

25 Leith Hill Road– Official Plan Amendment and Zoning By-law Amendment Applications – Preliminary Report

Date: November 12, 2020

To: North York Community Council

From: Acting Director, Community Planning, North York District

Wards: Ward 17 - Don Valley North

Planning Application Number: 20 193551 NNY 17 OZ

Notice of Complete Application Issued: October 16, 2020

Current Use(s) on Site: 15-storey residential rental building

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application located at 25 Leith Hill Road.

The application proposes to infill the southern portion of the site at 25 Leith Hill Road with a 31-storey residential building. The new 31-storey residential building is proposed to contain 294 dwelling units and have a gross floor area of 22,818 square metres. The application proposes to maintain the existing 15-storey rental building on the site. The floor space index proposed for the entire site is 3.9 times the lot area.

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 25 Leith Hill Road 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

A Request for Direction Report for 1650 Sheppard Avenue East was adopted by City Council on July 28, 2020. One of the Report recommendations was that City Council direct the City Solicitor and appropriate City Staff to attend the Local Planning Appeal Tribunal (LPAT) in support of the Official Plan Amendment (OPA 476) for a Block Context Plan. Official Plan Amendment 476 applies to the lands municipally known as 1650 Sheppard Avenue East, 2500 Don Mills Road, 2600 Don Mills Road, and the subject site at 25 Leith Hill Road. OPA 476 was approved by the LPAT on October 27, 2020. The City Council decision can be found via the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.NY14.5>

At the same meeting of City Council, a Final Report for the Official Plan Amendment application for 2600 Don Mills Road was adopted by Council. The Official Plan Amendment (OPA 490) application for 2600 Don Mills Road amends Schedule 2: The Designation of Planned but Unbuilt Roads of the Official Plan. This Official Plan Amendment (OPA 490) adds three new public streets in the block bounded by Sheppard Avenue East, Don Mills Road, Leith Hill Road, and St. Timothy's Catholic School. OPA 490 is in full force and effect. The City Council decision can be found via the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.NY14.1>

OPA 476 and associated OPA 490 establish a general planning framework for the Block bound by Sheppard Avenue East, Don Mills Road, Leith Hill Road and St. Timothy's Catholic School. The OPAs include the location of a new public road network, the requirement for a centrally located public park, policies to guide built form structure and transition, the requirement for provision of community services and facilities or affordable housing on each site within the Block, holding provisions to ensure sufficient infrastructure exists and is constructed and available to service new and existing residents, as well as the requirement for accompanying urban design guidelines.

ISSUE BACKGROUND

Application Description

The application proposes to amend the Official Plan and Zoning By-law for the lands at 25 Leith Hill Road to allow for the infill development of a 31-storey residential building at the southern end of the site. The subject site currently contains a 15-storey residential rental building fronting onto Leith Hill Road. The proposal maintains the existing 15-storey rental building and the existing 147 rental dwelling units on the site.

The new 31-storey building is proposed to have a 5-storey podium and a proposed overall building height of 96.49 metres, excluding mechanical penthouse. The proposed tower would be setback 26 metres from the existing 15-storey residential rental building, and the 5-storey base is proposed to be setback 3 metres from the new public street frontages at grade. The new development proposes to have a gross floor area of 22,818.4 squares metres. The applicant is proposing 294 dwelling units within the new 31-storey building, of which, 162 units are proposed to be one-bedroom units, 99 are proposed to be 2-bedroom units, and 33 are proposed as 3-bedroom units.

A total of 264 vehicular parking spaces are proposed for the entire site and will serve both the existing building and the new building. Twenty-two of the 264 parking spaces will be located at grade with the remaining 242 parking spaces located in four levels of underground parking. Eighty-eight parking spaces are allocated to the existing 15-storey rental building, of which, 73 are for the use of residents of that building and 15 are for the use of visitors. One hundred and seventy six spaces are proposed for the new 31-storey building. Of the 176 parking spaces, 147 will be for the exclusive use of residents of the new building, with 29 vehicular parking spaces allocated to the visitor parking.

Loading for the exiting 15-storey building will be located at grade to the south of the existing building. The loading space will be accessed from a surface driveway which will be accessed from the proposed new north-south public street. The loading area for the new 31-storey building is proposed to be internalized within the building at the southwest quadrant of the building. The new loading space will be accessed via a driveway accessed from the proposed new east-west public street.

A total of 200 long-term bicycle parking spaces are proposed for the site, with 21 short-term bicycle spaces provided for the use of visitors. The majority of the long-term bicycle parking spaces, 116 in total, will be located within bike lockers on the ground level of the new building accessed directly from the lobby, with the remaining 84 long-term spaces located in bike lockers in the P1 level of the underground garage. All of the 21 short-term bicycle parking spaces will be located outdoors, at grade, on the subject site.

The overall site density is proposed to increase from the currently existing 12,320 square metres of gross floor area, to 35,139 square metres of gross floor area. The resulting floor space index for the entire site is proposed at 3.9 times the lot area.

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 Attachment 1 of this report for the application data sheet, and Attachments 5 and 7a through 7d for the site plan and elevation drawings.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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

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

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

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."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan amends and replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. 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.

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

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities.

On June 29, 2020, City Council approved a work plan for the Growth Plan (2020) Conformity and Municipal Comprehensive Review of the Toronto Official Plan and established August 4, 2020 as the commencement of the City's current Municipal Comprehensive Review (MCR).

The decision history can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

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.

The subject site is designated Apartment Neighbourhoods on Land Use Map 19 of the Official Plan (see Attachment 3a). Apartment Neighbourhoods are considered physically stable areas of the City, made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses within the Neighbourhoods designation are also permitted in Apartment Neighbourhoods, however this designation is distinguished from low-rise Neighbourhoods because a greater scale of building is permitted and different scale-related criteria are needed to guide development.

Significant growth is generally not intended within developed Apartment Neighbourhoods. However, compatible infill development may be permitted on a site containing an existing apartment that has sufficient underutilized space to accommodate one or more new buildings while providing good quality of life for both new and existing residents. Infill development that may be permitted on a site containing an existing apartment building will be reviewed in the context of the Apartment Neighbourhoods policies in 4.2.2, 4.2.3, and 4.2.6.

Section 2.3.1 of the Official Plan's Healthy Neighbourhoods policies states that Apartment Neighbourhoods are considered to be physically stable areas. Development within Apartment Neighbourhoods will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas. Policy 2.3.1.7 states that community and neighbourhood amenities will be enhanced where needed by: improving and expanding existing parks, recreational facilities, libraries, local institutions, local bus and streetcar services and other community services; and creating new community facilities and local institutions, and adapting existing services to changes in the social, health and recreational needs of the neighbourhood.

Section 3.1.2 (Built Form) identifies the importance of urban design as a fundamental element of city building and contains built form policies intended to minimize the impacts of new development and guide the form of new buildings to fit within the context of the neighbourhood and the City. These policies guide new development to be located and organized to fit within its existing and/or planned context; and frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual view to these spaces. Policy 3.1.2.4 states that taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas. Policy 3.1.2.5 identifies that new development will provide amenity for adjacent streets

and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians. In addition, every significant new multi-residential development will provide indoor and outdoor amenity space for residents of the new development.

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

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

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

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

Toronto Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Sheppard East Subway Corridor Secondary Plan

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

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

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

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

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

Context Plan

The implementation policy of the Sheppard East Subway Corridor Secondary Plan requires a Context Plan for Key Development Areas in the Sheppard East Subway Corridor to ensure co-ordinated incremental development in conformity with the Secondary Plan.

A Block Context Plan, associated with Official Plan Amendment 476 and OPA 490 establish a general planning framework for this site and the Block bound by Sheppard Avenue East, Don Mills Road, Leith Hill Road and St. Timothy's Catholic School. The Block Plan includes the location of a new public road network, the requirement for a centrally located public park, policies to guide built form structure and transition, the requirement for provision of community services and facilities or affordable housing on each site within the Block, holding provisions to ensure sufficient infrastructure exists and is constructed and available to service new and existing residents, as well as the requirement for accompanying urban design guidelines. The Urban Design Guidelines for the Block Context Plan are to be used to provide direction for reviewing development applications on the lands.

Zoning By-laws

The subject site is zoned RM6, Multiple-Family Dwellings Sixth Density Zone, in the former City of North York Zoning By-law 7625 as amended. The RM6 Zone permits a variety of residential dwelling types, with a maximum permitted density of 1.5 times the lot area and a maximum lot coverage of 35 percent. Although the RM6 Zone does not have a maximum height, rather there are increasing setback requirements as the building increases in height.

The subject site is also subject to the City of Toronto Zoning By-law 569-2013. The site is zoned Residential Apartment Commercial RAC (f30.0;a1375;d1.5). This zoning category requires a minimum lot frontage of 30 metres, a minimum lot area of 1,375 square metres, and permits a maximum floor space index of 1.5 times the lot area, a maximum lot coverage of 33 percent, and a maximum building height of 24 metres.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Design Guidelines

The following design guideline(s) will be used in the evaluation of this application:

- Tall Buildings Guidelines
- Bird Friendly Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Draft Sheppard-Don Mills- Leith Hill Block Plan Urban Design Guidelines

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 at this time.

COMMENTS

Reasons for the Application

An Official Plan Amendment was required in order to identify the site as a Key Development Area within the Sheppard East Subway Corridor Secondary Plan and to permit the proposed density of approximately 3.9 FSI on lands where a density had not been prescribed by the Plan at the time of the application. Since the time of the application, OPA 476 was adopted by the LPAT. An application for an Official Plan Amendment is no longer required to identify the subject lands as a Key Development Area. Staff will continue to review the proposal for conformity with OPA 476.

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

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

Planning staff will evaluate the application to determine its consistency with the PPS (2020) and conformity with the Growth Plan (2020).

Given the recognition in Provincial Policy of the importance of official plans and long term planning, conformity with the PPS and the Growth Plan (2020) will be informed by conformity with the City's Official Plan.

Official Plan Conformity

Staff will evaluate this planning application to determine its conformity with the Official Plan, including its conformity with the Apartment Neighbourhoods policies, Sheppard East Subway Corridor Secondary Plan policies, Official Plan Amendment 476 and Official Plan Amendment 490 which applies to this application. In particular, staff will review how this proposal fits within and contributes to the structure and organization of the Block Plan with regards to building location, parkland, and the public road network.

Built Form, Planned and Built Context

The suitability of the proposed built form will be evaluated based on the planning framework for the area including Provincial policies and plans, the City's Official Plan policies, the Sheppard East Subway Corridor Secondary Plan policies, Official Plan Amendment 476 and Official Plan Amendment 490, and Sheppard-Don Mills- Leith Hill Block Plan Urban Design Guidelines.

Policy 2.3.1.2 (Healthy Neighbourhoods) and the Policies within Section 4.2 (Apartment Neighbourhoods) recognize that while Apartment Neighbourhoods are stable areas where significant growth is not anticipated on a city-wide basis, compatible infill and building additions may appropriately take place while enhancing existing site conditions by improving amenity areas, landscaped open space and other components. The development criteria provide direction that focus on the compatibility of infill development within and adjacent to the subject site and address design and operational outcomes. Infill opportunities on larger sites may also require planning for new parkland, shared open space, public streets and shared driveways.

The site organization, building height, density, massing, building setbacks and stepbacks, separation and transition to existing and proposed buildings on the site and the larger Block, site access and public realm, and transition to the Neighbourhood designation to the west will be reviewed against the City's Official Plan policies including Sections 2.3.1, 3.1.1, 3.1.2, 3.2.1, the Apartment Neighbourhoods policies, the Sheppard East Subway Corridor Secondary Plan, Official Plan Amendment 476 and the City's Design Guidelines as identified earlier in this report.

A shadow study was submitted and is currently under review by staff. Staff will identify if there are any shadow impacts on surrounding lands and the public realm that require resolution through built form revisions.

As part of the application review, staff will review the preliminary pedestrian level wind study to ensure that the site conditions and public realm are suitable and appropriate. Should the wind assessment identify significant issues staff will require mitigation measures for the proposal and the site.

Transportation

Official Plan Amendment 490 was recently approved by City Council. The OPA amends Schedule 2: The Designation of Planned but Unbuilt Roads of the Official Plan and adds three new public streets in the block bounded by Sheppard Avenue East, Don Mills Road, Leith Hill Road, and St. Timothy's Catholic School. The purpose of the new public street network is to provide for vehicular, pedestrian and bicycle connections into and through the Block, and creating permeability through the block to the neighbouring community. All new public streets will be designed in accordance with the City's design standards. The new public streets are described as follows:

Street 'A' establishes a north-south connection on the western portion of the Block from Sheppard Avenue East to a new east-west public street. As illustrated on Attachment 6, the right-of-way width is 15.0 metres, and will include two lanes for vehicular traffic in each direction, a sidewalk on the east side of the road surface, and soft landscaped boulevards on either side. The width of the Street 'A' right-of-way may be expanded in the future to include a public sidewalk on the west side of the road surface and a wider landscaped boulevard on lands that presently form part of St. Timothy's Catholic Elementary School.

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

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

Vehicular and loading access for the existing and proposed development would be via driveways from proposed new public streets 'B' and 'C'. Staff will review the phasing of the development in relationship to the proposed public streets in order to ensure that the site can adequately be served from a transportation perspective.

The applicant also submitted a Transportation Impact Study with their application. The purpose of which is to evaluate the effects of the proposed development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development. Staff are reviewing the Transportation Impact Study.

Draft Plan of Subdivision

OPA 476 identifies that new public streets will be provided through a registered plan of subdivision process, including two north-south streets between Sheppard Avenue East and Leith Hill Road and an east-west street between Don Mills Road and St. Timothy Catholic School. A Draft Plan of Subdivision has not been submitted yet.

Infrastructure

The applicant submitted a number of technical reports including a Functional Servicing and Stormwater Management Report, a Hydrogeological Report, and a Geotechnical Report for review by City Divisions. The Functional Servicing Report is intended to evaluate the effects of the development on the City's municipal servicing infrastructure and watercourses and to identify the need for any new infrastructure and upgrades to existing infrastructure necessary to provide for adequate servicing for the proposed development. Staff are reviewing the application to determine if there is sufficient infrastructure capacity to accommodate the proposed development, in addition to the potential cumulative impact of all proposed applications in the area of this application.

Holding Symbol

OPA 476 contains holding policies which state that development of lands may be subject to the use of a Holding provision in the Zoning By-law. The Holding provision may be removed in whole or in part by a Zoning By-law amendment when the City has reviewed and accepted a comprehensive Functional Servicing Report for the entire Context Plan block demonstrating that sufficient capacity exists to accommodate existing and proposed development; and when the City has reviewed and accepted the necessary Transportation Studies demonstrating that a comprehensive transportation network will be established to accommodate the existing and proposed development.

Should the Functional Servicing Report identify upgrades and/or new services are required, those upgrades and/or services will be secured by appropriate agreements, and constructed prior to the issuance of any building permits for any development within the Context Plan Block. The OPA also states that the transportation network will be secured in subdivision agreements, and constructed to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager Transportation Services.

Staff will determine if the use of a Holding Symbol (H), in accordance with Section 36 of the Planning Act is required for the subject site as part of the review of this application.

Parkland

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

parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

OPA 476 identifies that a public park, that is no less than 1,604 square metres in area will be provided in a central location on the larger Block, and may be provided in phases. Through the review of the application, staff will determine the appropriate parkland dedication.

Housing

A Housing Issues Report has been submitted for review by staff. The provision of a full range of housing across the City and within neighbourhoods is important to achieving the diversity required to meet the current and future needs of residents, and to provide economic competitiveness and social cohesion. Staff will work with the applicant to provide an appropriate mix of bedroom types, family sized units within the development, and examine opportunities to provide affordable housing units as part of the development proposal.

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.

Staff will be evaluating the impact of the proposed development and local development activity on community services and facilities, including assessment of existing capacity to support proposed future population. OPA 476, which applies to the subject site, states that in order to meet the objectives of creating a complete community, each development on the lands will include affordable housing and/or community services and facilities. Staff will work with the applicant to secure affordable housing and/or community services on the subject lands as part of this application.

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 when development density thresholds are met which is then registered on title.

The provision of Section 37 community benefits will be required in relation to the proposed development. Further discussion with the Ward Councillor, City staff, residents and the applicant will be required to determine the extent and nature of the Section 37 community benefits that the applicant may be required to provide, should the proposal proceed to approval in some form.

Amenity Space

Section 3.1.2.6 of the Official Plan states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents. In addition, By-laws 569-2013 and 438-86 require that a minimum of 2 square metres per dwelling unit of indoor and outdoor amenity space be provided.

The applicant is proposing 262 square metres of outdoor amenity space and 913 square metres of indoor amenity space as part of their proposal. Staff will review the amount and location of the proposed indoor and outdoor amenity spaces and ensure that sufficient amenity space is provided as part of the proposal to serve both existing and future residents.

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 submitted an Arborist Report and Tree Preservation Plan, both of which are currently under review by City staff.

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, Zoning By-laws, and through a Site Plan Agreement or Registered Plan of Subdivision.

Staff are reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures. Additional information on the Toronto Green Standard may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan/guidelines/toronto-green-standard/>

Other Matters

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

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SIGNATURE

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ATTACHMENTS

City of Toronto Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3a: Official Plan Land Use Map
Attachment 3b: Secondary Plan Map
Attachment 4a: Zoning By-law 7625
Attachment 4b: Zoning By-law 569-2013
Attachment 5: Site Plan
Attachment 6: Block Context Plan
Attachment 7a: North Elevation
Attachment 7b: East Elevation
Attachment 7c: South Elevation
Attachment 7d: West Elevation

Attachment 1: Application Data Sheet

Municipal Address: 25 LEITH HILL RD **Date Received:** September 15, 2020

Application Number: 20 193551 NNY 17 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan and Zoning By Law Amendment application to permit the proposal for a 31-storey residential apartment building containing 294 dwelling units. The existing rental apartment building on the subject site is to be retained. The proposed gross floor area from the new building is 22,818.4 square metres, for a total combined floor space index of 3.90 times the gross area of the lot. The proposed height of the building is 96.49 metres. The proposal includes a 4-level underground parking garage, with a connection to the existing buildings parking garage, providing for a total of 264 parking spaces, and 22 parking spaces at grade. 913.7 square metres of indoor amenity space would be provided between the ground floor and on the roof of the base building (sixth floor). 262.3 square metres of outdoor amenity space would be provided on the sixth floor, adjacent to the indoor amenity area.

Applicant	Agent	Architect	Owner
WND		Turner Fleischer	ANSPOR CONSTRUCTION LTD

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	Yes
Zoning:	RAC (f30.0; a1375; d1.5)	Heritage Designation:	No
Height Limit (m):	N/A	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m):	9,013	Frontage (m):	96	Depth (m):	111
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	875	875	855	1,730
Residential GFA (sq m):	12,321	12,321	22,818	35,139
Non-Residential GFA (sq m):				
Total GFA (sq m):	12,321	12,321	22,818	35,139
Height - Storeys:	15	15	31	31
Height - Metres:			96	96

Lot Coverage Ratio (%): 19.19 Floor Space Index: 3.9

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	34,600	539
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	147	147	294	441
Freehold:				
Condominium:				
Other:				
Total Units:	147	147	294	441

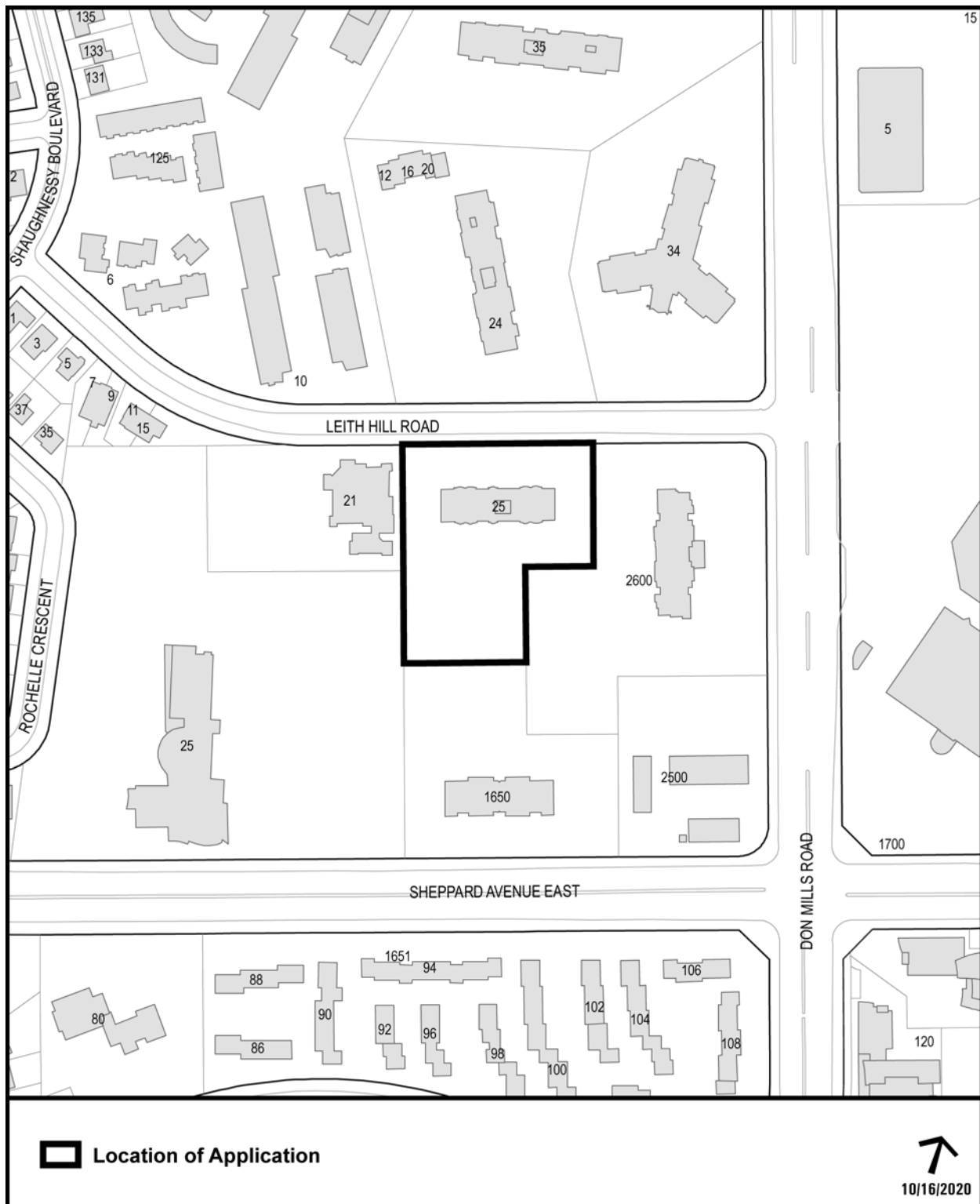
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:			45	87	15
Proposed:			162	99	33
Total Units:			207	186	48

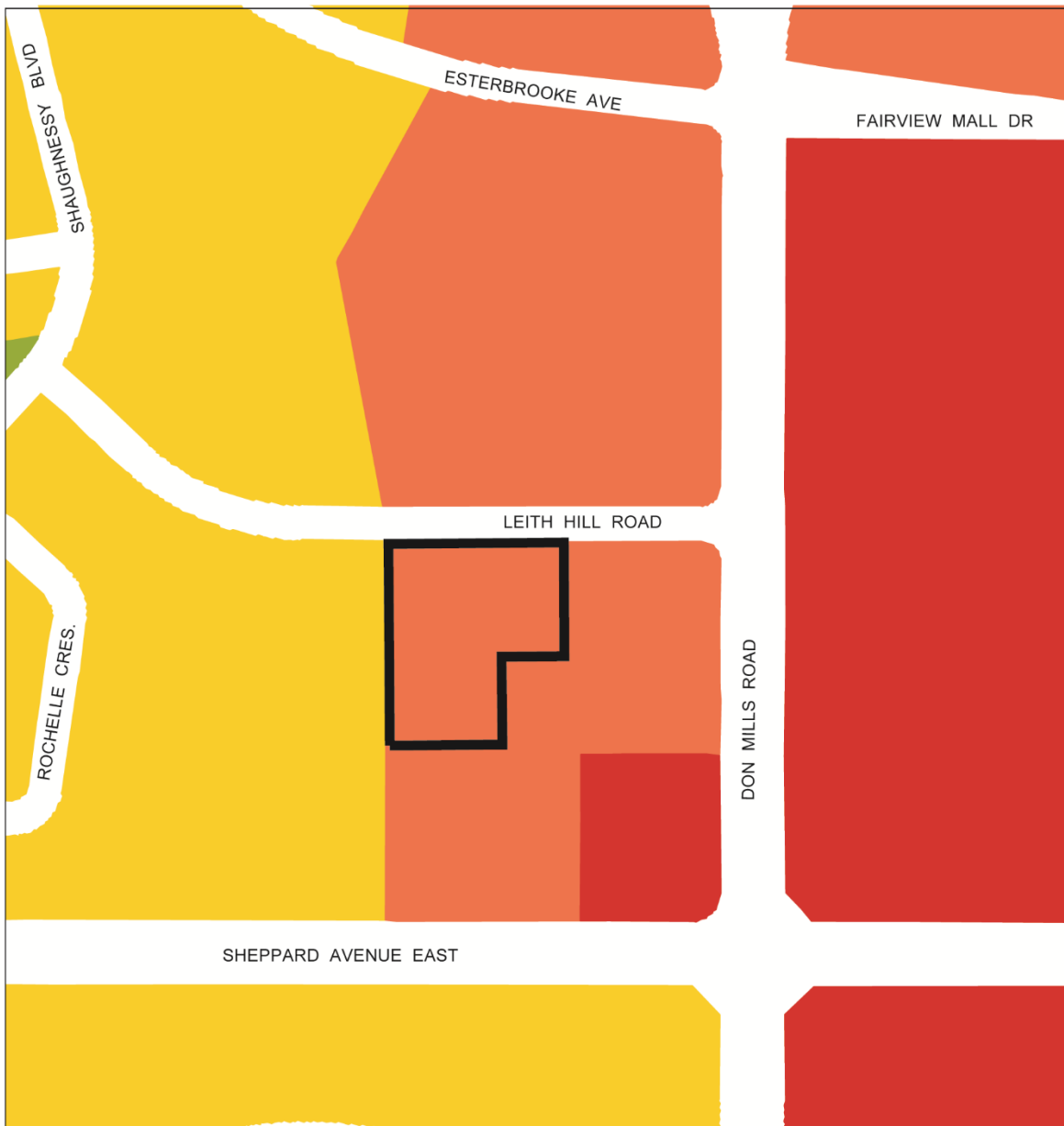
Parking and Loading

Parking Spaces: 264 Bicycle Parking Spaces: 221 Loading Docks: 2

Attachment 2: Location Map



Attachment 3a: Official Plan Land Use Map



25 Leith Hill Road

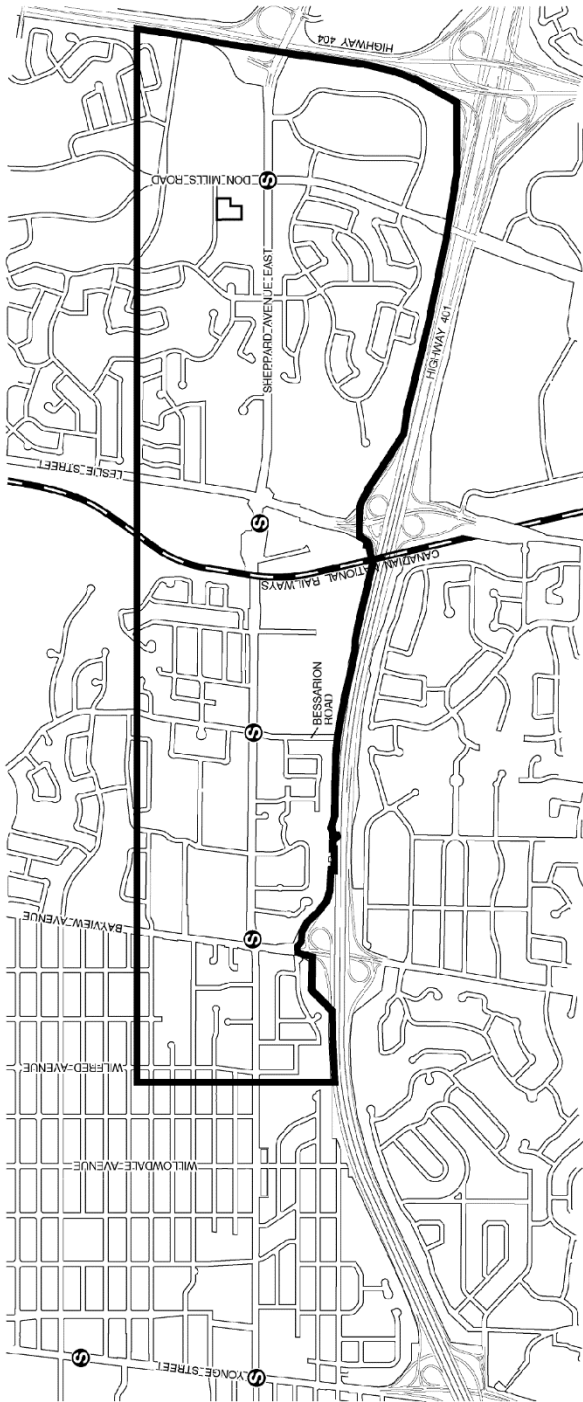
Official Plan Land Use Map #19

File # 20 193551 NNY 17 0Z



↑
Not to Scale
10/16/2020

Attachment 3b: Secondary Plan Map



Not to Scale

Toronto City Planning Division Sheppard East Subway Corridor Secondary Plan MAP 9-1 Urban Structure

- Secondary Plan Boundary
- Subway Station
- Subject Site

Attachment 4a: Zoning By-law 7625



Zoning By-law 7625

25 Leith Hill Road

File # 20 193551 NNY 17 02



Location of Application

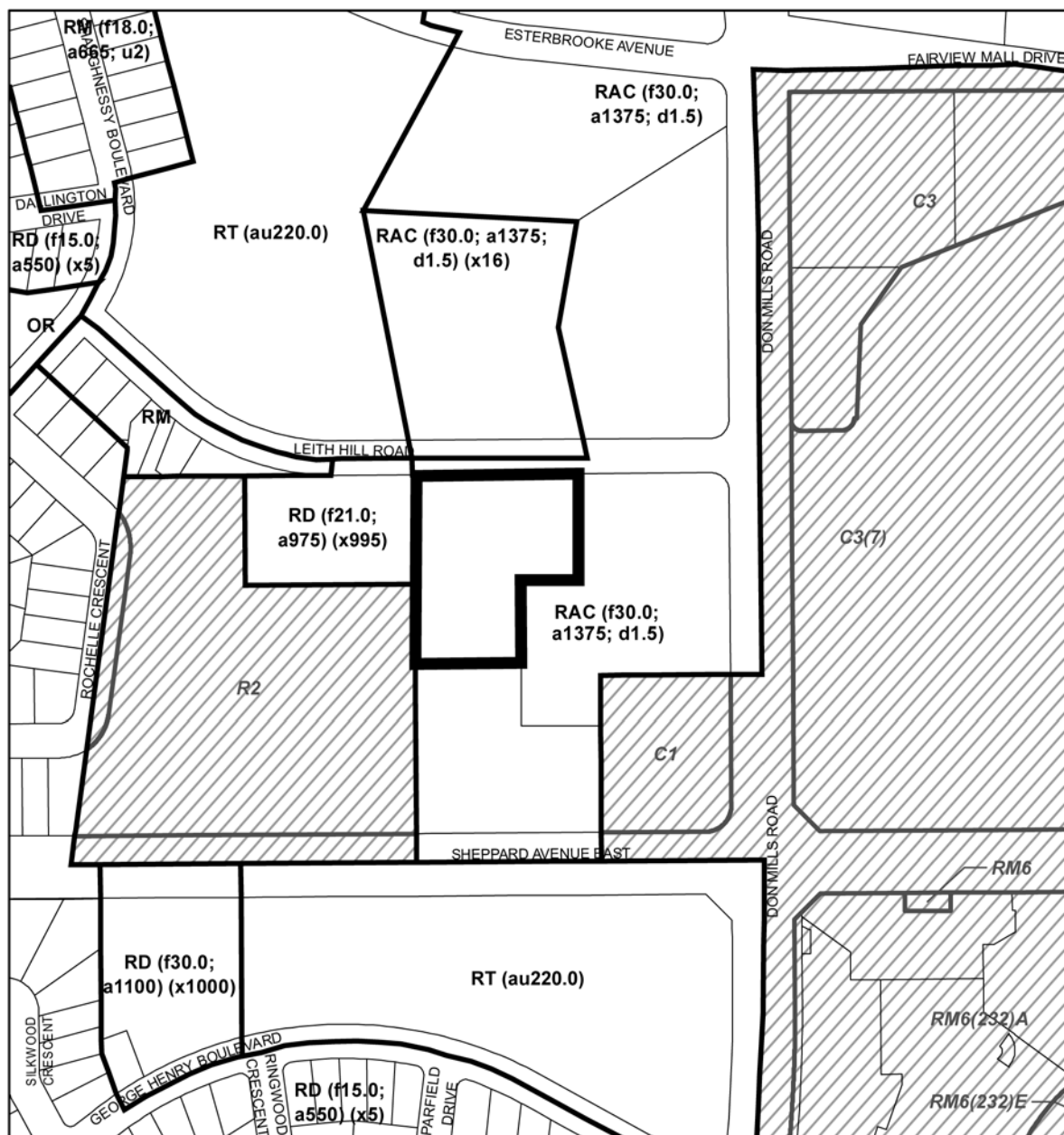
R1 One-Family Detached Dwelling First Density Zone
R2 One-Family Detached Dwelling Second Density Zone
R4 One-Family Detached Dwelling Fourth Density Zone
RM1 Multiple-Family Dwellings First Density Zone

RM2 Multiple-Family Dwellings Second Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone
C3 District Shopping Centre Zone
O1 Open Space Zone



Not to Scale
 Extracted: 11/03/2020

Attachment 4b: Zoning By-law 569-2013



Zoning By-law 569-2013

25 Leith Hill Road

File # 20 193551 NNY 17 0Z



Location of Application

RD
RT

Residential Detached
Residential Townhouse

RM
RAC
OR

Residential Multiple
Residential Apartment Commercial
Open Space Recreation



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

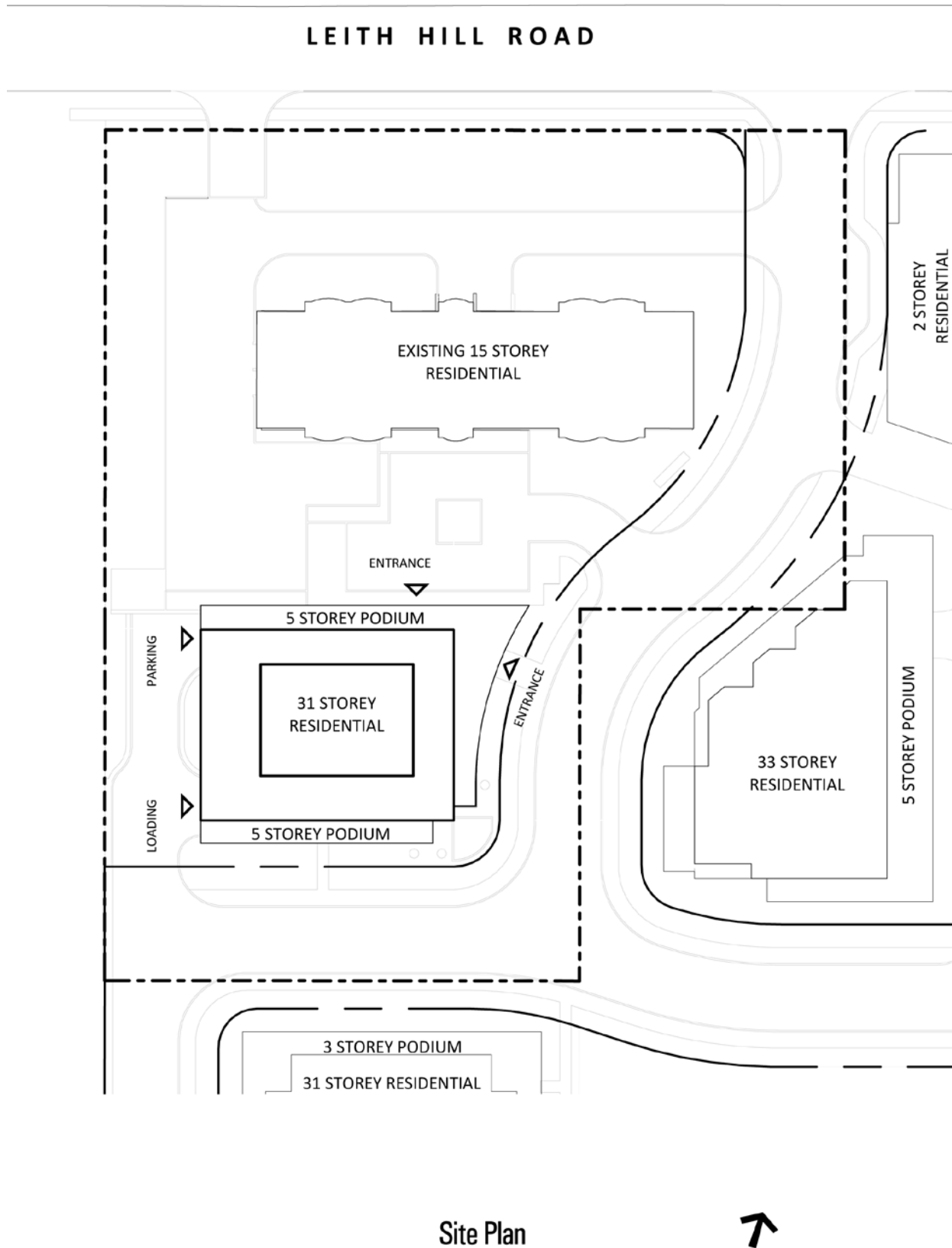
R2
RM6
C1
C3

One-Family Detached Dwelling Second Density Zone
Multiple-Family Dwellings Sixth Density Zone
General Commercial Zone
District Shopping Centre Zone

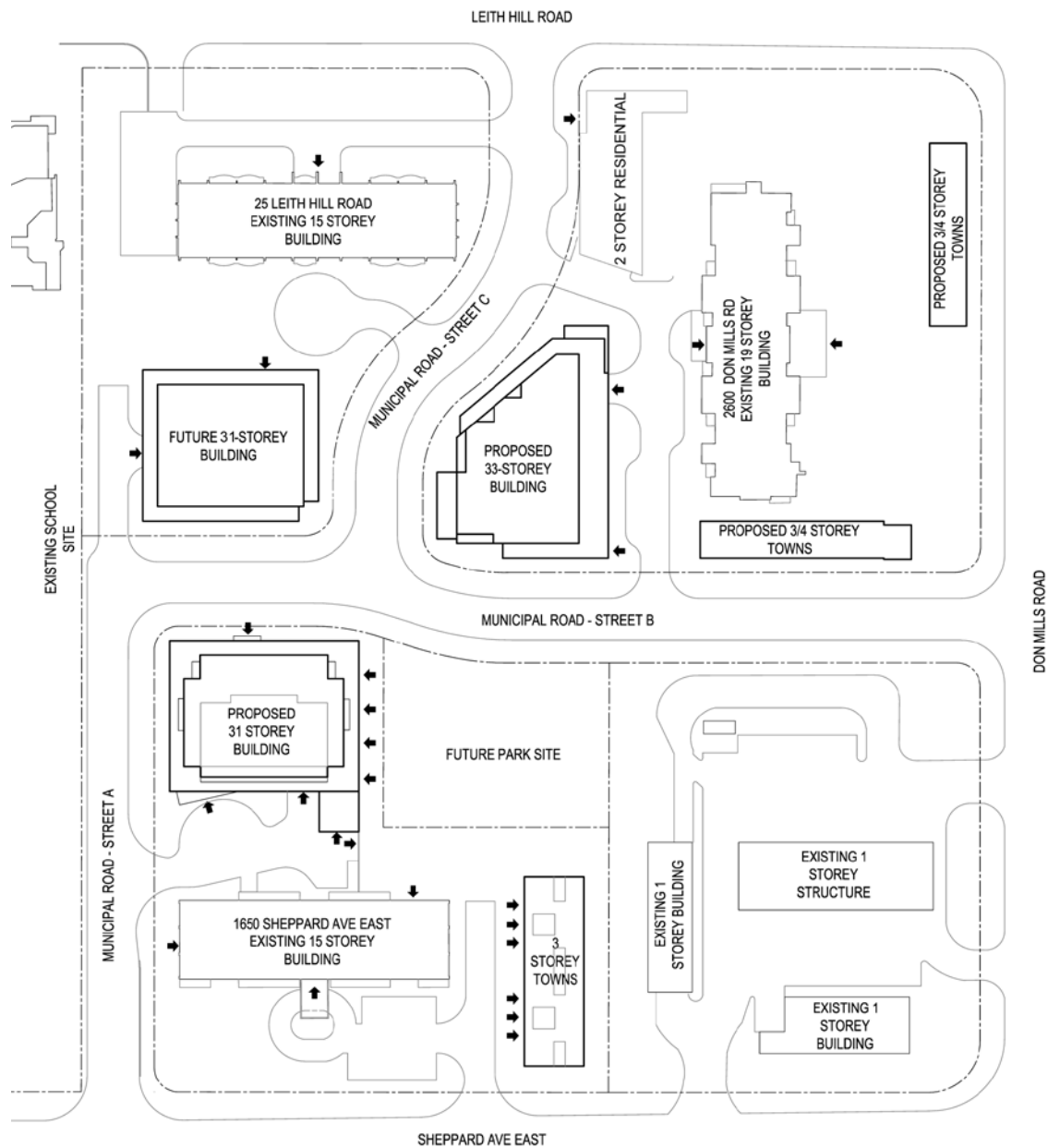


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Extracted: 11/03/2020

Attachment 5: Site Plan



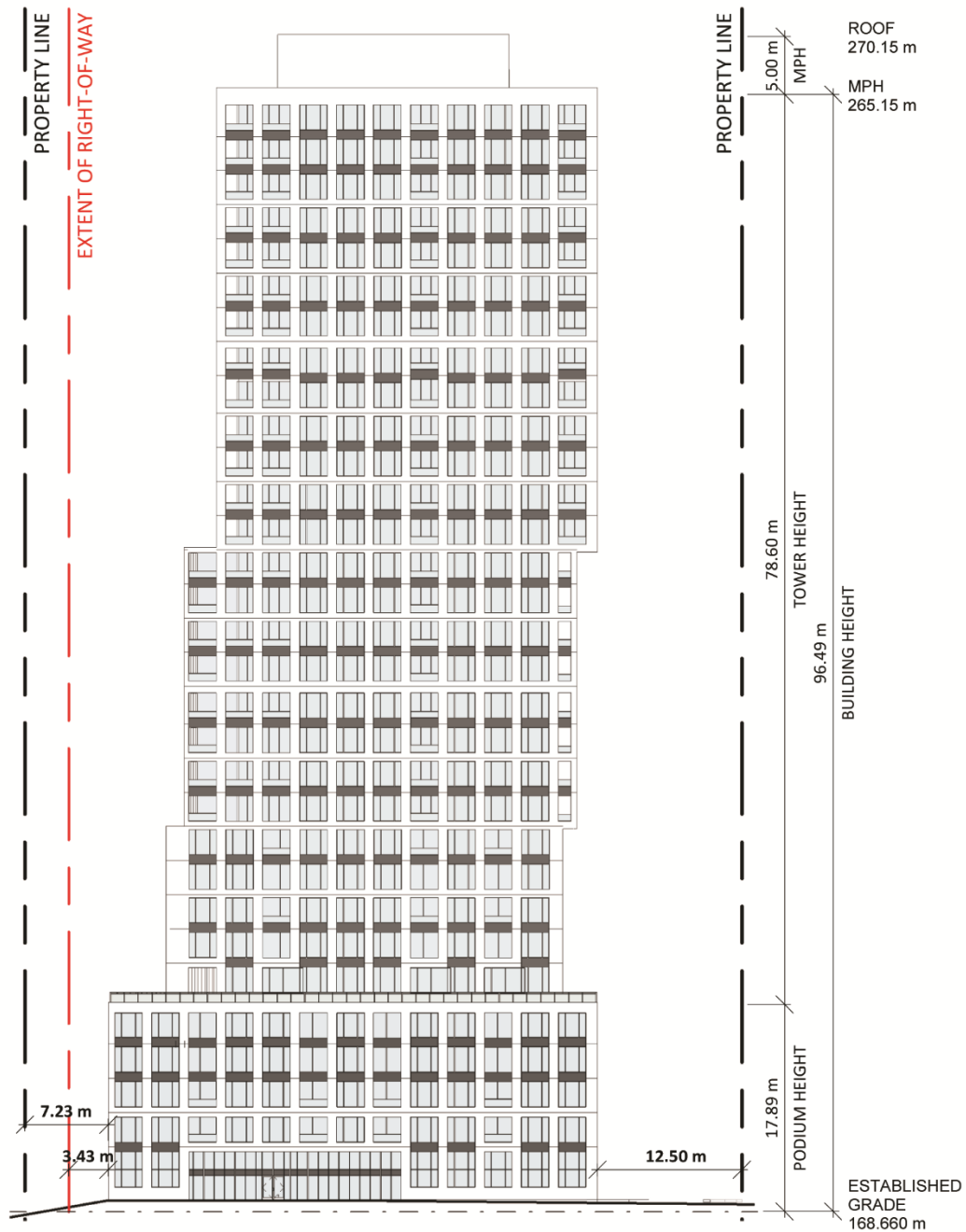
Attachment 6: Block Context Plan



Context Plan

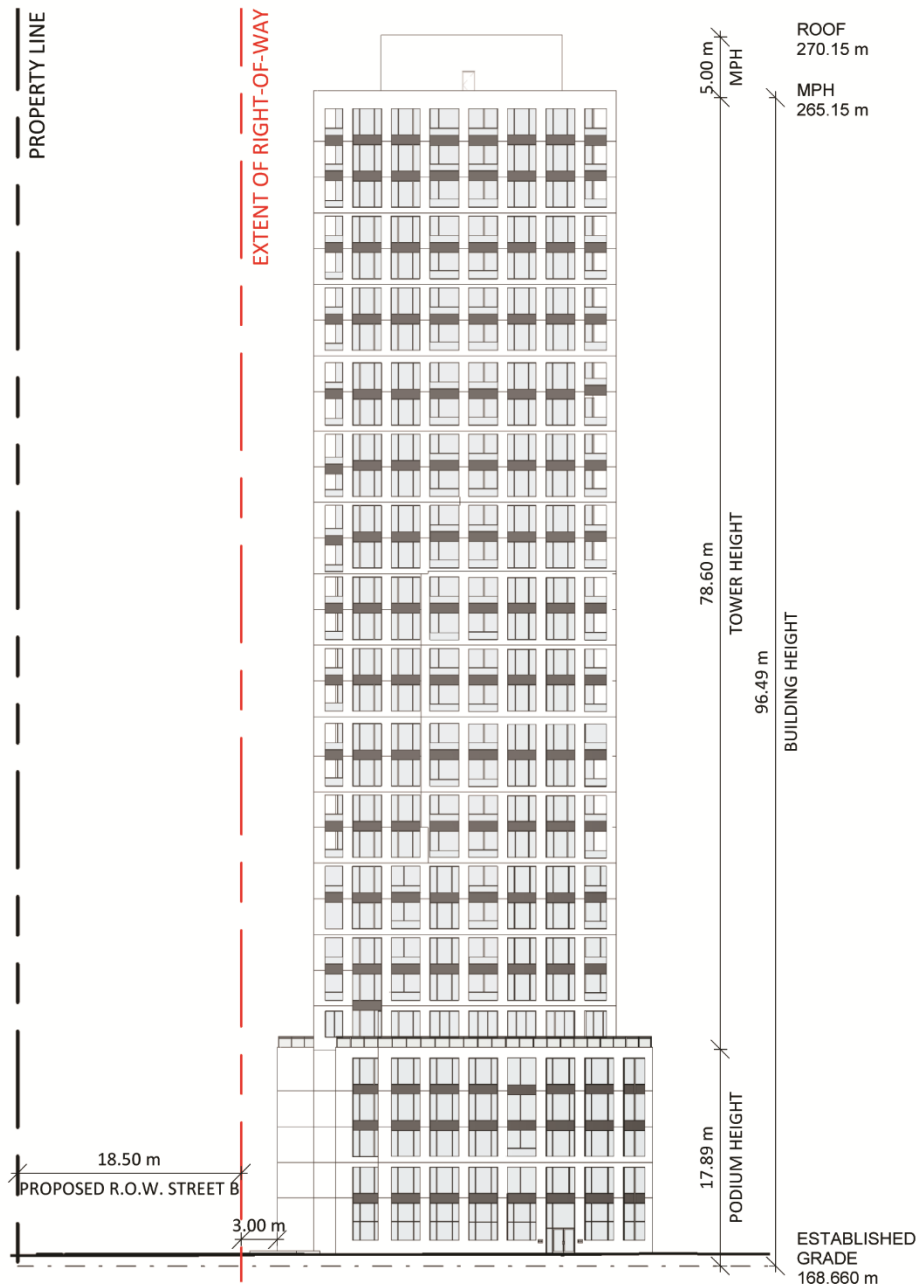


Attachment 7a: North Elevation



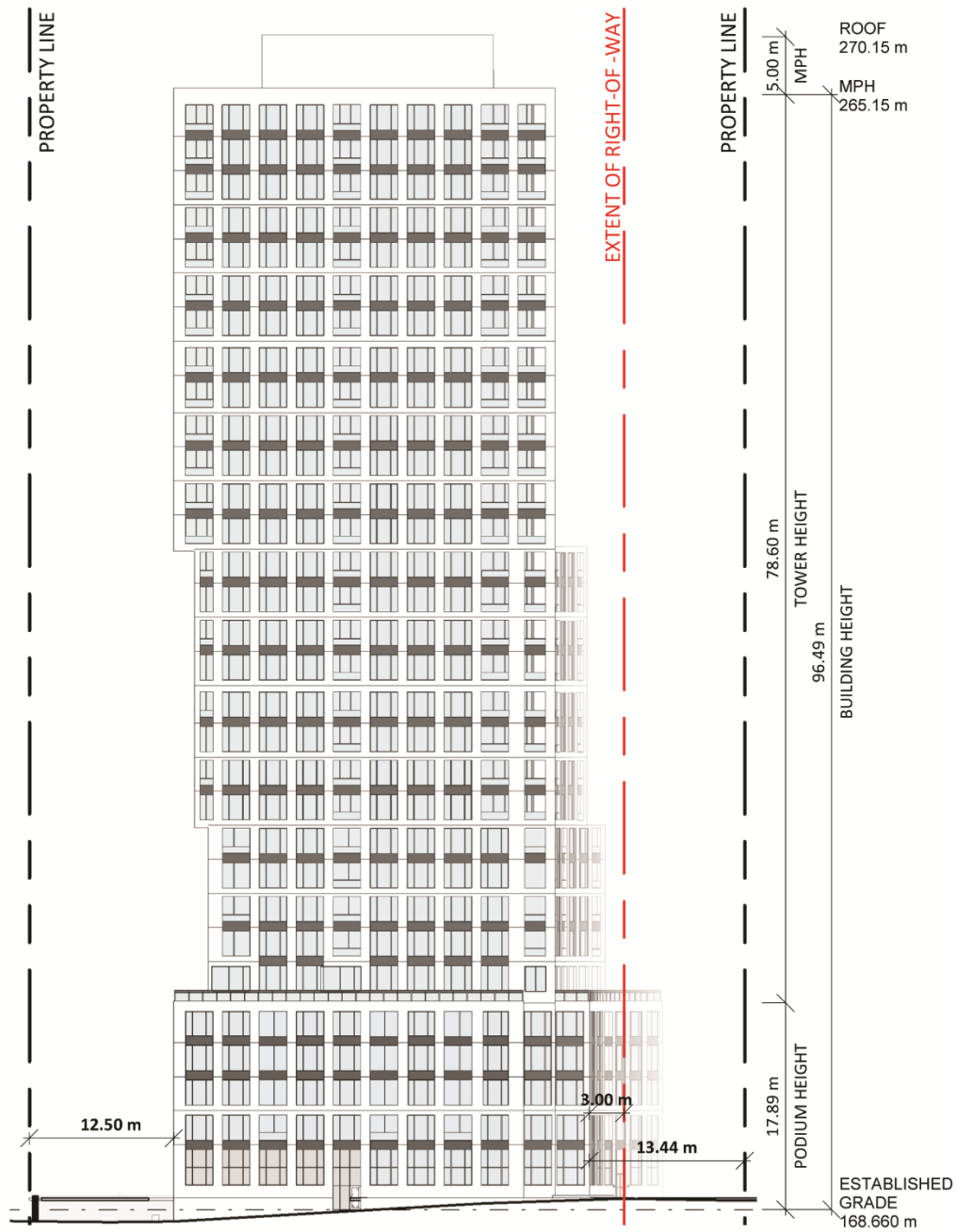
North Elevation

Attachment 7b: East Elevation



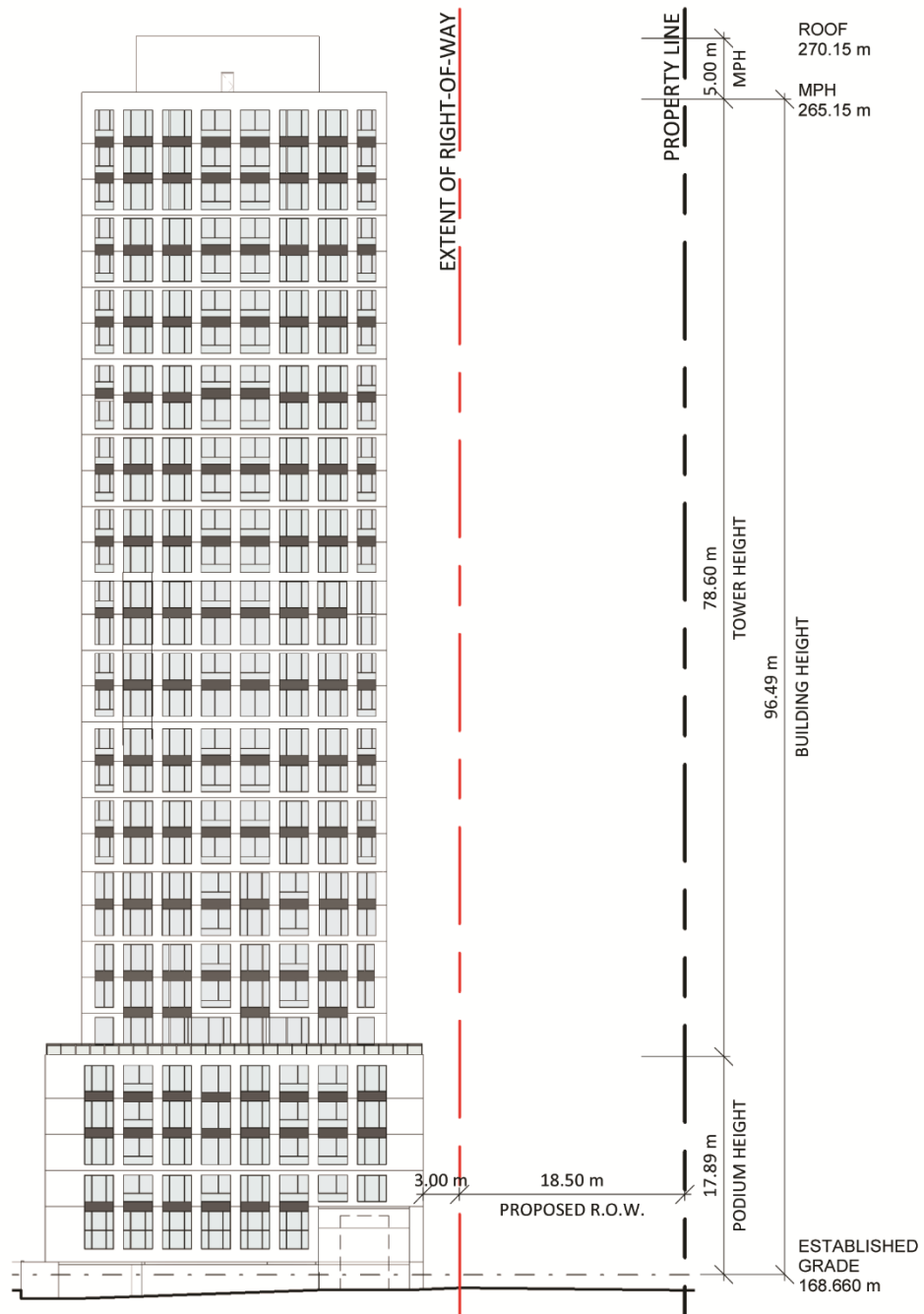
East Elevation

Attachment 7c: South Elevation



South Elevation

Attachment 7d: West Elevation



West Elevation