

2699 - 2701 Keele Street – Zoning By-law Amendment Application – Preliminary Report

Date: September 18, 2020

To: North York Community Council

From: Acting Director, Community Planning, North York District

Ward: 6 - York Centre

Planning Application Number: 20 159444 NNY 06 OZ

Notice of Complete Application Issued: July 20, 2020

Current Use on Site: The site was formerly used as a Canadian Tire gas bar and convenience store. The gas station canopy and underground fuel storage tanks have been removed and the former convenience store will remain to be used as a sales office.

SUMMARY

This report provides information, and identifies a preliminary set of issues, regarding the application located at 2699 - 2701 Keele Street. A mixed-use condominium complex comprised of an 11-storey (36.5 metre high) mid-rise building and a 24-storey (74.85 metre high) tower, both heights exclusive of mechanical penthouses of 5.5 metres, and connected by an 8-storey (27.21 metre high) mid-rise building containing a total of 398 residential units and 472 square metres of grade-related retail and 369 parking spaces in a 5-level underground parking structure. An on-site parkland dedication of 309 square metres is also proposed. The proposed development would have a total gross floor area of 30,800 square metres, which would result in a Floor Space Index (FSI) of 4.99 times the area of the lands.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 2699-2701 Keele Street together with the Ward Councillor.

2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

FINANCIAL IMPACT

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

DECISION HISTORY

The subject lands were formerly part of a larger 2.83 hectare site located on the east side of Keele Street south of Wilson Avenue and directly north of Highway 401. The eastern portion of the site formerly contained a Canadian Tire retail store until it was demolished in approximately 2004 to enable the development of 244 stacked townhouse units within the R5 zone (file number 03 169839 NNY 09 SA), which was approved by the Ontario Municipal Board in May 2004. A zoning by-law amendment application under file No. 04 169386 NNY 09 OZ was submitted to address permission for direct access to the outdoors rather than through an internal corridor as well as a reduced parking standard of 1.35 vehicular spaces per unit rather than 1.5 spaces required by Zoning By-law 1119-2004. The condominium for the development (file no. 04 175669 NNY 09 CD) now known as Independence Way, was registered as Instrument TSCC 1791. Independence Way is now municipally known as 55 to 125 George Appleton Way and was completed in 2006.

At the time of the development of the stacked townhouses on the eastern portion of the larger site, the Keele Street frontage of the site (approximately 0.62 hectare) was proposed to be maintained as a gas station/lube shop operated by Canadian Tire. In 2010 the Keele Street frontage of the site was redeveloped with a revamped Canadian Tire Gas Station and associated 211 square metre convenience store with 15 surface parking spaces (file no. 10 122330 NNY 09 SA).

Pre-Application Consultation

Beginning in May 2019, the applicant approached City Planning several times with requests to discuss development concepts for this site. City staff held formal meetings on July 11, 2019 and February 24, 2020 between City staff (including Community Planning, Urban Design, Transportation Planning, and Parks, Forestry and Recreation) and the applicant to discuss complete application submission requirements and to identify issues with the proposal. The proposed developments discussed at those meetings were variations of the submitted application. Staff expressed concerns regarding building heights, massing, density, transition, an interest in an on-site public park and its required size and preferred location. Staff provided a Planning Application Checklist to the applicant subsequent to the meeting.

ISSUE BACKGROUND

Application Description

This application proposes to amend the former City of North York Zoning By-law 7625 for the property at 2699 - 2701 Keele Street to permit a mixed-use condominium complex comprised of an 11-storey mid-rise building and a 24-storey tower, both connected by an 8-storey mid-rise building. The proposed development would contain a total of 398 residential units as well as 472 square metres of grade-related retail space. The retail space would be provided in the north-west corner of the site fronting Keele Street and George Appleton Way.

Given the site area of 6,161 square metres, the proposed gross floor area of 30,800 square metres would result in a Floor Space Index of 4.99 times the lot area.

The 24-storey tower would be located at the west end of the site along Keele Street and the 11-storey mid-rise building would be located in a north-south orientation on the eastern portion of the site. The 8-storey mid-rise building would be oriented in an east-west manner and connect the 24-storey tower and the 11-storey building along the southern lot line abutting the Highway 401 corridor. The proposed public park block would be located in the northeast corner of the site adjacent to the Independence Way development which is further east. Vehicular access to the site would be from the east end of the site under the 11-storey portion of the development (See Attachment 3 - Site Plan).

A total of 398 residential units are proposed, comprised of 162 one-bedroom, 118 one-bedroom with den, 82 two-bedroom and 36 three-bedroom units.

Vehicular access to the site would be via a single two-way driveway from George Appleton Way located at the east end of the site which would provide access to at-grade service functions such as the loading area and garbage staging area, secure bicycle parking rooms, and some visitor parking spaces as well as the ramp to the lower levels of the parking structure. A total of 372 parking spaces would be provided in the 5-level underground parking structure, of which 337 would be for resident use, 31 would be for residential visitors and 4 spaces would be provided for commercial space. A total of 304 bicycle parking spaces would be located at the ground floor level or the P1 level.

One Type 'G' loading space would be located at the ground floor level within the building envelope.

A total of 796 square metres of indoor amenity space (2 square metres per residential unit) and 796 square metres of outdoor amenity area (2 square metres per residential unit) would be provided as part of this development. Indoor amenity space would be located at-grade, on the second, third and ninth floors and outdoor amenity space would be located at the ground floor, third and ninth floors.

The application proposes an on-site public park of 309 square metres to be located at the northeast corner of the site, east of the building with frontage on George Appleton Way. The proposed park would be unencumbered and not have parking below it.

The south lot line of the site coincides with the Highway 401 off-ramp at Keele Street. The Ministry of Transportation (the "MTO") requires a 14.0 metre building setback from their property - the MTO setback area is illustrated on Attachment 3: Site Plan.

The proposed 24-storey tower would be located on the western portion of the site. The proposed building setback from the Keele Street lot line would be 5.5 metres and 3.0 metres from the George Appleton Way property line. The tower building would have a stepback of approximately 2.07 metres above the second floor along the west building face and a stepback of approximately 1.85 metres along the George Appleton Way building face. These stepback areas would be occupied by terraces for units on the third floor. No further stepbacks would be provided for the tower building of 24 storeys.

East of the tower, the driveway access from George Appleton Way and the servicing functions for the complex, at-grade bicycle parking and visitor parking surface would be accommodated below the residential buildings above, within a vertical space of approximately 2 storeys. The proposed 11-storey mid-rise building would be located on the eastern portion of the site above the servicing area previously described.

The 11-storey midrise building would have a setback of 3 metres from the George Appleton Way lot line to the north and an approximately 15.8 metre setback from the east lot line. The west face of the 11-storey midrise building would commence at the third floor with a setback of 21.2 metres from the east lot line and rise to the top of the eleventh floor without further stepbacks. This façade would be broken by a continuous balcony at the third floor and regularly spaced balconies above the third floor along the east building façade, including balconies at both the northeast and south east corners of the building. Across the north side of the building, balconies would be provided at the corners of the building facing George Appleton Way as well as wrapping both corners.

In between the 24-storey tower on the west and the 11-storey building on the east, the servicing functions would occupy the first two floors. An outdoor terrace at the third floor would connect the two buildings. The proposed tower would be separated from the 11-storey building by a distance of 19.92 metres. Private balconies would encroach into this separation distance.

The 24-storey tower and the 11-storey mid-rise building would be connected across the southern portion of the site with an 8-storey midrise building. This building would have a 1.8 metre building setback from the MTO setback area for floors 1 to 5. This building set back would be occupied by balconies of the same depth. Above the 5th floor, a stepback of 3.45 metres would occur from the MTO setback area to provide terraces for 6th floor residents facing south. The building face for the 7th and 8th floors would not stepback further but would accommodate balconies for the units facing south.

A U-shaped continuous corridor would connect each building on contiguous floors, from the 24-storey tower in the northwest corner, through the 8 storey mid-rise building along the south, to the 11-storey mid-rise building in the northeast corner of the site.

Detailed project information is found on the City's Application Information Centre at:

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

See Attachments 1a and 1b of this report, for a three dimensional representation of the project in context.

Provincial Policy Statement and Provincial Plans

Land use planning in the Province of Ontario is a policy led system. Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, includes: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new growth plan replaces the previous Growth Plan for the Golden Horseshoe, 2019. The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

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

The subject site is located on lands shown as *Avenues* on Urban Structure Plan Map 2 and designated *Mixed Use Areas* on Land Use Map 16 of the Official Plan. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Mixed Use Areas are made up a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan directs new development to fit harmoniously into its existing and/or planned context by creating appropriate transitions in scale to existing and/or

planned buildings. Further, development in *Mixed Use Areas* will locate and mass new buildings to provide appropriate transition towards areas of different intensity and scale.

Zoning By-laws

The site is zoned C1(119) - General Commercial Zone with a site-specific exception to permit an apartment house dwelling with units that have direct access from the exterior of the building and a vehicular parking rate of 1.35 parking spaces per dwelling unit instead of the 1.5 spaces per unit as required by Zoning By-law 7625, as amended by Zoning By-law 1119-2004.

The C1 zone permits residential uses, subject to compliance with the provisions of the relevant residential zone, either the R5 zone or the RM5 zone. As a multi-residential unit development proposal, the application would be subject to the provisions of the 'RM5 - Multiple Family Dwellings Fifth Density Zone' category. The existing development standards for the lands include a maximum lot coverage of 35%, a maximum gross floor area of the building of 1 times the lot area and a maximum building height of 11.5 metres. Zoning By-law 7625 also requires a minimum front yard setback of 7.5 metres and a minimum rear yard setback which shall be 7.5 metres or the height of the building whichever is the greater as well as a minimum side yard setback of 3.5 metres or more determined by the length of the building or height of the building measured adjacent the side yard setback concerned.

The property is subject to the Airport Hazard Zone shown on Schedule 'D' of By-law 7625.

The City's Zoning By-law 569-2013 does not apply to this site.

Design Guidelines

The following design guidelines will be used in the evaluation of this application:

- City-Wide Tall Buildings Design Guidelines;
- *Avenues* and Mid-Rise Buildings Study including Performance Standards and Addendum;
- Growing Up: Planning for Children in New Vertical Communities;
- Bird Friendly Development Guidelines;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Units Buildings;
- Toronto Green Standards; and
- Percent for Public Art Programme.

The application may be subject to further design guidelines as the review of the application progresses.

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

Site Plan Control

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

COMMENTS

Reasons for the Application

An application to amend the former City of North York Zoning By-law 7625 is required as the proposal does not comply with the existing performance standards with respect to: building heights, density, building setbacks, and parking. Other areas of non-compliance may be identified through the review of the application. An amendment is also required to establish appropriate development standards for the proposal development.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

The application will be evaluated against the Planning Act and applicable Provincial Plans to establish the application's consistency with the PPS (2020) and conformity with the Growth Plan (2020).

Section 2 of the Planning Act sets out matters of provincial interest that City Council shall have regard to in making any decisions under the Planning Act. Relevant matters of provincial interest are (j) the adequate provision of a full range of housing, including affordable housing, (p) the appropriate location of growth and development; (q) the promotion of development that is designed to be sustainable, pedestrian-oriented and transit-supportive; and (r) the promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Provincial Policy Statement (PPS) (2020) contains policies related to managing and directing development. It requires that sufficient lands be made available for intensification and redevelopment, that planning authorities identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account, among other things, the existing building stock and surrounding areas.

While the PPS encourages intensification and efficient development, it recognizes that local context is important and that well-designed built form contributes to overall long-term economic prosperity,. The PPS indicates that the Official Plan is the most important vehicle for implementing the PPS and planning authorities shall identify appropriate locations for intensification and redevelopment.

A Place to Grow - Growth Plan for the Greater Golden Horseshoe (2020) supports intensification within built-up urban areas and focuses on accommodating forecasted growth in "complete communities" designed to meet people's needs for daily living through an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities and a full range of housing to accommodate a range of incomes and household sizes.

The application will be evaluated against the policies and objectives of the Planning Act, Provincial Policy Statement and Growth Plan, including the promotion of well-designed built form, providing for a range of housing options and whether the proposal complies with the municipal direction for growth.

Official Plan Conformity

The Official Plan states that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. However, not all *Mixed Use Areas* will experience the same scale or intensity of development. "Development along the *Avenues* will generally be at a much lower scale than in the *Downtown* and most often at a lower scale than in the *Centres*".

Chapter 2 - Shaping the City contains principles for steering growth and change to some parts of the City, while protecting neighbourhoods and green spaces from development pressures. It sets out the city's "big picture" or "vision" for growth management. In addition, it identifies that community and neighbourhood amenities will be enhanced where needed by improving and expanding facilities, creating new facilities and adapting existing services to changes in the needs of the neighbourhood.

Keele Street is identified on Map 2 - Urban Structure of the Official Plan as an *Avenue*. *Avenues* are identified as areas of growth and reurbanization in the Official Plan. Each *Avenue* is different in terms of the level of anticipated growth with respect to lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. In addition, Keele Street is identified on Map 3 - Right-of-Way Widths Associated with Existing Major Streets as planned for a 36 metre wide right-of-way.

Chapter 3 - Building a Successful City contains principles to guide growth by integrating social, economic and environmental perspectives in decision making to create complete communities. The Official Plan contains policies which promote quality architecture, landscape and urban design and construction that ensures new development enhances the quality of the public realm. The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the areas. Section 3.1.1. of the Official Plan contains Public Realm policies that recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible. Affordable Housing and Smart Urban Growth are key strategic Actions

for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents.

Land Use Designations are described in Chapter 4 and are among the Official Plan's key implementation tools for achieving the growth strategy set out in Chapter 2. - to direct major growth to some parts of the city and away from others. Policy 4.5.2 of the Official Plan contains a number of criteria for development in *Mixed Use Areas*. One of the key objectives of the Official Plan is for new development to provide built form transition and minimize shadow impacts from areas designated *Mixed Use Areas* to areas with different development intensity and scale. New buildings should be located and massed with appropriate setbacks and/or stepping down of heights, particularly to lower scale *Neighbourhoods*. Other *Mixed Use Areas* development criteria establish that new development should provide good site access, circulation and parking as well as provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Through its Official Plan, the City has identified appropriate locations and opportunities for intensification. Although growth is intended to occur on this particular site given its land use designation, the level of intensification of this site must reflect the existing and planned context as established by the implementing Zoning By-law and Official Plan policies.

Staff will continue working with the applicant to achieve a redevelopment proposal that meets the intent of City policies of the Official Plan.

Built Form, Planned and Built Context

Staff will assess the suitability of the proposed site organization, building placement and setbacks, height, massing, and transition based on the City's Official Plan including Healthy Neighbourhoods Section 2.3.1, Public Realm Section 3.1.1., Built Form Section 3.1.2, Built Form - Tall Buildings 3.1.3 and Mixed Use Areas Section 4.5. Staff will utilize both the Avenues and Mid-Rise Guidelines and the Tall Buildings Guidelines to assess the application. Staff will also assess the proposal against the Mixed Use Areas policies outlined in Chapter 4 and the design guidelines identified earlier.

The subject site is in close proximity to the Downsview Airport, now operated by Bombardier Aerospace and building height and design will have to comply with Bombardier's operating requirements.

City-Wide Tall Buildings Design Guidelines

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

<https://www.toronto.ca/wp-content/uploads/2018/01/96ea-cityplanning-tall-buildings-may2013-final-AODA.pdf>

Avenues and Mid-Rise Buildings Study and Addendum

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

<https://www.toronto.ca/wp-content/uploads/2017/08/960c-Performance-Standards-for-Mid-Rise-Buildings.pdf>

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

<https://www.toronto.ca/wp-content/uploads/2017/08/96be-Mid-Rise-Building-Performance-Standards-Addendum.pdf>

Growing Up: Planning for Children in New Vertical Communities

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. The Guidelines can be found here: <https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

The applicant is proposing to provide the following unit mix:

- 162 1-bedroom (41%)
- 118 1-bedroom with den (30%)
- 82 2-bedroom (20%)
- 36 3-bedroom (9%).

The Guidelines recommend that 25% of the units within a building be large units suitable for families, that is, 2 and 3 bedroom units. The applicant is proposing a total of 398 units. Given the recommended ratio in the Guidelines, more than 99 units proposed within this building should be larger units. The development proposes that 29 percent of the proposed units will be large units which is greater than that recommended by the Guidelines. The majority of the units proposed (280 units) are to

be 1-bedroom or 1-bedroom with den. The Guidelines also recommend that a minimum of 10% of the units within a building be 3-bedroom units. In this case, that would require a minimum of 40 units to be 3-bedroom - the applicant is proposing only 36 3-bedroom units which falls short of the recommendation in the Growing Up Guidelines. Staff will encourage the applicant to provide a minimum of 10% 3-bedroom units.

The applicant has not provided information on the proposed sizes of the units within the building. The Growing Up Guidelines recommend minimum unit sizes for each bedroom unit type. Staff will be requesting the applicant to provide additional information regarding the unit sizes for review against the Growing Up Guidelines.

City staff will work with the applicant to appropriately address the Growing Up Guidelines to the extent possible, particularly as the proposal relates to the above noted issues and others that may arise in the review of this proposal.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

The applicant has submitted an Arborist Report and Tree Preservation Plan which is currently under review by staff. A total of 34 regulated trees have been inventoried in the Arborist Report, all of which are City owned. One tree is proposed to be removed and one tree is proposed to be injured.

Additionally, City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) of the Official Plan states that "to support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly based on: d) preserving and enhancing the urban forest by: i) providing suitable growing environments for trees; ii) increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees; and iii) regulating the injury and destruction of trees".

Staff will work with the applicant to address the provision of trees and the requirement to add to the City's tree canopy.

On-Site Open Space

Staff will be assessing the appropriateness of the amount of, and location of, landscaped open space on site.

Wind Assessment

The applicant submitted a Pedestrian Level Wind Assessment dated June 17, 2020 prepared by GradientWind for the purposes of investigating pedestrian wind comfort within and surrounding the subject site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where necessary. The study will be reviewed and the applicant will be

requested to consider how the building massing and materials could be used to mitigate wind impacts.

Noise Impact Statement

The applicant submitted a Noise Impact Statement by Valcoustics dated June 17, 2020 to determine noise impacts on the proposed development, particularly from the adjacent highway. City staff will determine whether it is appropriate to retain a third party consultant to undertake a peer review of this study at the cost of the applicant, as the evaluation of the application proceeds.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of, and investment in, community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The Community Services and Facilities Study that was submitted with the application will be reviewed to determine whether any capital improvements or expansion of facilities are identified by the applicant or by City staff.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

Given its proposed height and density, the current proposal is subject to Section 37 contributions under the *Planning Act*. Section 37 benefits have not yet been discussed. City staff intend to apply the Section 37 provisions of the Planning Act should this application be recommended for approval.

Infrastructure/Servicing Capacity

City staff are reviewing the application to determine if there is sufficient infrastructure capacity to accommodate the proposed development. The applicant submitted a Functional Servicing and Stormwater Management Report, a Hydrogeological Report and a Transportation Impact Study in support of the application.

Staff will be reviewing the servicing reports to evaluate the effects of the development on the City's municipal servicing infrastructure, and identify and provide the rationale for any new infrastructure and upgrades to existing infrastructure necessary to adequately service the proposal.. Staff will also be reviewing the Transportation Impact Study to evaluate the effects of the development on the local transportation system, and to identify any transportation improvements that are necessary to accommodate the travel demands generated by the proposed development.

Toronto Green Standard

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

The applicant submitted a TGS Checklist with this application and it is currently being reviewed by staff. The applicant will be strongly encouraged to achieve a Tier 2 or higher level of performance.

Other Matters

Staff have identified the following issues:

- An assessment of the appropriate location of the indoor and outdoor amenity space for the proposed development;
- A determination of the appropriateness of providing building amenities such as a pet relief area on lands identified as Ministry of Transportation setback area;
- The adequacy of pet amenities proposed in conjunction with the development;
- An assessment of the provision of balconies at the corners of the buildings;
- An assessment of the appropriateness of the proposed separation distance between the tower in the west and the mid-rise building in the east;
- An assessment of the adequacy of the amount of proposed parkland and the configuration of the shape and location of the park;
- An assessment of the appropriateness of the proposed parking spaces, including the provision of accessible parking spaces;
- An identification of appropriate travel demand management program and/or measures for the proposed development; and
- The provision of public art in the proposed development and the applicant's participation in the Percent for Public Art Program and its Guidelines.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

Cathie Ferguson, Senior Planner
Tel. No. (416) 395-7117
E-mail: Cathie.Ferguson@toronto.ca

SIGNATURE

Al Rezoski, Acting Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Drawings

Attachment 1a: 3D Model of Proposal in Context, Looking Northwest

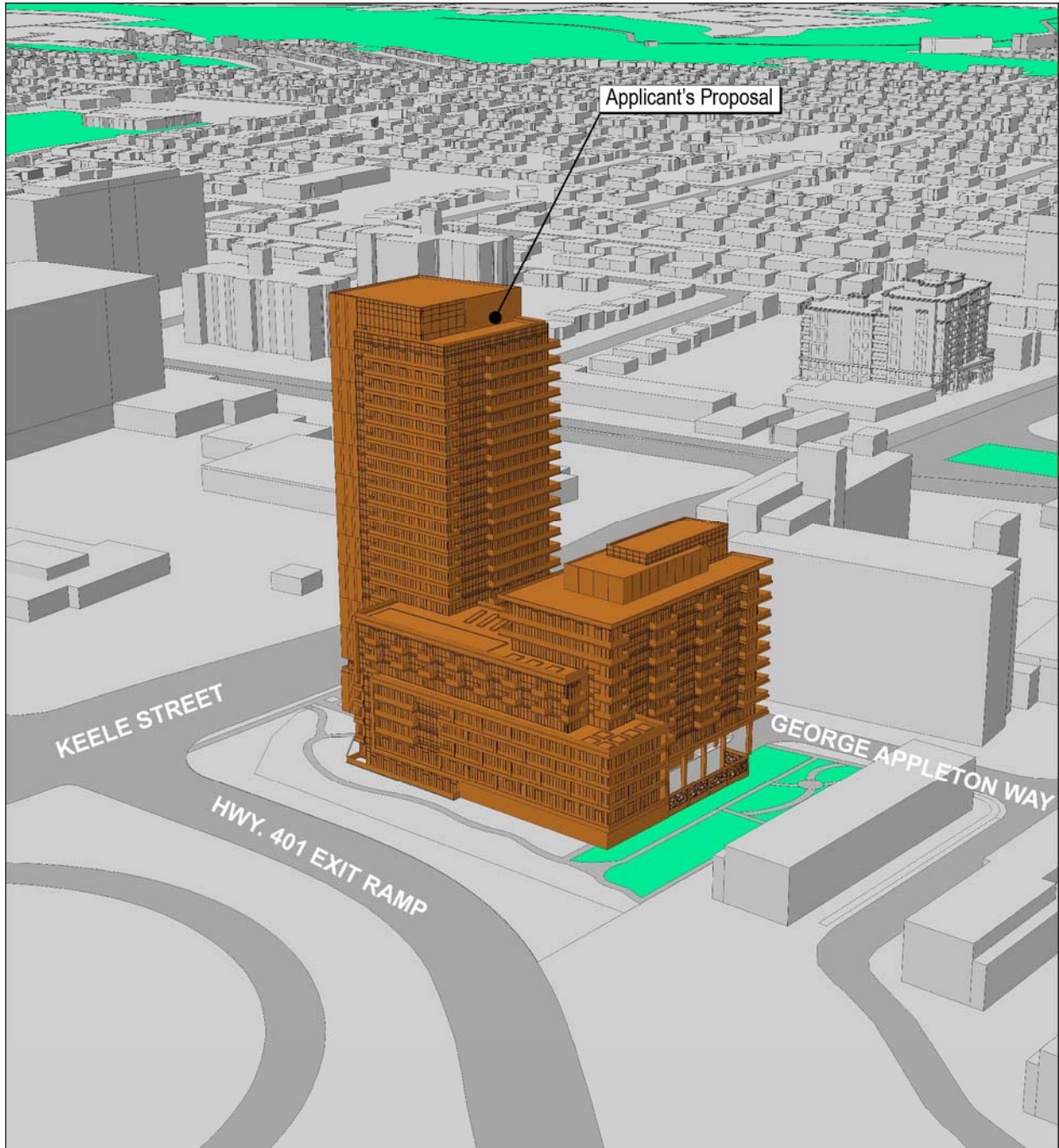
Attachment 1b: 3D Model of Proposal in Context, Looking Southeast

Attachment 2: Location Map

Attachment 3: Site Plan

Attachment 4: Official Plan Map

Attachment 1a: 3D Model of Proposal in Context, Looking Northwest

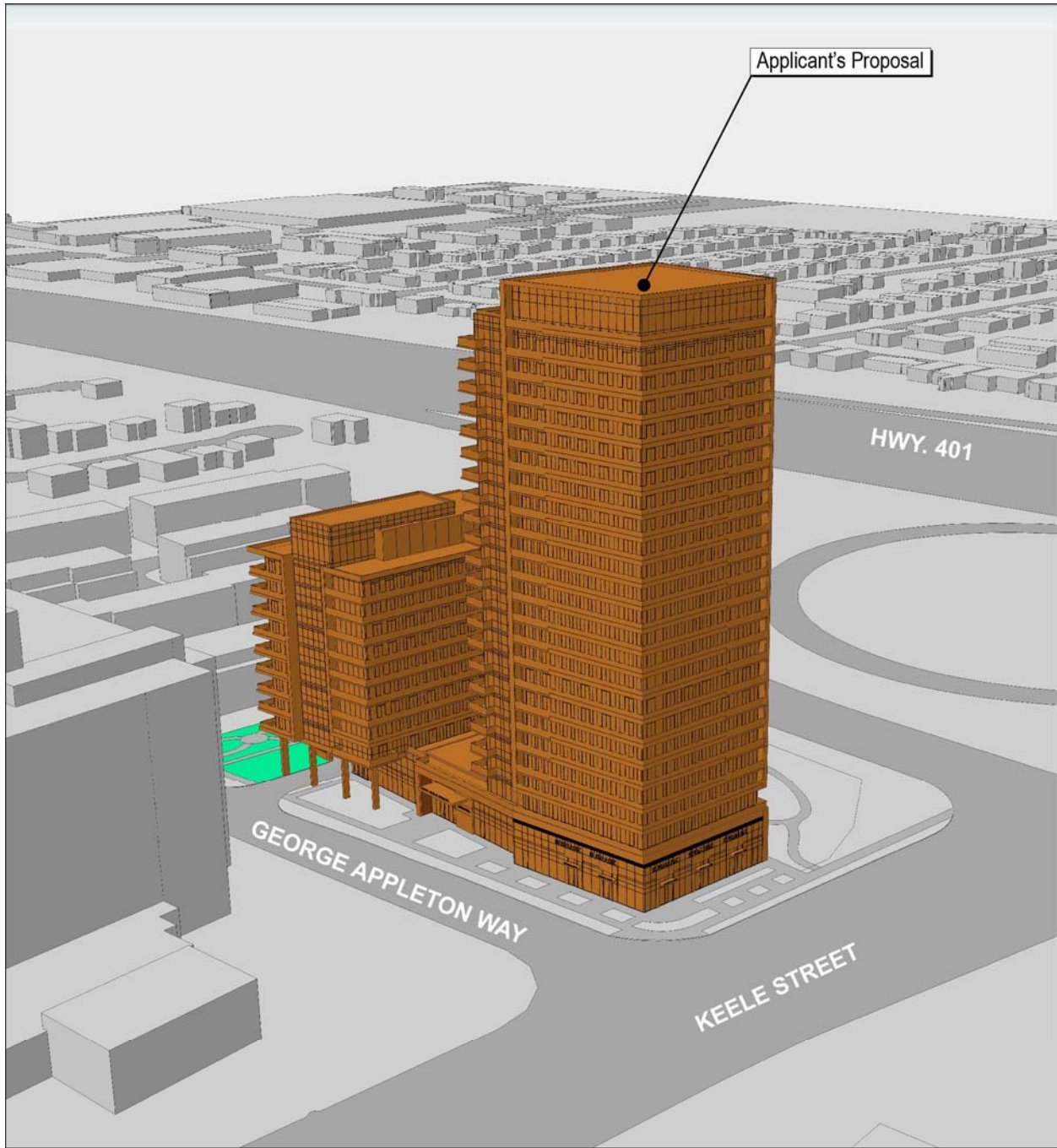


View of Applicant's Proposal Looking Northwest



07/16/2020

Attachment 1b: 3D Model of Proposal in Context, Looking Southeast

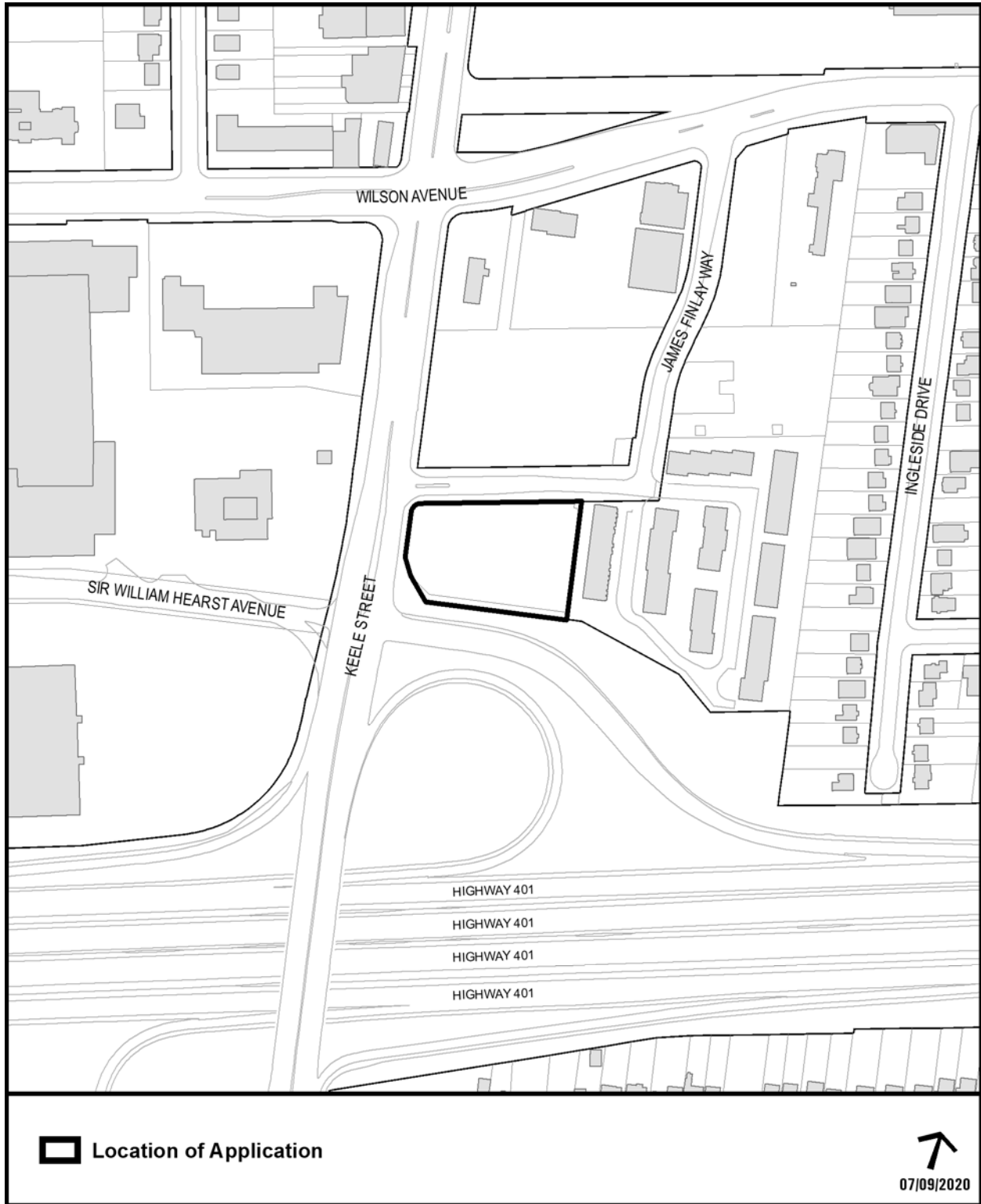


View of Applicant's Proposal Looking Southeast

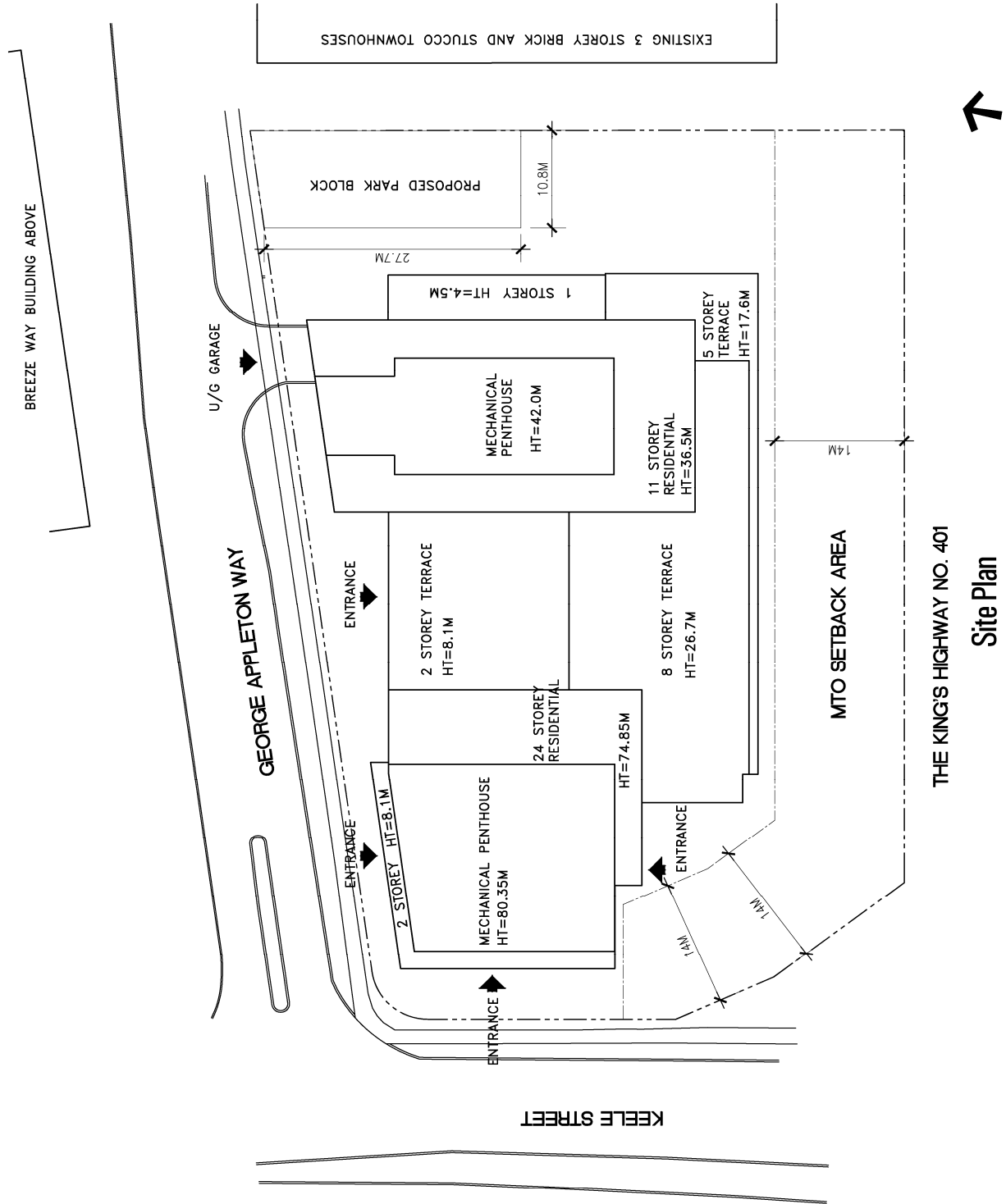


07/16/2020

Attachment 2: Location Map



Attachment 3: Site Plan



Attachment 4: Official Plan Map



2699 - 2701 Keele Street

Official Plan Land Use Map #16

File # 20 159444 NNY 06 02

- | | | | |
|--|--|---|--|
|  Location of Application |  Parks & Open Space Areas |  Core Employment Areas |  Roads not currently shown on Land Use Map |
|  Neighbourhoods |  Parks | | |
|  Apartment Neighbourhoods | | | |
|  Mixed Use Areas | | | |

↑
Not to Scale
07/09/2020