A minimum of 1 Type 'B' Loading Space and 1 Type G Loading Space must be provided.

DRIVEWAY SLOPE

The maximum permitted driveway slope shall be 15%.

SALES CENTRE

None of the provisions of By-law 7625 shall apply to prevent a Temporary Sales/Rental Office use on the lands for the sale/lease of residential dwelling units for a period of five years from the date of the passing of By-law _____.

APPLICABILITY

The provisions of By-law No. 7625 Sections 6(9), 6(22), 6(23), 6(24), 6(A), 15, 16, and 20-A, as amended and By-law 21781, shall not apply.

Notwithstanding any severance, partition or division of the lands shown on Exception RM6(263), the provisions of this By-law shall continue to apply to the whole of the lands as if no severance, partition or divisions occurred.”

3. SECTION 37

The owner of the lands as shown on Schedule “1” shall enter into one or more agreements with the City of Toronto pursuant to Section 37 of the Planning Act to secure the facilities, services and matters referred to below, which agreement or agreements may be registered against the title of the lands, to which this By-law applies in the manner and to the extent specified in the agreements referred to above, shall provide or fund the following facilities, services and/or matters on terms satisfactory to the City of Toronto, in order to permit the higher density uses cited in Section 2, Clause (a) which form part of this By-law:

A \$2,276,000.00 payment, with such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of the Section 37 Agreement to the date the payment is made, for park improvements in the vicinity of the site, in consultation with the Ward Councillor and appropriate City staff.

4. Within the lands shown on Schedule "1" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

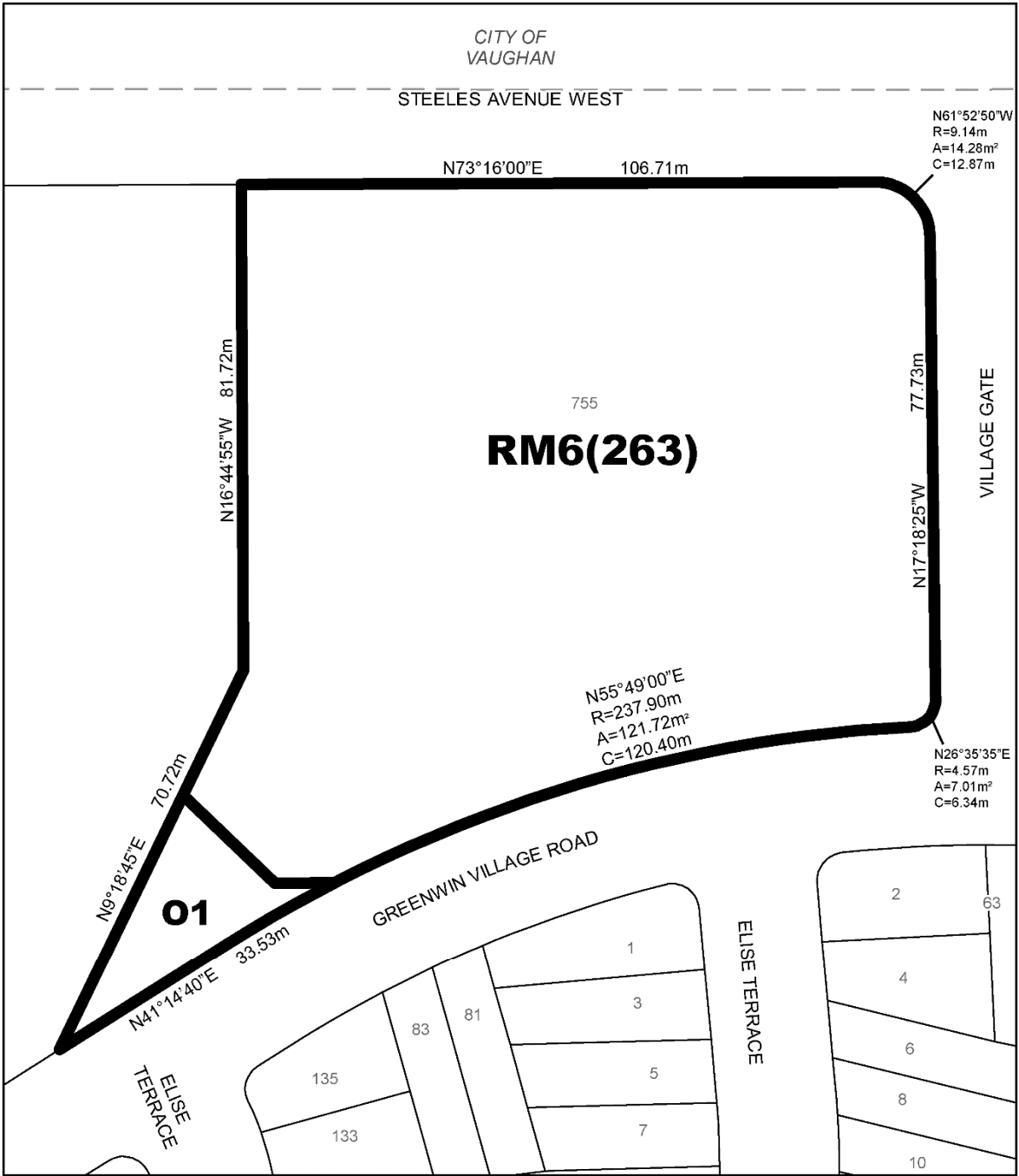
(a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

(b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY, ULLI S. WATKISS,
Mayor City Clerk

(Corporate Seal)

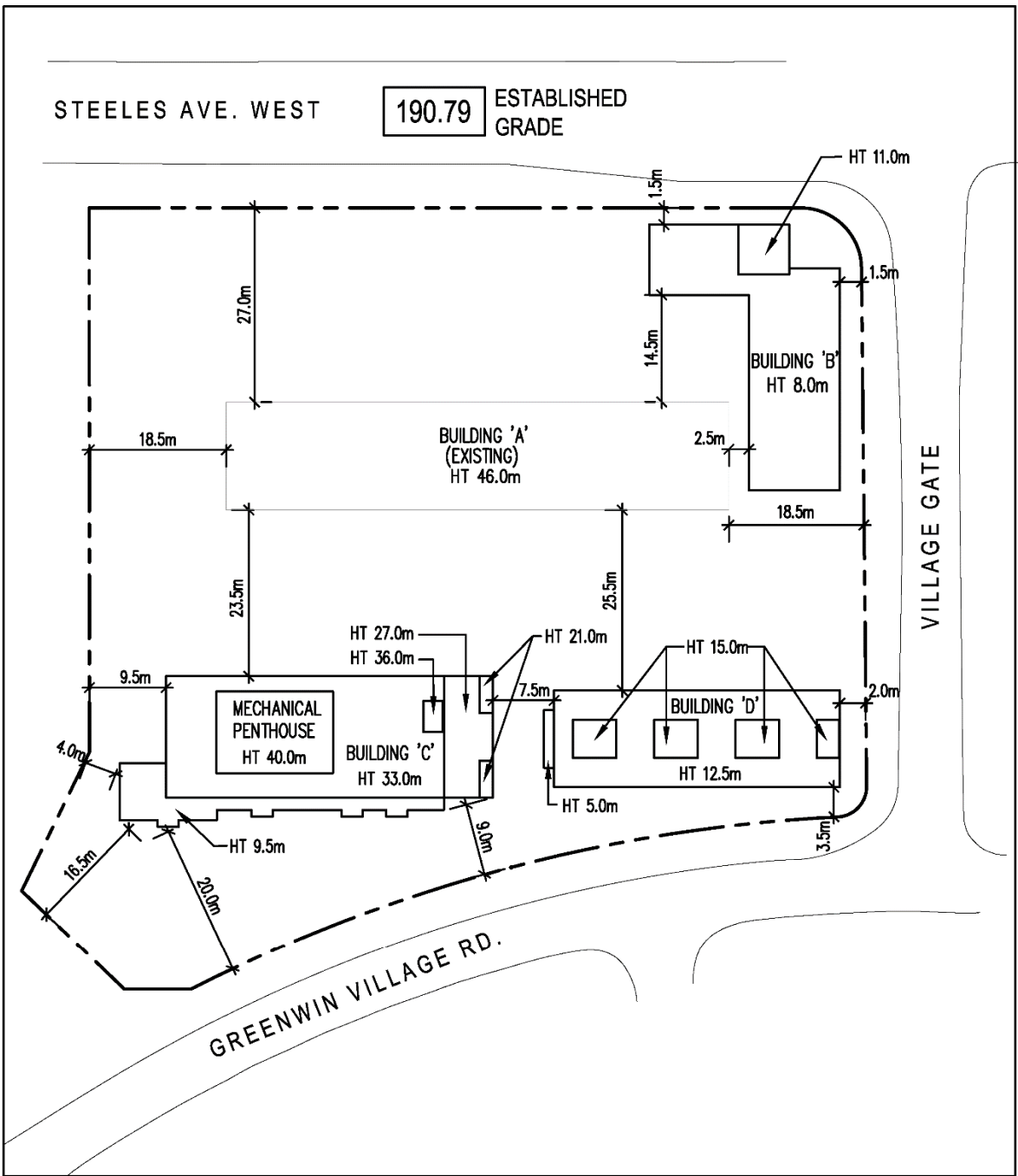


Toronto
Schedule 1

755 Steeles Avenue West

File # 14 248860 NNY 10 0Z

↑
Not to Scale
02/10/2020



Toronto
 Schedule RM6(263)

755 Steeles Avenue West

File # 14 248860 NNY 10 0Z

↑
 Not to Scale
 05/14/2020

Attachment 7: Draft City of Toronto Zoning By-law 569-2013 Amendment

CITY OF TORONTO

Bill No. ~

BY-LAW No. XXXX-2020

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2020 as, 755 Steeles Avenue West

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

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

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development; and

Whereas pursuant to Section 37 of the Planning Act, a by-law under Section 34 of the Planning Act, may authorize increases in the height and density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the Planning Act provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the height or density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in density permitted beyond that otherwise permitted on the aforesaid lands by By-law No. 569-2013 as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto;

Whereas pursuant to Section 39 of the Planning Act, the Council of a Municipality may, in a by-law passed under Section 34 of the Planning Act, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited in the by-law;

The Council of the City of Toronto enacts:

The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.

The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.

Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to RA (f 30.0; a 1375; d1.5) (x145) and O, as shown on Diagram 2 attached to this By-law.

Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.7.10 Exception Number 145 so that it reads:

Exception RA 145

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

On 755 Steeles Avenue West, if the requirements of Section 6 and Schedule A are complied with, buildings or structures are permitted in accordance with (B) to (Y) below;

For the purposes of By-law [Clerks to supply by-law ##], "Existing Building" shall mean the building and structures that existed on the lot as of April 30, 2020, shown as Building 'A' on Diagram 3 attached to and forming part of this By-law;

Despite regulation 15.5.40.10(1) the height of a building is measured from the Canadian Geodetic elevation of 190.79 metres and the highest point of the building;

Despite regulations 15.10.40.10(1), the height of any building or structure may not exceed the height limit of the numbers following the symbol HT on Diagram 3 of By-law [Clerks to supply by-law ##];

Despite (D) above and 15.5.40.10(5), the following elements of a building or structure may exceed the permitted maximum heights:

Parapets, guardrails, railings, privacy screens, architectural features, trellises and open air recreation elements by a maximum of 3.0 metres; and
Unenclosed structures providing safety or wind protection by a maximum of 3.0 metres;

Regulation 15.5.40.10(4), with respect to horizontal limits on elements for the functional operation of a building does not apply;

In addition to the permitted uses in clause 15.10.20.10 and despite clause 15.10.20.20, the following uses are permitted in Building 'B' shown on Diagram 3 of By-law XXXX-2020: financial institutions, retail stores, service shops, personal service shops, eating

establishments, take-out eating establishments, artist studios, and outdoor patio in conjunction with an eating establishment;

Despite Regulation 15.5.50.10(1), a minimum of 5,900 square metres of the area of the lot is for landscaping, including a minimum of 2,950 square metres of soft landscaping;

Regulation 15.5.150 with respect to waste and recyclable material shall not apply;

Despite clause 15.10.40.70, the required minimum building setbacks are shown on Diagram 3 of By-law XXXX-2020;

Despite (J) above and regulations 5.10.40.70(1) and 15.5.40.60(3)(A), the following are permitted to encroach into the required minimum building setbacks:

Window washing equipment, and eaves by a maximum of 3.0 metres;
Underground garage access ramps and associated structures if no closer to the lot line than 1.2 metres;
Screens, railings, light fixtures, ornamental elements, art features, exterior stairs, ventilation and exhaust shafts, hydro servicing features, and site servicing features;

Despite 15.10.40.80(2), the distance between residential buildings located on the same lot is shown on Diagram 3 of By-law XXXX-2020;

Despite regulation 15.10.40.40(1), the permitted maximum gross floor area of all buildings and structures on the lot is 31,100 square metres, of which:

a maximum of 18,495 square metres for residential uses may be located within Building 'A' as shown on Diagram 3 of By-law XXXX-2020;

a minimum of 525 square metres for non-residential uses and a minimum of 109 square metres for indoor amenity space required by this By-law may be located within Building 'B' as shown on Diagram 3 of By-law XXXX-2020;

a maximum 8,950 square metres for residential uses of may be located within Building 'C' as shown on Diagram 3 of By-law XXXX-2020; and

a maximum of 2,925 square metres for residential uses may be located within Building 'D' as shown on Diagram 3 of By-law XXXX-2020;

Despite regulation 15.10.40.50(1) outdoor amenity space will be provided in accordance with the following:

(i) For dwelling units located within Building 'A' as shown on Diagram 3 of By-law XXXX-2020, a minimum of 140 square metres; and

(ii) For dwelling units located within Building 'C' and Building 'D' as shown on Diagram 3 of By-law XXXX-2020, at a minimum rate of 2.0 square metres per dwelling unit;

Despite regulation 15.10.40.50(1) indoor amenity space will be provided in accordance with the following:

(i) For Building 'A' shown on Diagram 3 of By-law XXXX-2020, at a minimum rate of 1.49 square metres per dwelling unit which may be located in whole or in part within Building 'B' shown on Diagram 3 of By-law XXXX-2020; and

(ii) For Building 'C' and Building 'D' shown on Diagram 3 of By-law XXXX-2020 at a minimum rate of 2.0 square metres per dwelling unit and may be located in whole or in part within Building 'C' shown on Diagram 3 of By-law XXXX-2020;

A minimum of twenty-five (25%) of dwelling units in Buildings 'C' and 'D' shown on Diagram 3 will be three-bedroom or two-bedroom dwelling units; and a minimum of five-percent (5%) of dwelling units in Buildings 'C' and 'D' shown on Diagram 3 will be three-bedroom dwelling units.

Despite clause 200.5.10.1 and Table 200.5.10.1, parking spaces must be provided and maintained on the lot in accordance with the following minimum requirements:

(i) a minimum of 0.7 parking spaces for each bachelor dwelling unit;

(ii) a minimum of 0.9 parking spaces for each one bedroom dwelling unit;

(iii) a minimum of 1.0 parking spaces for each two bedroom dwelling unit;

(iv) a minimum of 1.2 parking spaces for each dwelling unit containing three or more bedrooms;

(v) a minimum of 0.2 parking spaces for each dwelling unit for visitors to dwelling units;

(vi) 1.5 parking spaces for each 100 square metres of non-residential gross floor area; and

(vii) Despite (P)(i) to (P)(v) above, for the dwelling units within

Building 'A' on Diagram 3 of By-law XXXX-2020, a minimum of 215 parking spaces must be provided, of which a minimum of 11 parking spaces must be for residential visitors;

Despite regulation 230.5.10.1(5), a total of 115 bicycle parking spaces must be provided and maintained on the lot, of which 11 must be "short-term" bicycle parking spaces;

Despite regulation 230.5.10.1(4) a stacked bicycle parking space must have a minimum vertical clearance of 1.2 metres, a minimum width of 0.45 metres and a minimum length 1.8 metres;

Despite regulation 200.15.10(1), a minimum of 7 accessible parking spaces must be provided;

Regulation 200.10.1(1) with respect to marking drive aisles accessing visitor parking spaces, shall not apply;

Regulation 200.15.1.5(1) with respect to location of accessible parking spaces, shall not apply;

Regulation 150.100.30.1(1) with respect to the requirement of a fence shall not apply;

One Type "B" and one Type "G" loading space must be provided;

Zoning By-law 21781 shall not apply.

Prevailing By-laws and Prevailing Sections: (None Apply)

None of the provisions of By-law No. 569-2013, as amended, apply to prevent a temporary sales office use for the sale/lease of residential dwelling units on the lands outlined by heavy black lines on Diagram 1 attached to this By-law for a period not to exceed 3 years from the date of this by-law coming into full force and effect.

Section 37 Provisions

Pursuant to Section 37 of the Planning Act, and subject to compliance with this By-law, the increase in density of the development is permitted beyond that otherwise permitted on the lands shown on Diagram 1 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A hereof and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor.

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

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

Enacted and passed on month ##, 20##.

Name, Ulli S. Watkiss,
Speaker City Clerk

(Seal of the City)

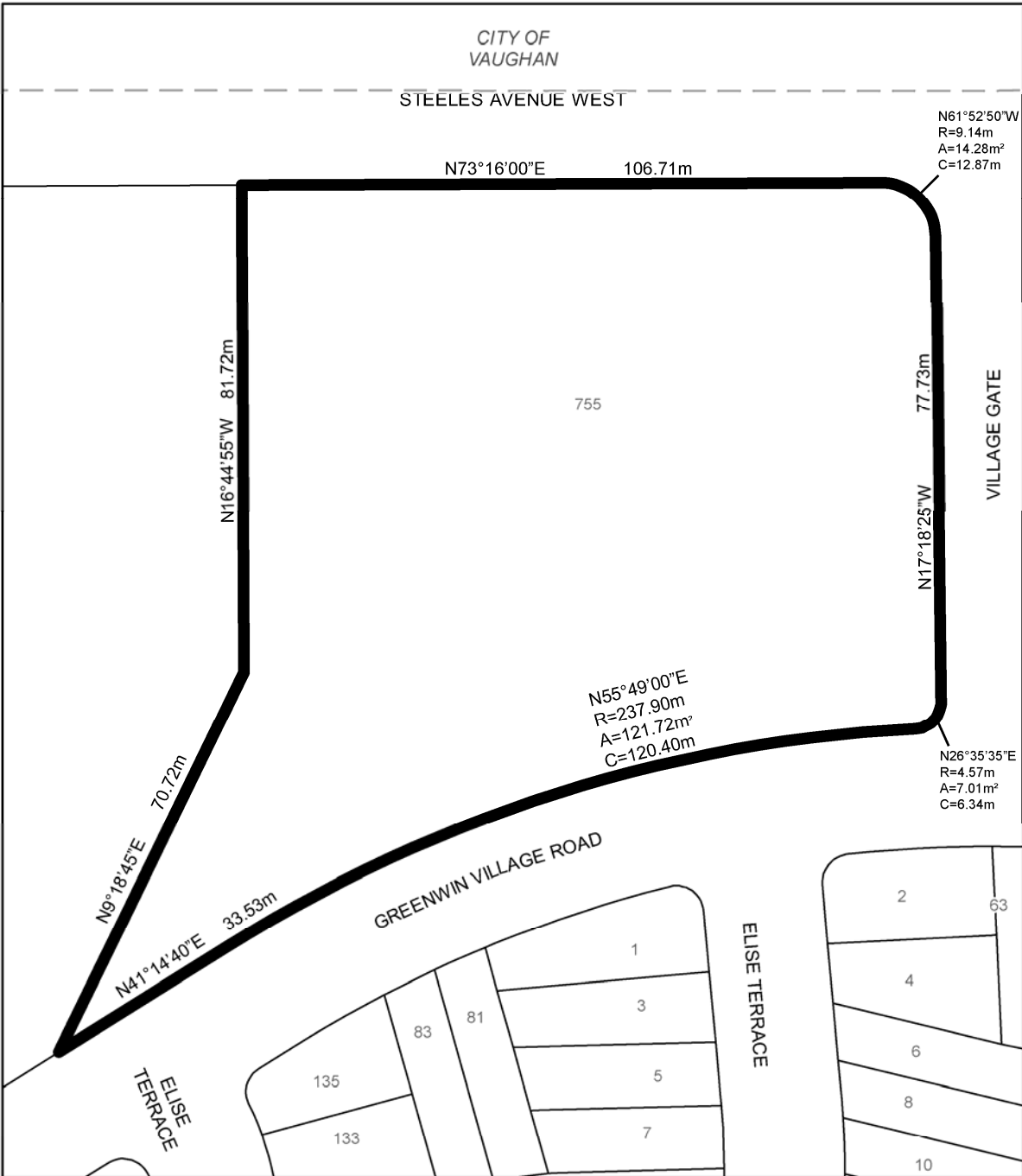
SCHEDULE A

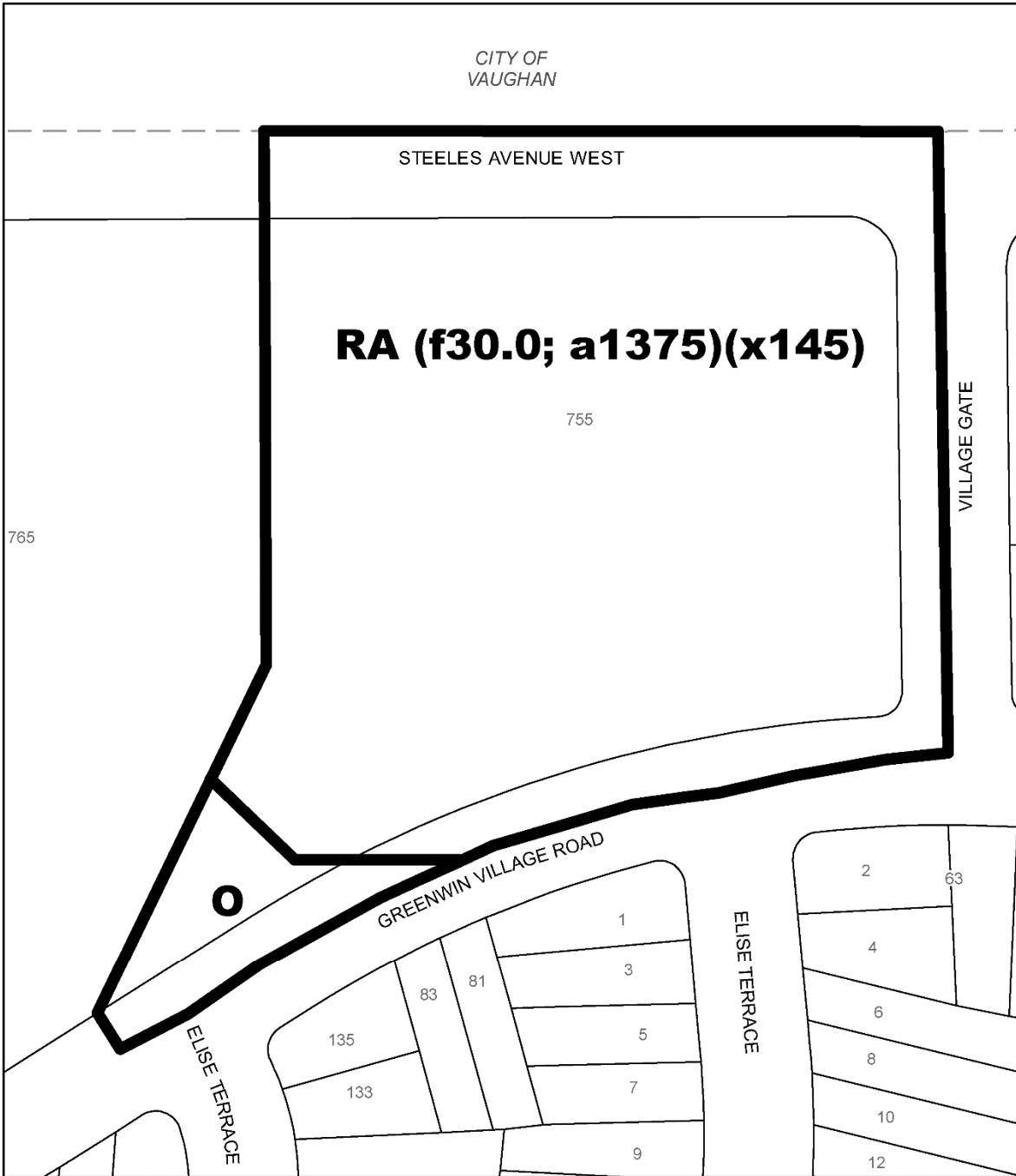
Section 37 Provisions

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

(1) Prior to issuance of a foundation permit, the owner shall enter into a Section 37 agreement with the City for the purpose of securing \$2,276,000 with such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of the Section 37 Agreement to the date the payment is made, for park improvements in the vicinity of the site, in consultation with the Ward Councillor and appropriate City staff.

(2) In the event the cash contribution referred to in Section(s) has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director of City Planning, in consultation with the local Councillor, provided that the purpose(s) is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.



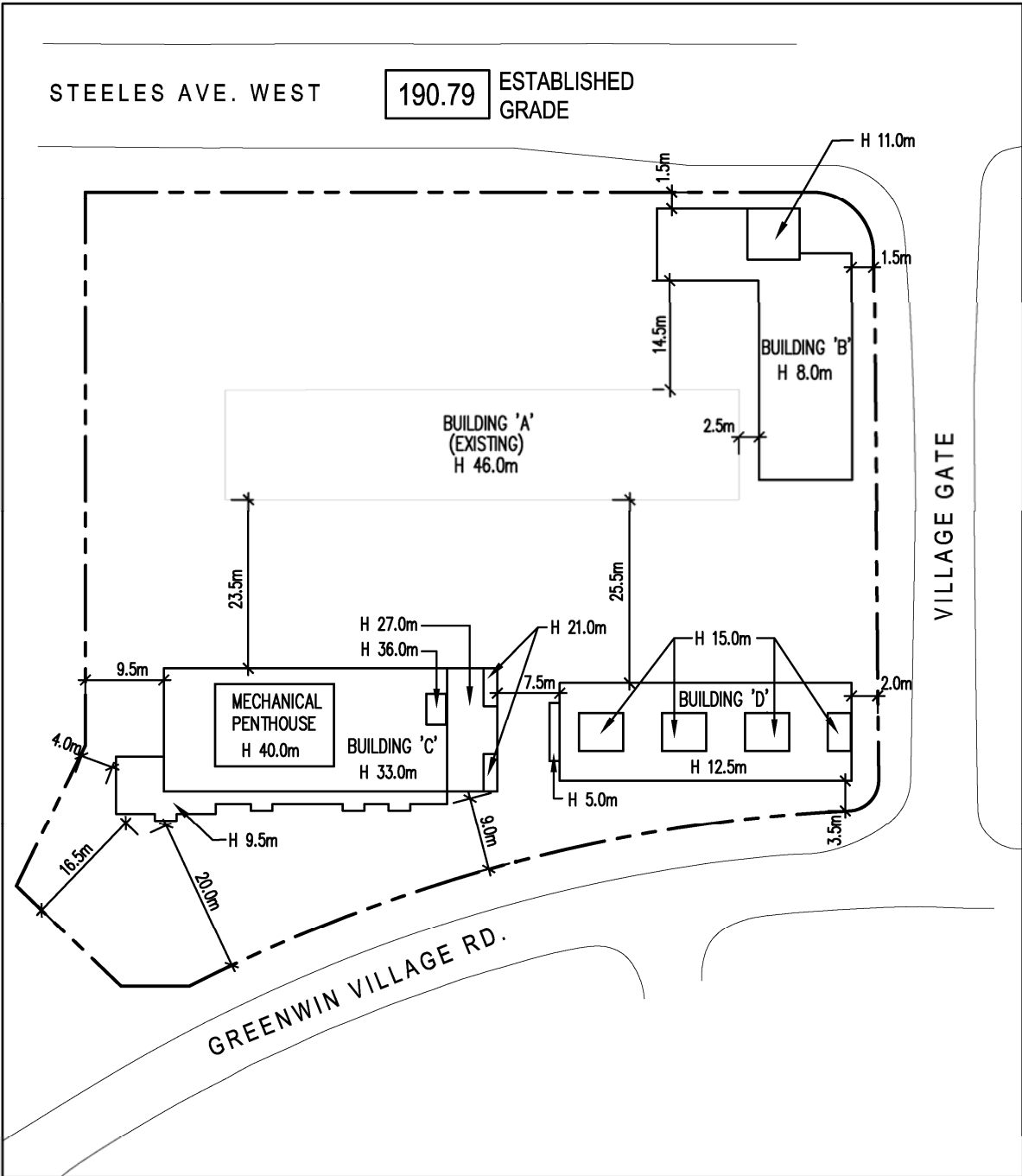


TORONTO
Diagram 2

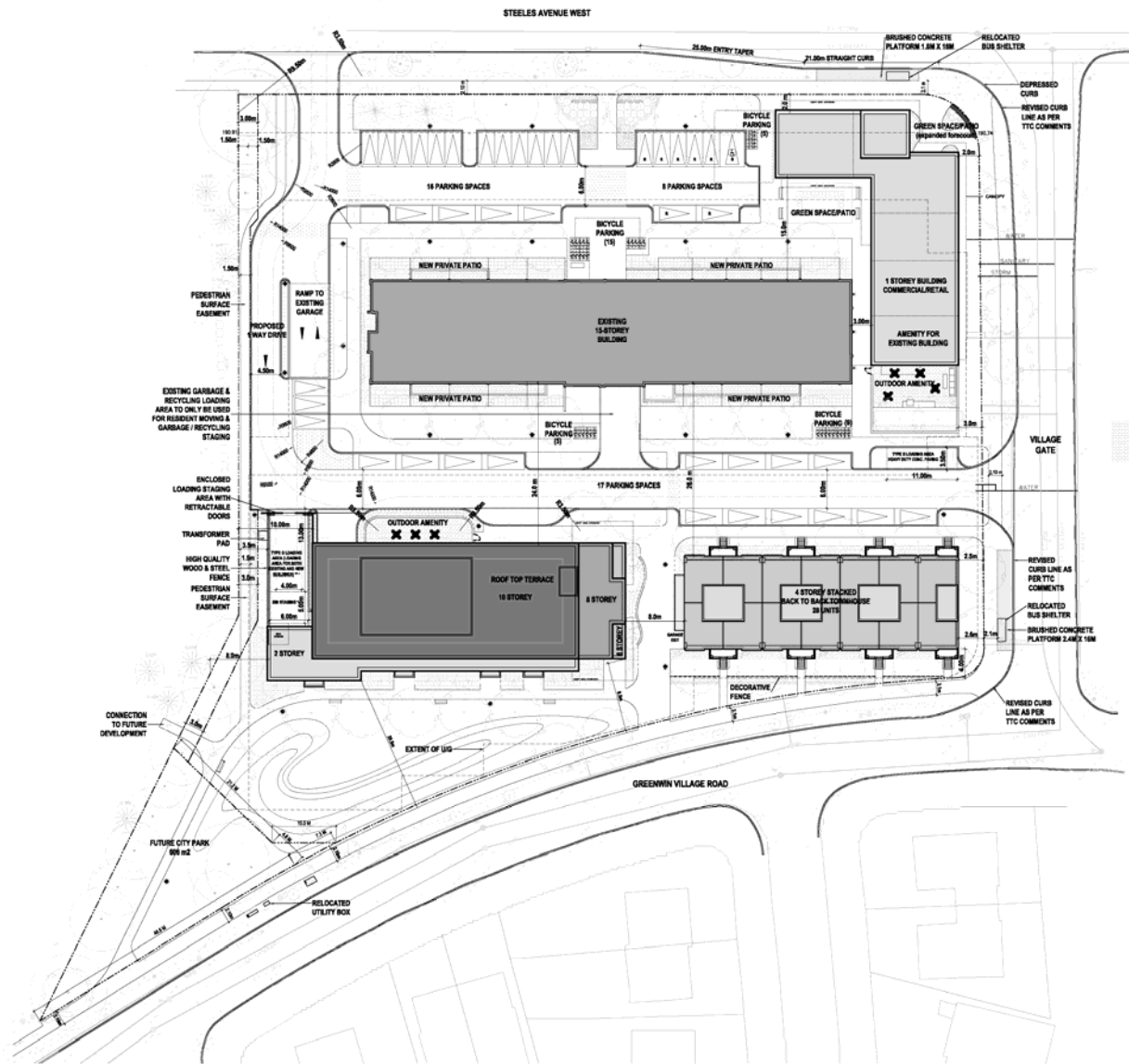
755 Steeles Avenue West

File # 14 248860 NNY 10 0Z

City of Toronto By-law 569-2013
Not to Scale
02/10/2020



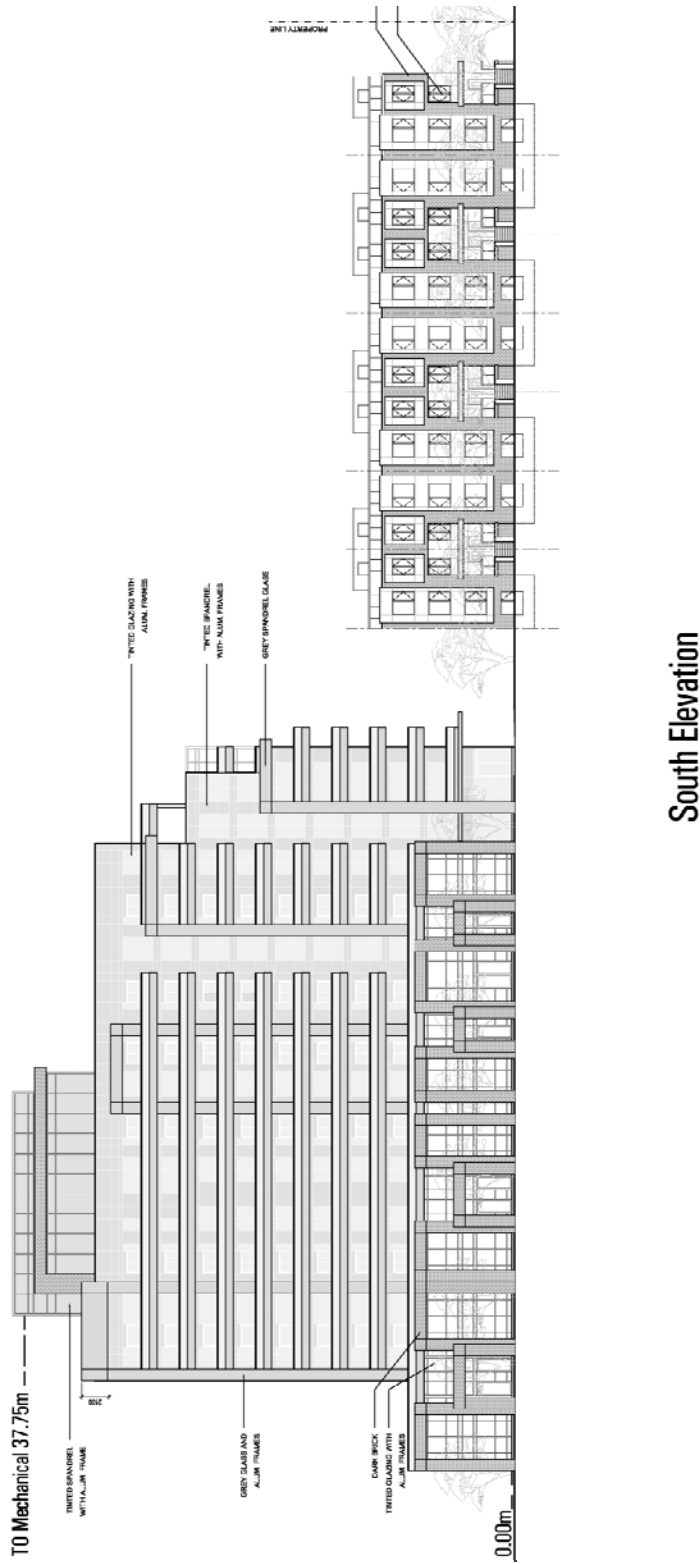
Attachment 8: Site Plan



Site Plan

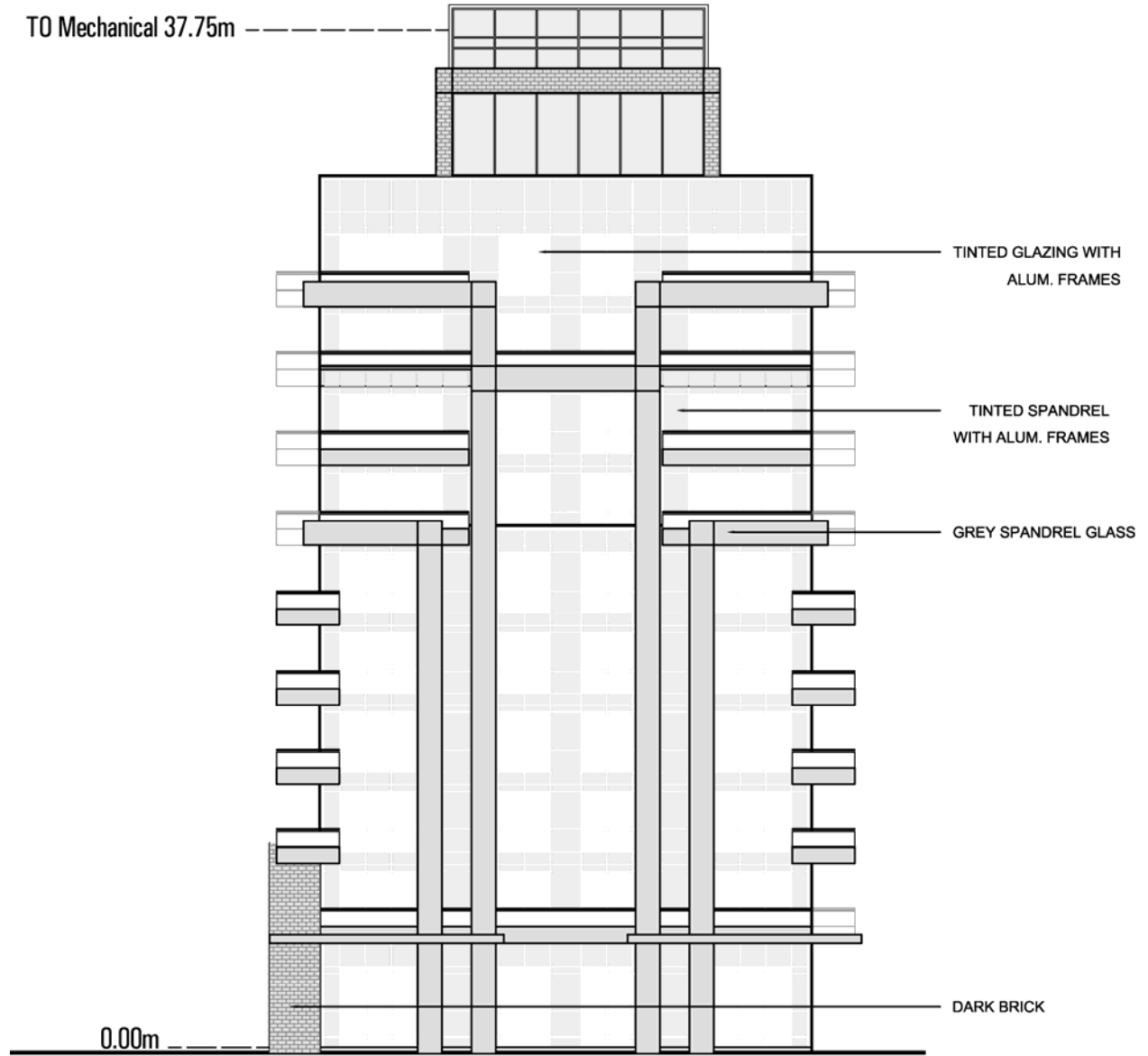


Attachment 9a: Midrise + Townhouses - South (Greenwin Village Road) Elevation



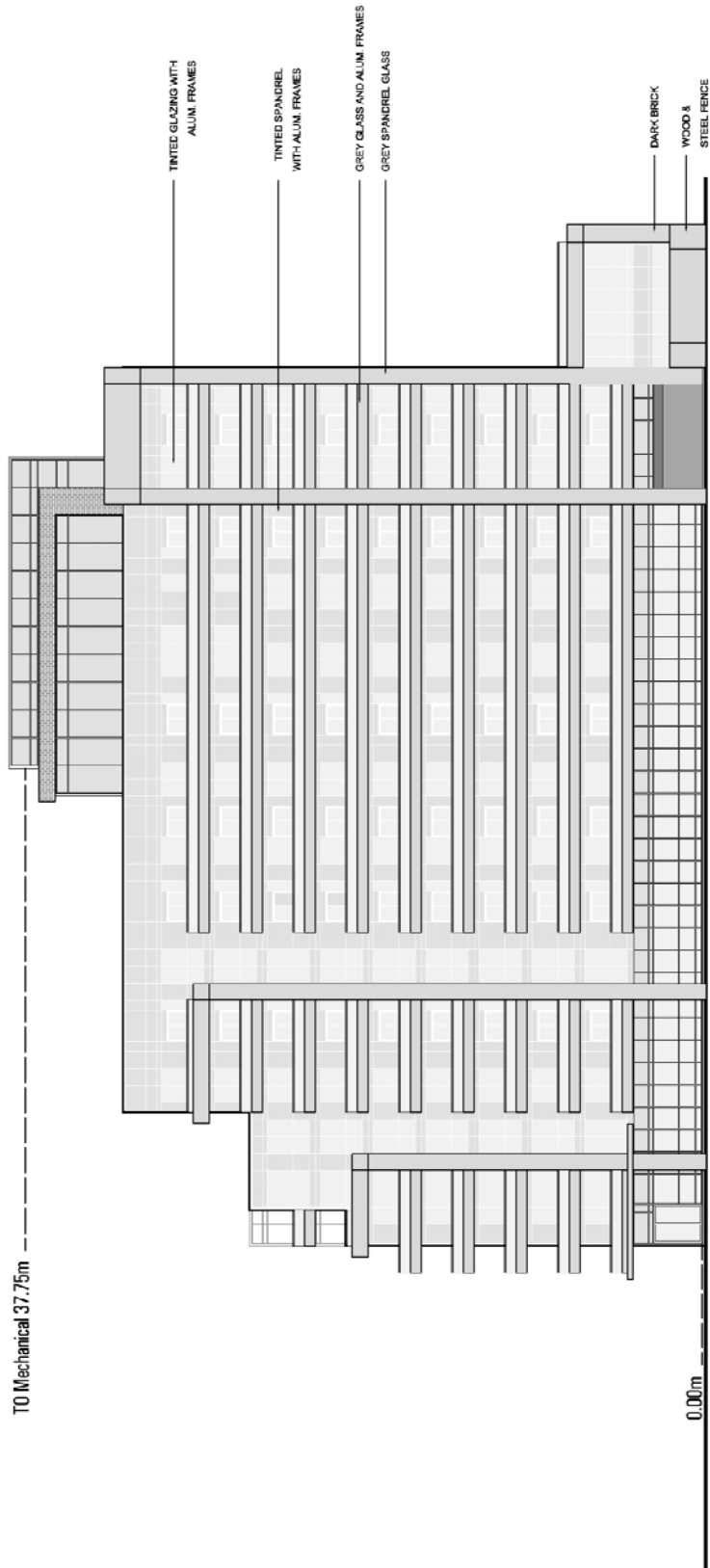
South Elevation

Attachment 9b: Midrise - East Elevation



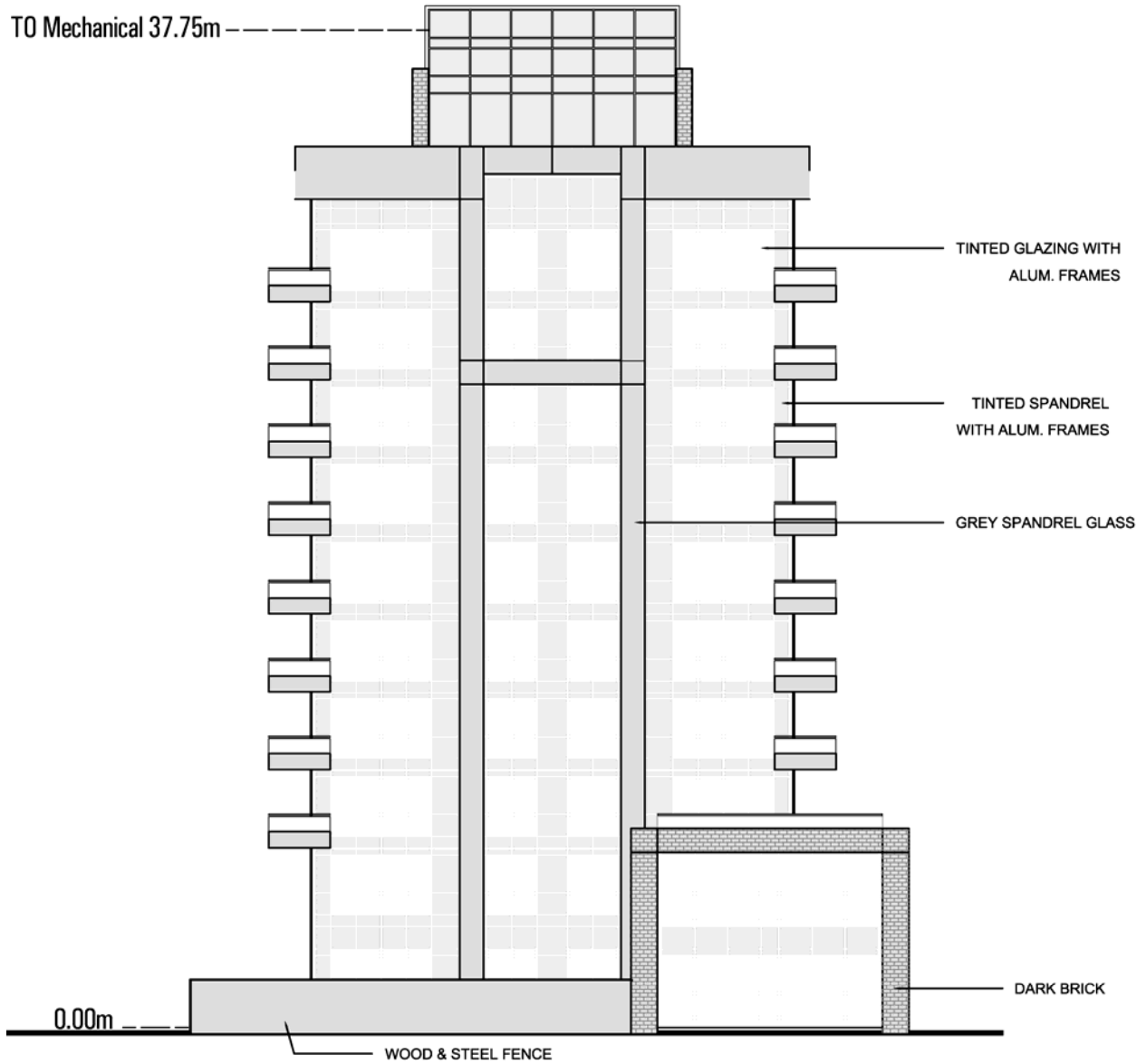
East Elevation

Attachment 9c: Midrise - North Elevation



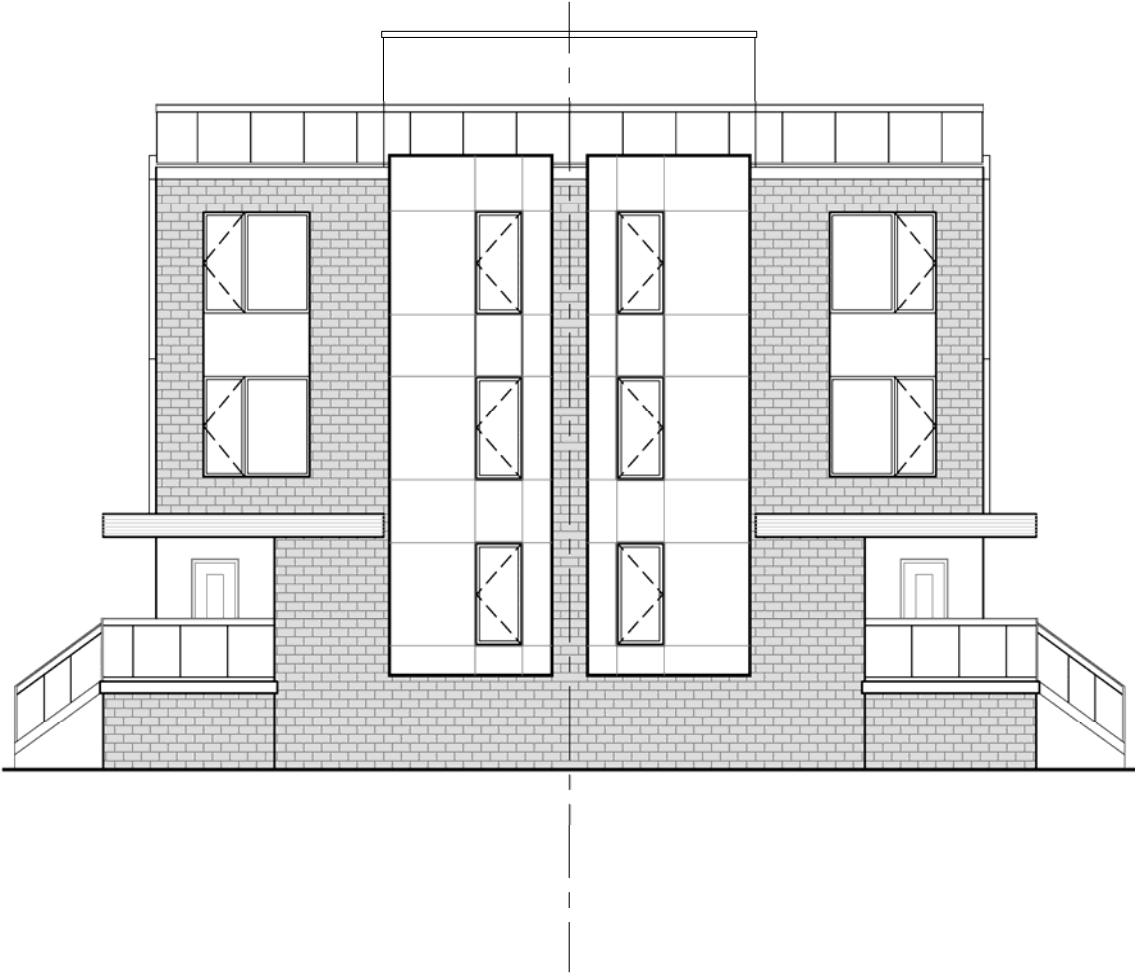
North Elevation

Attachment 9d: Midrise - West Elevation



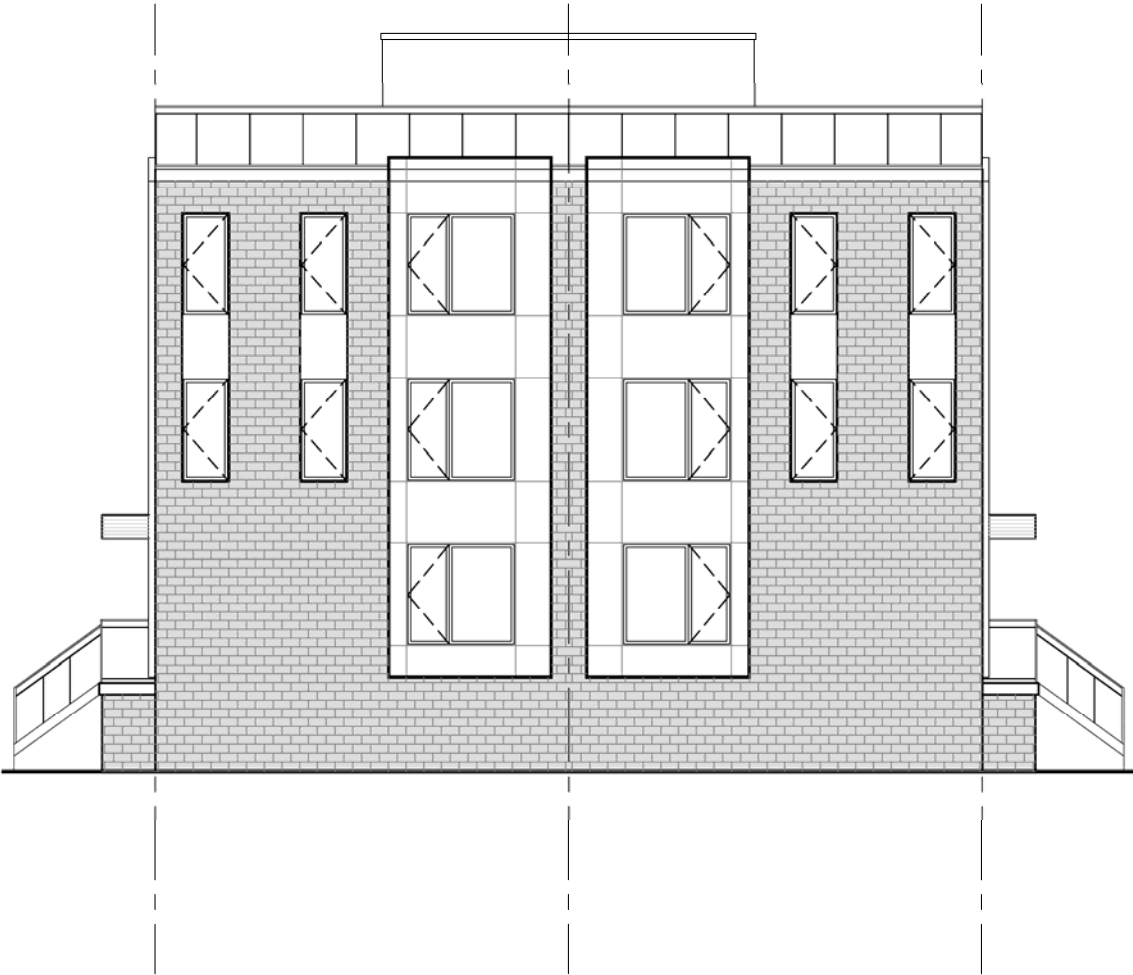
West Elevation

Attachment 10a: Townhouses - East Elevation (Village Gate)



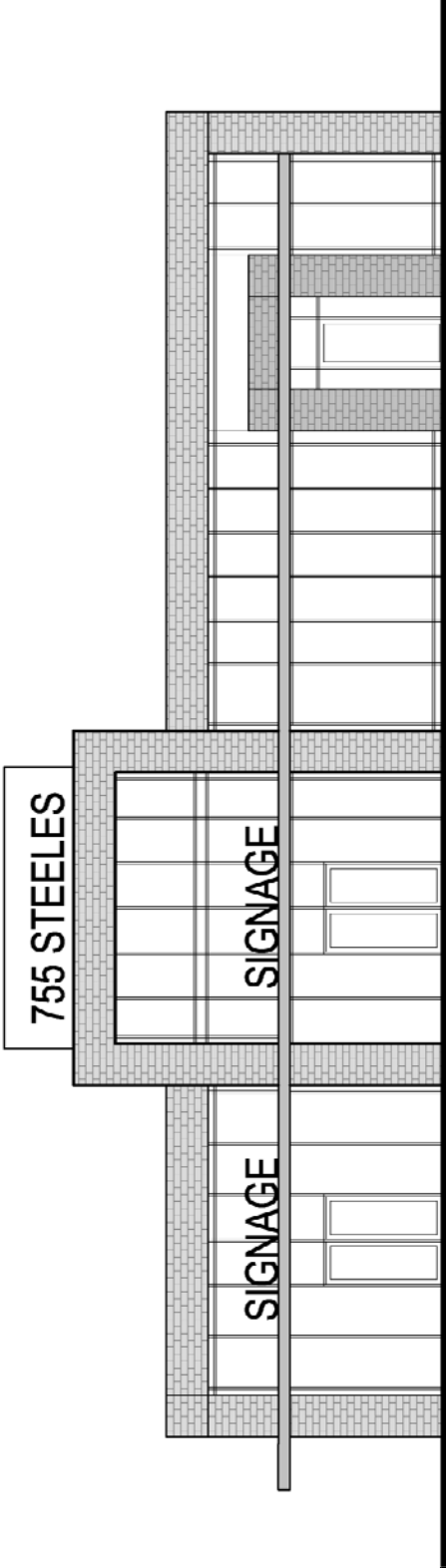
Townhouse East Elevation

Attachment 10b: Townhouses - West Elevation



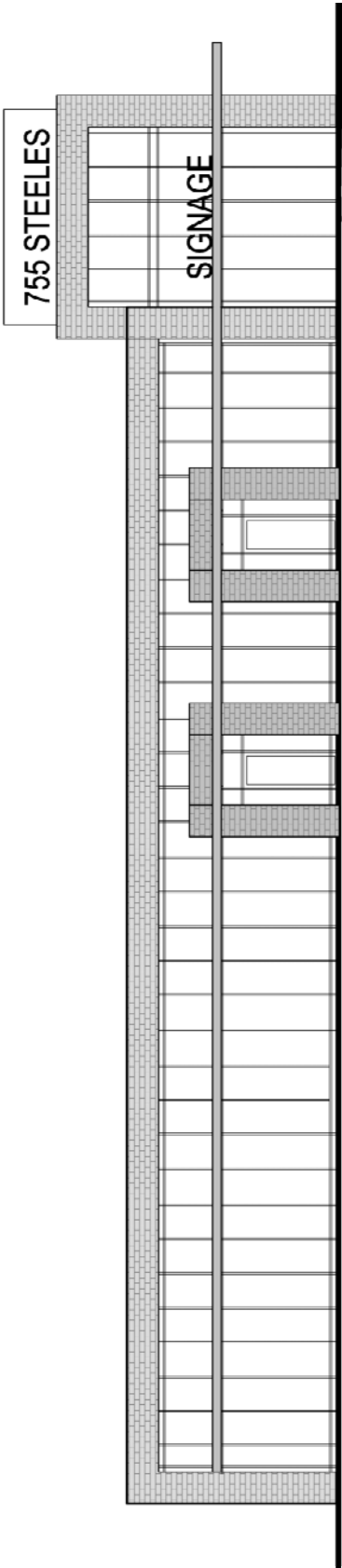
Townhouse West Elevation

Attachment 11a: Commercial Building - North Elevation (Steeles Avenue West)



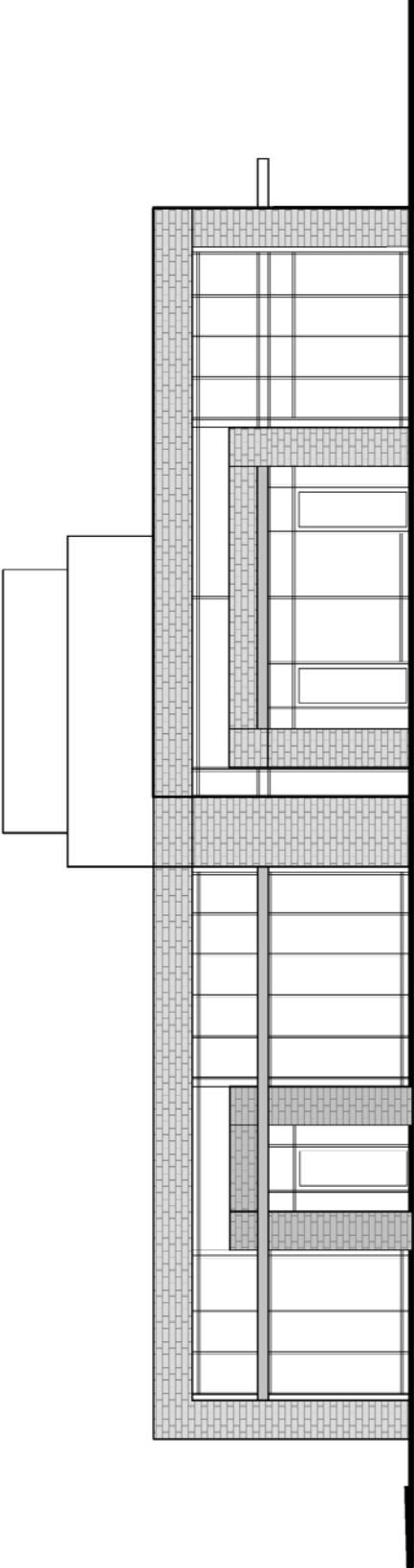
North Elevation

Attachment 11b: Commercial Building - East Elevation (Village Gate)



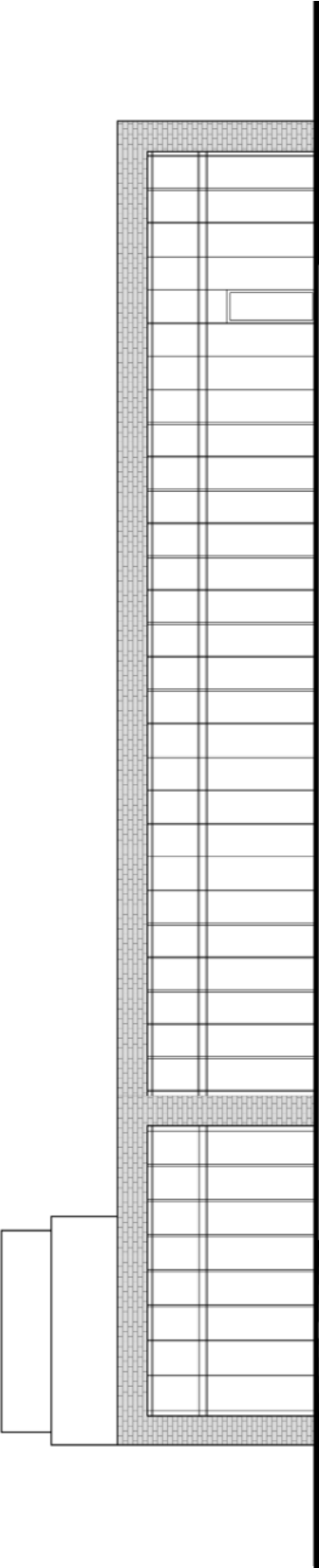
East Elevation

Attachment 11c: Commercial Building - South Elevation



South Elevation

Attachment 11d: Commercial Building - West Elevation



West Elevation