

41-75 Four Winds Drive – Zoning By-law Amendment Application – Preliminary Report

Date: February 3, 2021

To: Etobicoke York Community Council

From: Acting Director, Community Planning, Etobicoke York District

Ward: 07 - Humber River-Black Creek

Planning Application Number: 20 226957 WET 07 OZ

Current Use on Site: 1-storey shopping centre building and a 1-storey office clinic with associated surface parking

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application to amend the former City of North York Zoning By-law No. 7625 and City-wide Zoning By-law No. 569-2013 for the property located at 41-75 Four Winds Drive. The application proposes to permit three buildings of 9, 11 and 32-storeys consisting of 560 residential units and 1,422 square metres of commercial gross floor area, with a total gross floor area of 43,745 square metres and a Floor Space Index of 4.1 times the area of the lot. Vehicular parking is proposed at grade and within a 4-level underground parking garage. 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.

The application is located within the newly adopted Keele Finch Secondary Plan ("KFSP") area. At its meeting of December 16, 2020, City Council adopted Official Plan Amendment 483 - the Keele Finch Secondary Plan and directed the introduction of the necessary Bill for enactment be withheld until such time as the Minister of Municipal Affairs and Housing makes a decision on the associated Official Plan Amendment 482 - Protected Major Transit Station Area, for the Finch West Transit Station Area and Sentinel Transit Station Area; and staff confirm no other changes are required to the KFSP as a result of the Minister's decision.

The KFSP represents City Council's most current vision and policy direction for the site and surrounding area. The application, in its current form, does not conform to the policies of the KFSP that permit a maximum building height of 40 metres whereas a building height of 105.5 metres is proposed. The application represents a major departure from the envisioned built form character identified in the KFSP.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 41-75 Four Winds Drive together with the Ward Councillor once the application has been deemed complete.
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 this report in the current budget year or in future years.

DECISION HISTORY

In February 2003, City Council enacted Official Plan Amendment No. 526 to the former City of North York Official Plan and By-law No. 92-2003 to the former City of North York Zoning By-law No. 7625 to permit residential apartment buildings and townhouses in conjunction with commercial uses on the site. Specifically, By-law No. 92-2003 would permit three buildings with a range of heights from 11.9 metres to 14.8 metres, a maximum lot coverage of 41 percent and a maximum Floor Space Index of 0.77 times the area of the lot. The 2003 approval was not realized on the site.

On December 16, 2020, City Council adopted Official Plan Amendment 483 - the Keele Finch Secondary Plan ("KFSP") but withheld the enactment of the Bill to bring it into full force and effect. The KFSP is the result of the Keele Finch Plus study to examine parameters for leveraging transit investments to achieve compatible growth, place-making, and community building for the area around Keele Street and Finch Avenue West.

Concurrent with the adoption of the KFSP on December 16, 2020, City Council adopted Official Plan Amendment 482 - the delineated protected major transit station area ("PMTSA") for the Sentinel Road Light Rail Transit Station area as Site and Area Specific Policy 585 ("SASP 585"). OPA 482 was completed in accordance with Section 16(15) of the *Planning Act* and was developed to complement the KFSP, in advance of the completion of the City's MCR. OPA 482 provides a comprehensive official plan framework for the Keele Finch area and supports the City in advancing its requirements to delineate its MTSA's. The inclusion and delineation of the PMTSA for the Sentinel Road Light Rail Transit Station in the Official Plan identify minimum density targets, and would enable inclusionary zoning to be implemented in this area when such a

framework is in effect. The decision documents for both the KFSP and SASP 585 can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH19.1>

ISSUE BACKGROUND

Pre-Application Consultation

In April 2019, a preliminary meeting was held between City Planning staff and the applicant to discuss a proposal for two mixed-use buildings of 8 and 14-storeys with a gross floor area of 40,980 square metres. Staff raised concerns regarding the massing and height of the proposal, the separation distance between the proposed buildings, and vehicular and pedestrian circulation.

On January 8, 2020, a pre-application consultation meeting was held between City Planning staff and the applicant. A revised mixed-use proposal was presented consisting of three buildings at 9, 11 and 32 storeys with a gross floor area of 47,501 square metres. Staff raised concerns on the overall density increase from the first proposal, along with the height of the 32-storey building not in keeping with the existing and planned context of the area.

Application Description

This application proposes to amend the former City of North York Zoning By-law No. 7625 and the City-wide Zoning By-law No. 569-2013 for the property at 41-75 Four Winds Drive to permit one residential building of 11-storeys (41.0 metres including the mechanical penthouse) consisting of a slab floor plate of 1,159 square metres located at the southern portion of the site, and two mixed-use buildings of 9 and 32-storeys (35.1 metres and 105.6 metres respectively including the mechanical penthouse) on the northern portion of the site fronting on Four Winds Drive. The 9-storey building would result in a slab floor plate of 994 square metres and the 32-storey building would result in a point tower floor plate of 778 square metres. The proposed buildings would result in a gross floor area of 43,745 square metres consisting of 42,323 square metres for residential use and 1,422 square metres for commercial use contained in the first storey of the 9 and 32-storey buildings. A total of 1,947 square metres of indoor amenity space located in the first, second and third storeys, and 1,186 square metres of outdoor amenity space located at-grade, and in the second and third storeys of the three buildings is proposed. A Floor Space Index of 4.1 times the area of the lot and a lot coverage of 45 percent is proposed.

The application proposes 560 residential dwelling units consisting of: 45 (8 percent) bachelor units; 329 (59 percent) one-bedroom units; 102 (18 percent) two-bedroom units; and 84 (15 percent) three-bedroom units.

Vehicular and loading access to the site would be provided by two private driveway entrances on Four Winds Drive. A total of 481 vehicular parking spaces and 488 bicycle parking spaces are proposed at-grade, within a 1-level underground garage beneath the 11-storey building, and within a 4-level underground garage beneath both the 9 and 32-storey buildings. Vehicular access to the two underground garages is proposed off-site

at 455 Sentinel Road to the west and on the first storey of the 9-storey building. Each building would be serviced with one Type "G" loading space.

Detailed project information is found on the City's Application Information Centre at: [Toronto.ca/41FourWindsDr](https://toronto.ca/41FourWindsDr)

See Attachments 1 and 2 for a three dimensional representation of the project in context, and Attachment 4 for the proposed site plan drawing.

Site and Surrounding Area

The subject site is an irregular shaped lot with an area of 1.06 hectares fronting on Four Winds Drive. The site is currently occupied by a 1-storey shopping centre and a 1-storey office building currently used as a medical clinic consisting of 3,996 square metres of gross floor area and a surface parking lot for tenants and customers, both are proposed to be demolished. Existing agreements with the properties to the east to provide for vehicular access and to the west to allow for underground garage maintenance registered on title would be maintained.

Surrounding land uses include:

North: Across Four Winds Drive is the Finch Hydro Corridor with pedestrian trails and an allotment gardens. Further north is Murray Ross Parkway and low-rise buildings consisting of detached, semi-detached and townhouse residential dwellings.

South: Immediately south is the 2-storey North York University City YMCA Child Care Centre at 453 Sentinel Road. Further south is Fountainhead Park and Finch Avenue West.

East: Immediately east are four 4-storey apartment buildings at 37 Four Winds Drive with vehicular access via the subject site. Further east are five 11-storey apartment buildings and twelve townhouse buildings at 1 to 33 Four Winds Drive. Southeast is the 2-storey James Cardinal McGuigan Catholic Secondary School and the Finch West TTC subway station main entrance at the northwest corner of Finch Avenue West and Keele Street.

West: Immediately west is a 13-storey apartment building at 455 Sentinel Road where the associated underground garage is located on the subject site. Further west is Sentinel Road and four 22-storey apartment buildings.

See Attachment 3 for the location map.

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, include: A Place to Grow: Growth Plan for the Greater

Golden Horseshoe (2020). 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.

The current application is located on lands designated as *Mixed Use Areas* on Map 13 of the Official Plan. See Attachment 5 for the land use designation of the Official Plan.

The site also falls within the area subject to the recently City Council adopted (but not in force) Keele Finch Secondary Plan ("KFSP"). Once in full force and effect, the property would be designated *Mixed Use Areas B* on Map 3 of the Secondary Plan. The Council adopted decision document and the KFSP can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH19.1>

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

Zoning By-laws

The site is zoned "Local Shopping Centre" C2 (12) in the former City of North York By-law No. 7625, as amended. The C2 zone permits a range of commercial uses including shopping centres, restaurants, retail stores, personal service shops and other non-residential uses. Exception (12) pertains to a site specific provision that allows for certain residential uses with a maximum number of dwelling units and vehicular parking ratios, contained within three buildings with a maximum height of 14.8 metres, a maximum Floor Space Index of 0.77 and a maximum lot coverage of 41 percent, among other site specific standards.

The site is zoned "Commercial Residential" CR 0.77 (c0.77; r0.77) SS3 (x238) in City-wide Zoning By-law No. 569-2013, as amended. The standards of By-law No. 7625, including the site specific exception (12) are carried forward into By-law No. 569-2013.

The City's Zoning By-law No. 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 Guidelines will be used in the evaluation of this application:

- City-wide Tall Building Guidelines;
- Mid-rise Building Performance Standards and Addendum;
- Retail Design Manual;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities;
- Toronto Green Standard; and
- Bird Friendly Development Guidelines.

The City's Design Guidelines can 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

The proposal requires amendments to the former City of North York Zoning By-law No. 7625 and City-wide Zoning By-law No. 569-2013 for the site at 41-75 Four Winds Drive to vary performance standards to allow for: the increase in building heights, increase in the Floor Space Index, increase in the lot coverage percentage, increase in the number of dwelling units, a reduction in vehicular parking spaces, and the reduction in side yard setbacks, among other standards.

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 to 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 decision under the *Planning Act*. Relevant matters of provincial interest include: (j) the adequate provision of a full range of housing, including affordable housing; (k) the adequate provision of employment opportunities; (p) the appropriate location of growth and development; (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; 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 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 area. 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. Policy 4.6 states that the Official Plan is the most important vehicle for implementing the PPS and Policy 1.1.3.3 states planning authorities shall identify appropriate locations for intensification and redevelopment.

The Growth Plan for the Greater Golden Horseshoe (2020) emphasizes the importance of complete communities where a range of housing options are to be provided; and that new development should provide high quality compact built form and an attractive and vibrant public realm. The Growth Plan provides municipalities the authority to define the location and nature of growth that will occur in intensification areas in a flexible manner suitable to the local context, while still meeting the overriding objectives of the Growth Plan.

The Growth Plan (2020) as amended 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.

The application will be evaluated against the policies and objectives of the *Planning Act*, PPS (2020) and the Growth Plan (2020), in particular in regards to 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.

Staff are reviewing the application to determine its conformity to the Official Plan. Key Official Plan policies that will be used to evaluate this application include, but are not limited to: the Public Realm, Built Form, Housing, and Parks and Open Spaces policies in Chapter 3; and the development criteria for Mixed Use Areas in Chapter 4.

A Planning Rationale Report prepared by MacNaughton Hermson Britton Clarkson Planning Limited ("MHBC") was submitted in support of the proposal. The purpose of the report is to provide a rationale on how the proposal conforms to the overall planning framework, including Official Plan policies, from the applicant's point of view. City staff are reviewing the report.

Keele Finch Secondary Plan (KFSP) and Site and Area Specific Policy 585

The application is located within the Council adopted Keele Finch Secondary Plan (KFSP) area and once in full force and effect it would designate the property *Mixed Use Areas B* on Map 3 of the Secondary Plan. The KFSP policy direction for the subject site allows for a mix of land uses with a maximum building height of 40 metres in order to achieve a desired public realm and character, ensure transit supportive densities are achieved, and ensure buildings do not impede on the operations of the Downsview Airport. See Attachment 6 for the land use designation of the Secondary Plan.

The site is also within an area identified to achieve a minimum Floor Space Index of 1.9 times the area of the block delineated in SASP 585 - The Sentinel Road Light Rail Transit Station Area. See Attachment 7 for the Minimum Density Map of the SASP.

The Province is the approval authority on delineated PMTSAs, and Council's decision on SASP 585 has been sent to the Ministry of Municipal Affairs for approval. Council also withheld the introduction of the Bill to enact the KFSP Official Plan amendment until such time as the Ministry makes a decision on SASP 585. The decision document can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH19.1>

The KFSP represents City Council's most current vision and policy direction for the site and surrounding area. The application, as proposed, does not conform to the policies of the KFSP that permit a maximum building height of 40 metres whereas a building height of 105.5 m is proposed. Staff is of the opinion that the application should have regard to and be reviewed within the context of the recently adopted (but not in force) KFSP.

Built Form, Planned and Built Context

The suitability of the proposed massing, heights and other built form issues will be assessed based on Section 2 of the *Planning Act*, particularly Sections 2(p), (q) and (r) and Section 2 of the Growth Plan (2020). The proposed built form will also be assessed based on in force and emerging City's Official Plan policies and urban design guidelines noted above. An evaluation will be made to confirm whether the proposal fits within its planned and built context. In particular, staff will be evaluating:

- Whether the application is contextually appropriate and whether it fits with the planned and surrounding built context;
- Appropriateness of the proposed building heights, massing, setbacks, siting and scale, and conformity to all applicable policies and guidelines including having regard to the directions of the KFSP that identify a maximum tall building height of 40 metres;

- Assessing transition and impacts of the proposed development to the adjacent low rise and open space areas, including wind and net-new shadows;
- Appropriateness of the location and siting of the proposed commercial spaces;
- Appropriateness of the proposed building locations, siting and entrances;
- Appropriateness of the proposed pedestrian paths on the site and connectivity to the pedestrian walkway network within and surrounding the block, including existing and future transit stations;
- Whether the proposal provides a high-quality public realm and landscape design; and
- Appropriateness of the proposed driveway access and site circulation for vehicles and loading trucks.

The applicant was advised a Block Context Plan would be required as part of this application to demonstrate how the proposal is in conformity with Official Plan policy and contributes to good planning and urban design. Additional built form issues may be identified through the review of the application including further review from City divisions and agencies and the public consultation process. Staff will continue to work with the applicant to achieve a redevelopment proposal that meets the intent of City policies and the existing and planned character of the area.

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).

Additionally, Official Plan policies have been adopted by City Council to increase tree canopy coverage. City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) 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".

The applicant submitted an Arborist Report and Tree Preservation Plan prepared by MHBC. The Arborist Report indicates there are 38 trees on and within proximity of the site, and is proposing the removal of 26 trees. The Arborist Report and Tree Preservation Plan are currently under review by City staff.

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 applicant submitted a Community Services and Facilities Report prepared by MHBC. The report is being reviewed by City staff to determine whether any capital improvements or expansion of existing facilities are required.

Infrastructure/Servicing Capacity

The application will be reviewed to determine if there is sufficient infrastructure capacity to accommodate the proposed development. The applicant submitted a Functional Servicing Report, a Stormwater Management Report, and a Preliminary Geotechnical Study, all prepared by EXP Services Inc. The purpose of these reports is to evaluate existing subsurface conditions and the effects of the development on the City's municipal servicing infrastructure and watercourses, and to identify and provide the rationale for any new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development. The studies are currently under review by City staff.

Policy 3.4.1 (h) of the Official Plan requires the promotion of green infrastructure to complement infrastructure. The PPS also directs through Policy 1.6.2 that planning authorities should "promote green infrastructure to complement infrastructure". In achieving complete communities under the Growth Plan (2020), Policy 2.2.1.4 g) also directs the integration of green infrastructure and low impact development.

Traffic Impact, Vehicular Access and Parking

The applicant submitted a Transportation Impact Study prepared by Nextrans Consulting Engineers. The purpose of the study is to evaluate the effects of the development on the transportation system, and also to identify transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development. The study is currently under review by City staff.

Land Use Compatibility

The subject site is within proximity of various industrial operations east of Keele Street. As part of the Keele Finch Plus Study, a Noise, Air and Safety Study was undertaken to inform the land use policy direction for the KFSP to ensure compatibility in regards to air emissions, noise quality and safety impacts to sensitive land uses. It is anticipated that development applications proposing sensitive land uses within the Keele Finch study area will require site specific studies to identify the potential impacts and site specific mitigation strategies.

The applicant was advised a Noise Impact Assessment and an Air Quality Report are required to be submitted as part of this application. The reports may require a peer review to be conducted on behalf of the City by a third party consultant at the applicant's expense.

Downsview Airport

The subject site is within the Outer Surface area of the Downsview Airport runway, an area that extends upwards 243.8 metres above sea level with a radius of 4,000 metres from the threshold of the airport's runway. The KFSP permits a maximum building height of 40 metres on the subject site based on aviation studies undertaken as part of the Keele Finch Plus study, among other good planning considerations. Further, Schedule "D" - the Airport Hazard Map to the former North York Zoning By-law 7625 permits a maximum building/structure height of 30.48 metres for the site. Until the operation of the Downsview Airport ceases, the current requirements pertaining to the safe operation of the airport applies.

The application was circulated to Transport Canada and is being reviewed by City staff. Additional studies to ensure the continued aircraft operation at the Downsview Airport is not impeded by this development may be required once comments on the application are received.

Pedestrian Wind Impact

The applicant submitted a Preliminary Pedestrian Level Wind Study prepared by Rowan Williams Davies and Irwin Inc. The study indicates the proposal would result in higher wind speeds than currently experienced on the site, with certain proposed open spaces to experience uncomfortable wind conditions. The study is currently under review by City staff. The applicant will be required to revise both the built form of the proposal and provide additional mitigation measures as required to ensure wind conditions are comfortable for pedestrians.

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 intended to advance the

City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The applicant has submitted the TGS Checklist indicating they are pursuing Tier 1 performance measures. Staff are reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures. Planning staff will encourage the applicant to pursue Tier 2 or higher performance measures through the application review process.

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.

This proposal in its current form meets the minimum size threshold of 10,000 square metres of new development for consideration of Section 37 benefits. Should this application be approved, Section 37 contributions could be secured for specific community benefits within the vicinity of the proposal.

Discussions with the Ward Councillor, City staff, residents and the applicant will be undertaken to determine the extent and nature of the required Section 37 community benefits should the application be recommended for approval. The City Council approved Implementation Guidelines and Protocol for Negotiating Section 37 Community Benefits will be used to determine appropriate Section 37 benefits.

Other Matters

Staff have identified the following additional preliminary issues:

- Proposed mix of units and their sizes to ensure housing is provided for a broad range of households, including families with children;
- Appropriateness of the location and quantity of indoor and outdoor amenity areas;
- Structural and traffic impacts to the existing underground garage on the site; and
- Appropriateness of the increase in proposed density and the impact to existing services in the area, including municipal water and sewer services, existing and proposed public transit, roads, and community facilities and services.

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

CONTACT

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SIGNATURE

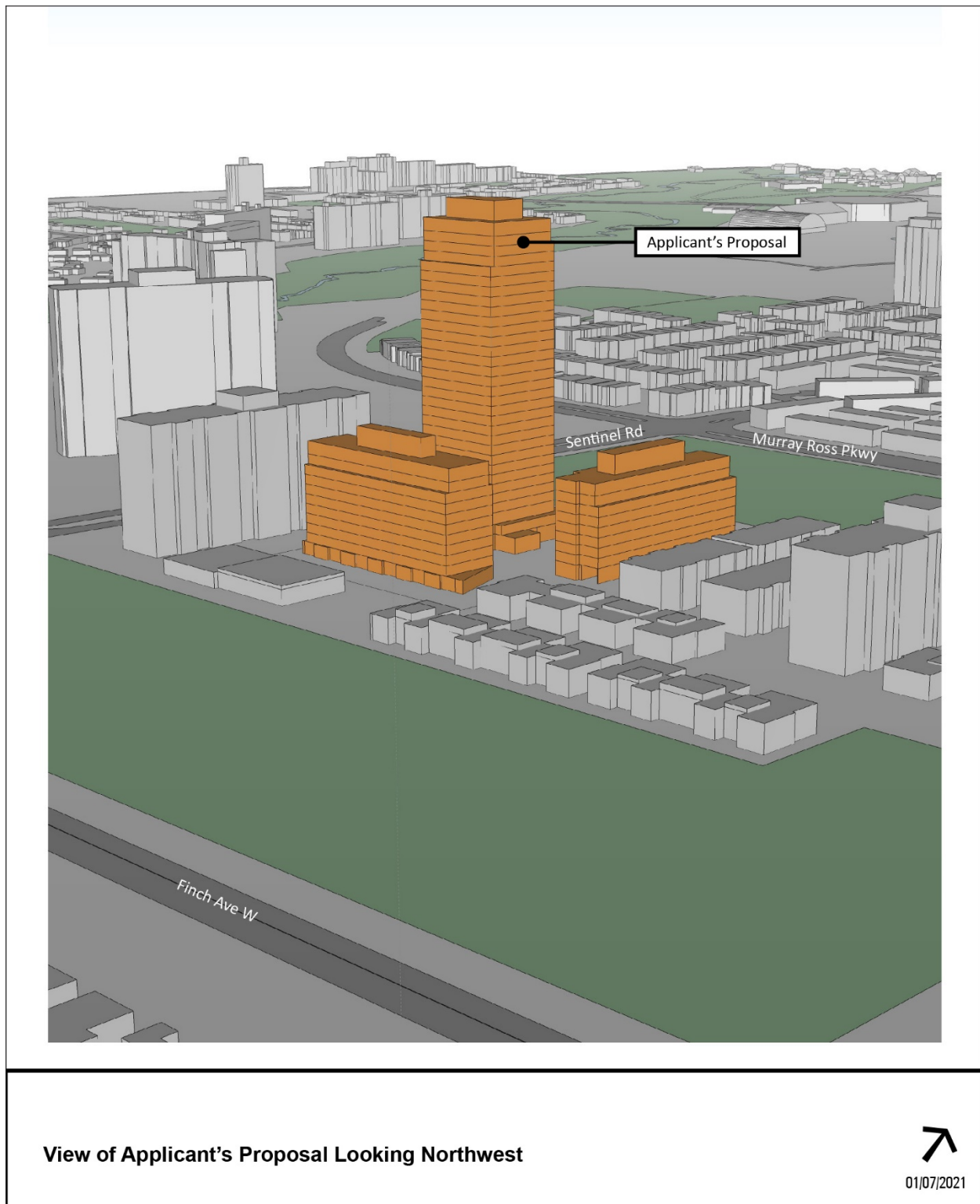
Sarah Henstock, MCIP, RPP
Acting Director of Community Planning
Etobicoke York District

ATTACHMENTS

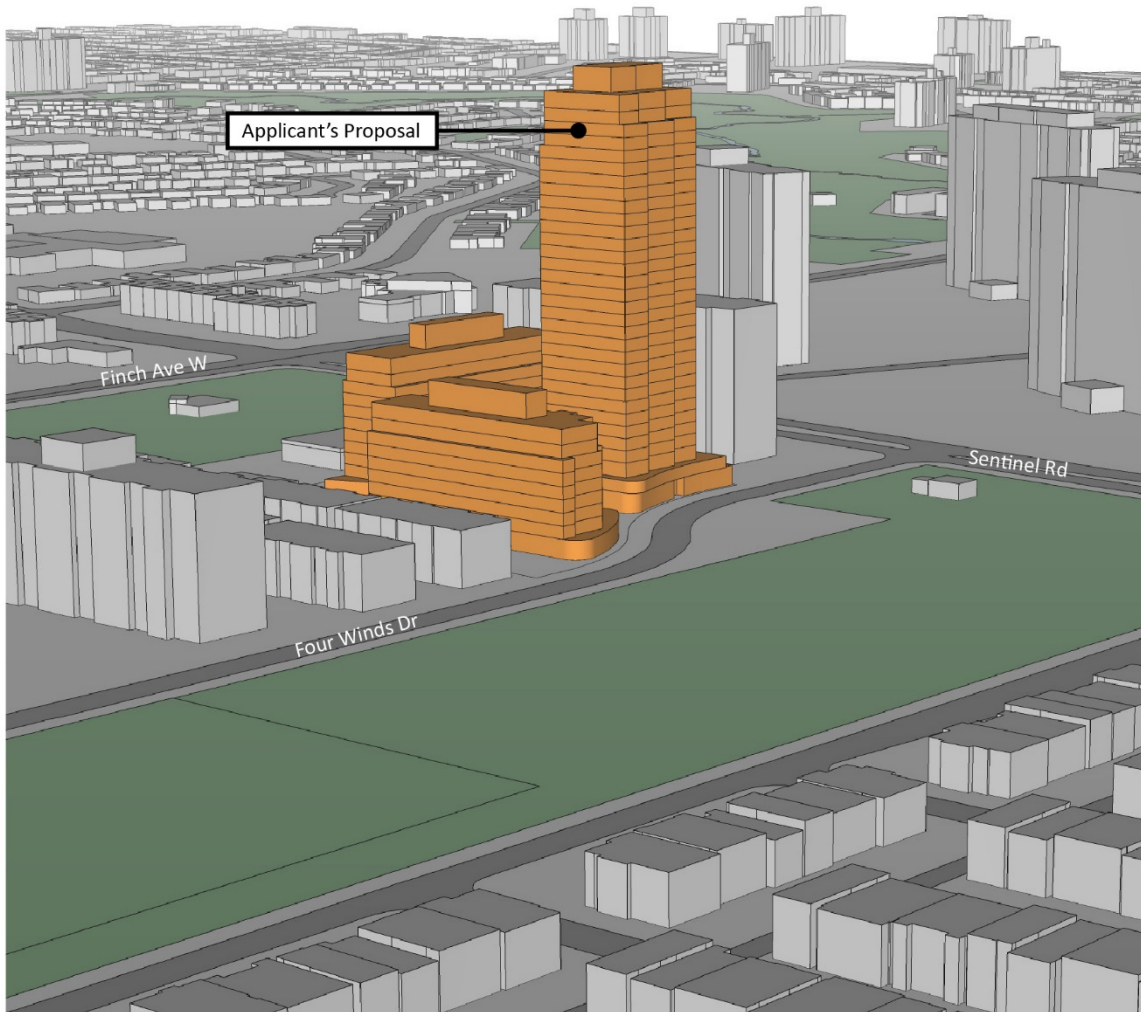
City of Toronto Drawings

Attachment 1: 3D Model of Proposal in Context Looking Northwest
Attachment 2: 3D Model of Proposal in Context Looking Southwest
Attachment 3: Location Map
Attachment 4: Site Plan
Attachment 5: Official Plan Land Use Map
Attachment 6: Keele Finch Secondary Plan Land Use Map
Attachment 7: Site and Area Specific Policy 585 Minimum Densities Map
Attachment 8: Zoning Map

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



Attachment 2: 3D Model of Proposal in Context Looking Southwest

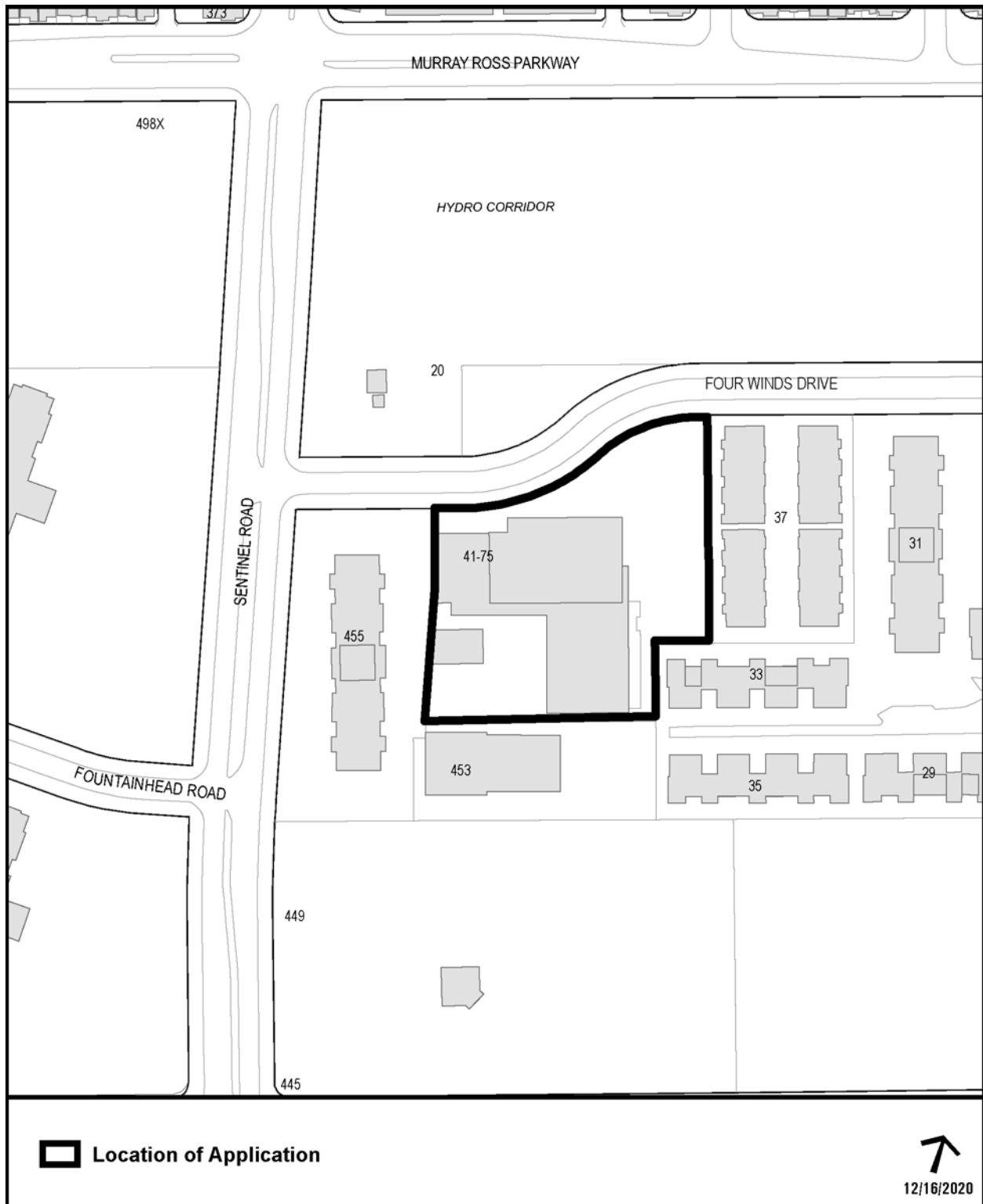


View of Applicant's Proposal Looking Southeast

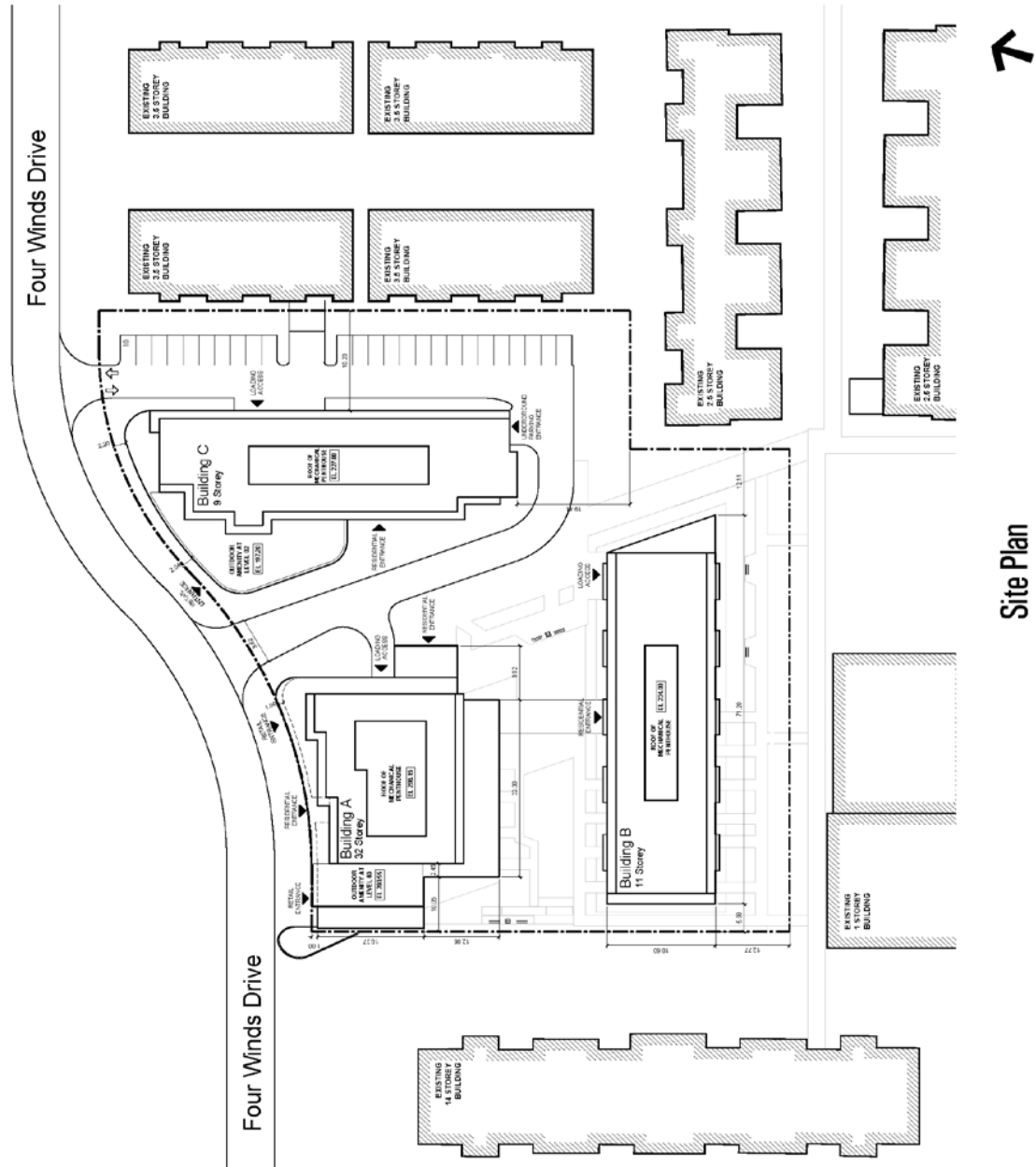


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Attachment 3: Location Map



Attachment 4: Site Plan



Attachment 5: Official Plan Map



 **TORONTO**

41-75 Four Winds Drive

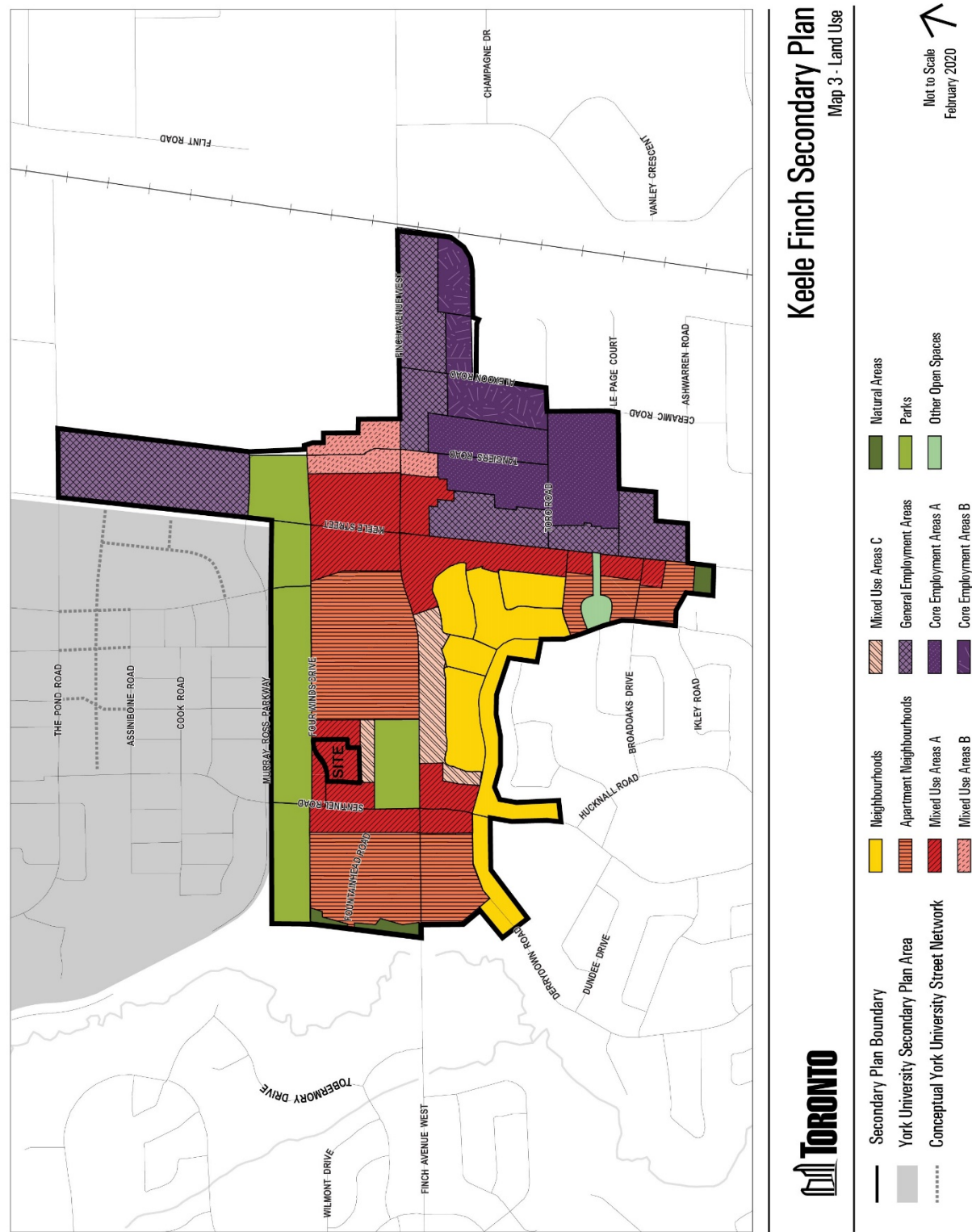
Official Plan Land Use Map #16

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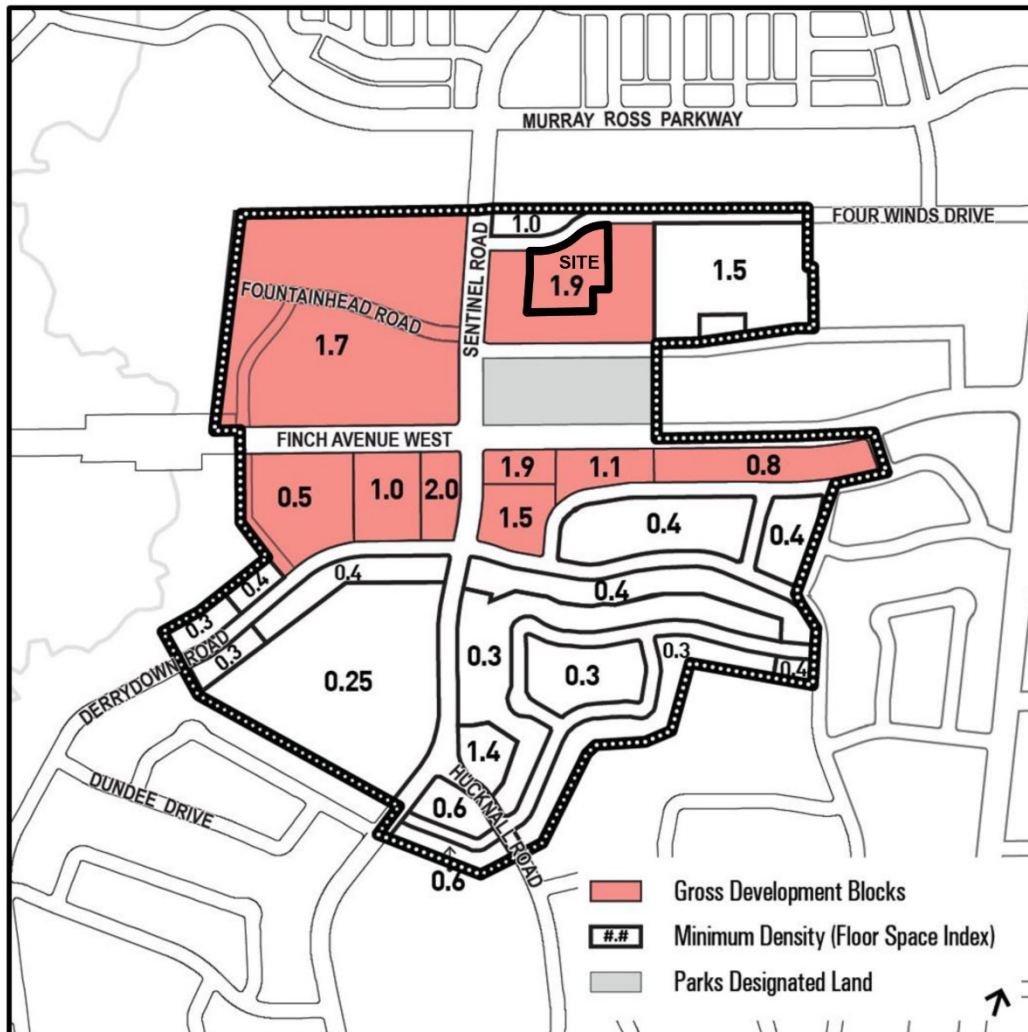
	Location of Application		Natural Areas		General Employment Areas
	Neighbourhoods		Parks		Core Employment Areas
	Apartment Neighbourhoods		Other Open Space Areas		Utility Corridors
	Mixed Use Areas				


Not to Scale
12/15/2020

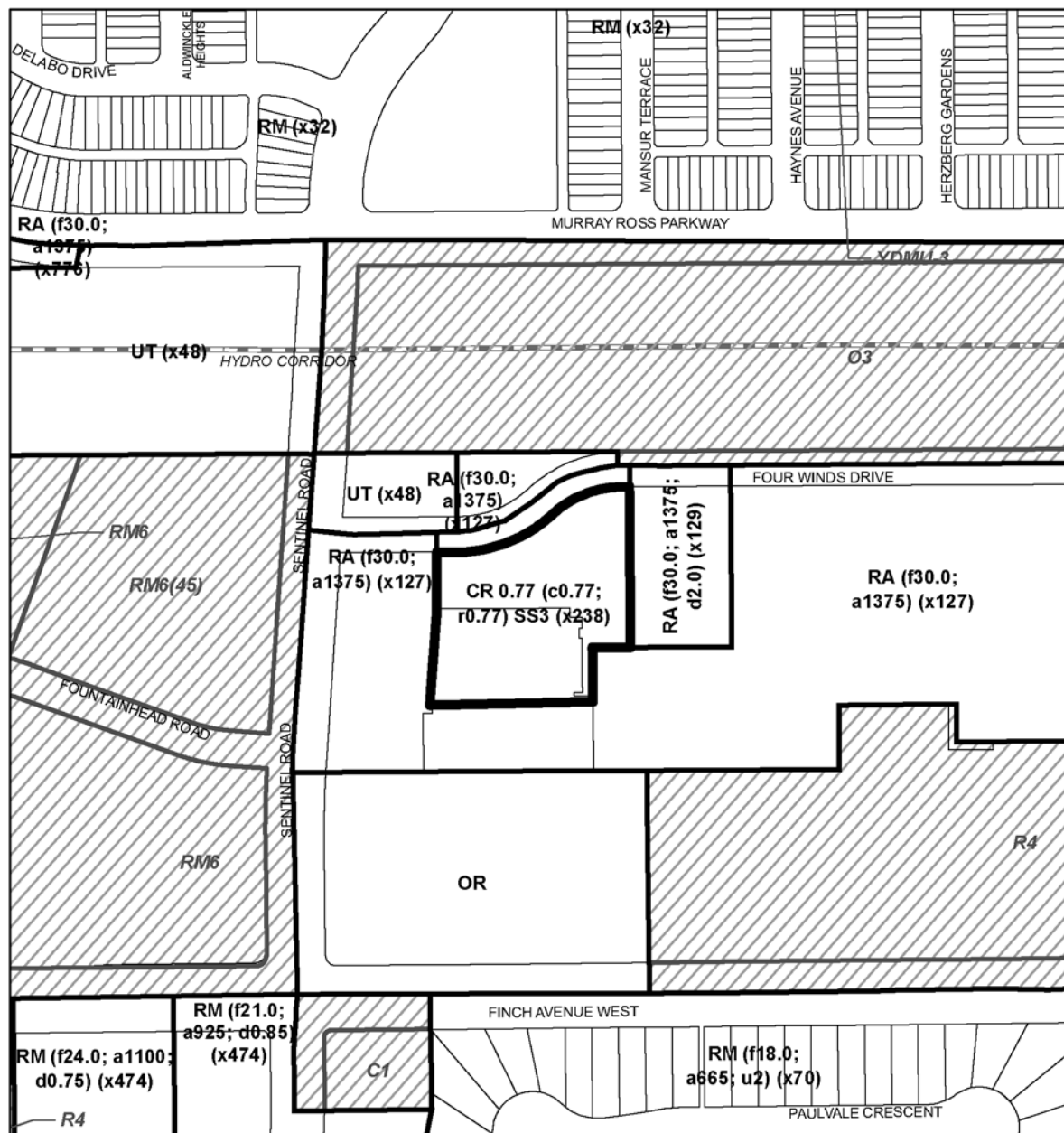
Attachment 6: Keele Finch Secondary Plan Land Use Map



Attachment 7: Site and Area Specific Policy 585 Minimum Densities Map



Attachment 8: Zoning Map



Zoning By-law 569-2013

41-75 Four Winds Drive

File # 20 226957 WET 07 02



Location of Application

RM Residential Multiple
RA Residential Apartment
CR Commercial Residential
OR Open Space Recreation
UT Utility and Transportation



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

R4 One-Family Detached Dwelling Fourth Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone
O3 Semi-Public Open Space Zone



Not to Scale
Extracted: 12/15/2020