

## **2839 Jane Street – Zoning By-law Amendment Application – Final Report**

Date: February 4, 2021

To: Etobicoke York Community Council

From: Acting Director, Community Planning, Etobicoke York District

Ward: 07 - Humber River-Black Creek

**Planning Application Number: 17 208607 NNY 08 OZ**

### **SUMMARY**

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The applicant has proposed an amendment to City-wide Zoning By-law No. 569-2013 and former City of North York Zoning By-law No. 7625 to permit a 13-storey mixed-use building at 2839 Jane Street. The proposed development would incorporate 9 commercial units on the ground floor and 190 residential units above. The top floor would consist of the mechanical penthouse enclosed with indoor and outdoor rooftop amenity space. The proposed development would have a maximum height of 42.2 metres, including the mechanical penthouse and amenity area, and a gross floor area of 14,049 square metres. The Floor Space Index of the proposed development would be 3.83 times the lot area. A total of 250 vehicular parking spaces are proposed, including 17 commercial spaces and 40 visitor spaces. Most of the parking is proposed to be in a 3 level underground garage. A total of 158 bicycle parking spaces are proposed.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with the A Place to Grow: A Growth Plan for the Greater Golden Horseshoe (2020). The proposal is compatible with the policies of the Official Plan and is appropriate for the site.

Staff have reviewed the proposal and recommend approval of the application to amend the Zoning By-laws, subject to the conditions outlined in this report.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend former City of North York Zoning By-law No. 7625 for the lands at 2839 Jane Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.

2. City Council amend City of Toronto Zoning By-law No. 569-2013 for the lands at 2839 Jane Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Draft Zoning By-law Amendments as may be required.

4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* satisfactory to the Chief Planner and Executive Director, City Planning, and the City Solicitor, and register the Section 37 Agreement on title to the subject site in a manner satisfactory to the City Solicitor, to secure the following community benefits at the owner's expense:

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

i. Prior to the issuance of the first above-grade building permit for the site, the owner shall make a cash contribution to the City in the amount of six hundred thousand dollars (\$600,000) to be directed towards the provision of community services and facilities, parkland improvements and/or public realm improvements in the vicinity of the site to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor;

ii. The cash contribution referred to in Recommendation 4 a. i. above shall be indexed upwardly in accordance with the Statistics Canada Construction Price Index for the Toronto Census Metropolitan Area, or its successor, calculated from the date of execution of the Section 37 Agreement to the date the owner makes payment to the City; and

iii. In the event the cash contribution referred to in Recommendation 4 a.i. above has not been used for its intended purposes within three (3) years of the Zoning By-law Amendments coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in Humber River-Black Creek (Ward 7).

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

i. The owner shall construct and maintain the development of the site in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council from time to time, and the owner will be encouraged to achieve Toronto Green Standard, Tier 2 or higher, where appropriate, consistent with the performance standards of

Toronto Green Standards applicable at the time of the site plan application for the building on the site.

## **FINANCIAL IMPACT**

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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**

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A pre-application meeting was held with the applicant on March 8, 2017. The current application was submitted on July 31, 2017 and deemed complete on November 16, 2017. On November 14, 2017, a Preliminary Report was adopted by North York Community Council authorizing staff to conduct a community consultation meeting.

The Preliminary Report is available on the City's website at:

<https://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-108516.pdf>

## **PROPOSAL**

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The applicant is proposing to develop the northeast corner of Jane Street and Yorkwoods Gate with a 13-storey mixed-use building consisting of commercial/retail uses on the ground floor, 11-storeys of residential units above the ground level, and a top floor consisting of indoor and outdoor amenity space and a mechanical penthouse. The maximum height of the building would be 42.2 metres. A total of 190 residential units are proposed with condominium tenure, of which 19 units would have 3 bedrooms (10.0% of the total), and 46 units would have 2 bedrooms (24.2% of the total). A total of 9 commercial/retail units are proposed. The development would consist of a total of 14,049 square metres of gross floor area, representing a Floor Space Index of 3.83 times the lot area.

The building would be serviced by two internal loading docks (1 Type B and 1 Type G) which would be accessed via a private driveway from Yorkwoods Gate, which includes some parallel parking, a paved walkway and landscaping. Access to 3 levels of underground parking would also be provided from the private driveway and consolidated with the loading. The underground parking would accommodate the majority of the proposed 250 vehicular parking spaces and 158 bicycle parking spaces. The proposal includes 381 square metres of indoor amenity space and 954 square metres of outdoor amenity area. The residential entrance of the proposed building would be located at the southwest corner of the building at the intersection of Jane Street and Yorkwoods Gate. Retail entrances for commercial units would be located along both Jane Street and Yorkwoods Gate.

Details of the site and proposal are listed in Attachment 1 and in the chart below. See Attachment 7 to view the site plan and Attachments 8a to 8d to view elevations of the proposal.

### Site Statistics

	July 2017 Submission	May 2020 Resubmission
Lot Area	3,668.0 square metres	3,668.0 square metres
Residential Gross Floor Area	13,507.1 square metres	13,060.4 square metres
Non-Residential Gross Floor Area	869.0 square metres	988.6 square metres
Total Gross Floor Area	14,376.1 square metres	14,099.3 square metres
Floor Space Index	3.92	3.83
Overall Building Height	41.9 metres (including the mechanical penthouse)	42.2 metres (including the mechanical penthouse, which is wrapped by rooftop indoor amenity space)

### Residential Unit Breakdown

	July 2017 Submission	May 2020 Resubmission
Studio	0 (0%)	2 (1%)
1-Bedroom	98 (57%)	123 (65%)
2-Bedroom	62 (36%)	46 (24%)
3-Bedroom	12 (7%)	19 (10%)
Total Number of Units Proposed	172 (100%)	190 (100%)

## Setbacks and Stepbacks

	Ground	Above the 4th storey	Above the 10th storey	Above the 12th storey (to indoor rooftop amenity)
From Jane Street	Varies: 2.6 to 4.8 metres	2.5 metres	1.6 metres	2.2 metres
From York Woods Gate	Varies: 2.1 to over 4.4 metres	2.5 metres	1.6 metres	5.0 metres

## Site and Surrounding Area

The subject lands were formerly used as a gasoline station. The site was decommissioned and is presently clear of all buildings and trees. The total site area is 3,668 square metres. The subject lands are flat and have a frontage of approximately 67 metres along Jane Street and a depth of approximately 67 metres along Yorkwoods Gate.

Surrounding the property are:

- North: An existing commercial plaza known as Yorkwoods Plaza containing an assortment of local retail establishments. Immediately north of Yorkwoods Plaza are residential townhouses, after which is the Jane-Finch Mall.
- South: Directly across Yorkwoods Gate is a 17 storey residential building, with Yorkwoods Public School located to the east. Further south along Jane Street are additional apartment towers up to 17 storeys, interspersed with residential townhouses.
- West: Directly across Jane Street is the Firgrove Toronto Community Housing site, which is currently subject to a master planning process. To the south of that is a 13 storey residential building. Further along Firgrove Crescent are semi-detached houses, with Firgrove Public School to the north, and low-rise employment uses to the south.
- East: Immediately to the east is an approximately 19 metre wide paved strip of land that is used as a vehicular driveway to the shopping plaza, as well as approximately 20 parking spaces. Further east is Yorkwoods Park, beyond which are 2 storey residential townhouses, a 10 storey residential building and a 14 storey residential building.

## Reasons for Application

The application to amend the zoning by-laws is required to permit the proposed development. Amendments are required for building height, lot coverage, floor space index, and other by-law standards.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

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

- Energy Efficiency Report;
- Energy Modelling Report Summary;
- Hydrogeological Report;
- Stormwater Management Plan;
- Toronto Green Standards Checklist;
- Servicing Report;
- Civil and Utilities Plans;
- Survey Plans;
- Erosion and Sediment Control Plans;
- Architectural Plans including Sun/Shadow Studies, 3D Perspective Views, Landscape Details Plan, Lighting Plan, and Planting Plan; and
- Traffic Operations Assessment and Traffic Circulation Review.

The reports and studies submitted by the applicant are available on the Application Information Centre (AIC) at [www.toronto.ca/aic](http://www.toronto.ca/aic).

The file was deemed complete on November 16, 2017.

### **Agency Circulation Outcomes**

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

### **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have an opportunity to view the oral submissions made at the statutory public meeting held by the Etobicoke-York Community Council for this application; submissions are broadcast live over the internet and recorded for review.

## **POLICY CONSIDERATIONS**

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

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

## **The Provincial Policy Statement (2020)**

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

- The efficient 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 City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

## **Provincial Plans**

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

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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the 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 (GGH) 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 plan for the prescribed densities.

### **Toronto Official Plan**

The application is located on lands designated *Mixed Use Areas* in the City of Toronto Official Plan (see Attachment 3: Official Plan Land Use Map). *Mixed Use Areas* achieve



a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. The intention is for *Mixed Use Areas* to support the ability to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe. *Mixed Use Areas* are intended to absorb much of the city's new housing, retail, office and employment growth. Policy 4.5.2 of the Official Plan describes the following development criteria:

Development in these areas will:

- Create a balance of high quality commercial and residential uses that reduce automobile dependency and meet the needs of the local community;
- Provide for new jobs and homes;
- Locate buildings so that they create a transition between areas of different development intensity and scale, with appropriate setbacks, heights and shadow that respect adjacent lower scale neighbourhoods;
- Locate buildings to frame the street edge and help create comfortable pedestrian conditions;
- Take advantage of nearby transit services; and
- Provide indoor and outdoor recreation space for building residents.

Policy 2 of the *Mixed Use Areas* section of Chapter 4 identifies a number of criteria with regard to transition between developments within *Mixed Use Areas* and adjacent *Neighbourhoods*. The policies require that new development will locate and mass new buildings to provide a transition between areas of different development intensity and scale through means such as providing appropriate setbacks and a stepping down of heights. Policy 4.5.2(d) and (e) also require that shadowing from new development be limited on adjacent *Neighbourhoods* and maintain sunlight on parks.

Chapter 2 of the Official Plan includes policies to develop the City's transportation network. Jane Street is identified as a Major Street on Map 3 of the Official Plan with a planned right-of-way width of thirty-six metres. Map 4 of the Official Plan also identifies Jane Street as a Higher Order Transit Corridor with opportunities for expansion of the transit infrastructure. Policy 2.2.4 states that new development on lands adjacent to planned transportation corridors are required to be compatible with, and supportive of, the long-term purposes of the corridors.

The Public Realm policies of Section 3.1.1 of the Official Plan recognize the essential role of our 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 layout, organization and massing of private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

The Built Form policies in Section 3.1.2 of the Official Plan relate to ensuring that new development in the city can fit harmoniously within the existing context, while also improving the public realm through building design. This includes good siting and organization, consideration of how building facades interact with the public realm, and providing appropriate transition to the existing surrounding area to ensure that the new

development will fit within the existing and/or planned context. Development should be massed with good proportions to fit within the existing and planned context and to ensure sunlight and sky view from adjacent streets. Transition in scale may be achieved by including angular planes, stepping down heights, the location and orientation of the building and the use of setback and stepbacks of building mass.

In September of 2020, changes to the Public Realm and Built Form policies of the Official Plan came into force via Official Plan Amendments 479 and 480, respectively. The changes add greater detail and clarity, including new policies that define mid-rise buildings and their relationship to adjacent streets. This application was submitted to the City prior to the adoption of these amendments.

Section 5.1.1 allows the City to seek community benefits in exchange for height and/or density increases greater than permitted by the zoning by-law pursuant to Section 37 of the *Planning Act* for developments which exceed 10,000 square metres and increase the permitted density by at least 1,500 square metres and/or significantly increase the permitted height. The proposal is in excess of 10,000 square metres and proposes an increase of the permitted height.

This application has been reviewed against the policies of the City of Toronto Official Plan. The outcome of staff analysis and review of relevant policies are summarized in the Comments section of the report.

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

## Zoning

The City-wide Zoning By-law No. 569-2013 zones the the lands as Commercial Residential (CR) under Standard Set 3 (SS3) (see Attachment 4). A variety of commercial and residential uses are permitted in this zone, including apartment building built forms, having a minimum lot frontage of 9 metres, and a maximum lot coverage of 33%. A minimum side yard setback of 3 metres from a non-major street, a rear yard setback of 7.5 metres and a maximum height of 10.5 metres as well as a maximum floor space index (FSI) of 1 times the lot area is permitted. In this zone, all residential use portions of the building must be located above non-residential use portions. The minimum height of the first floor in this zone is 4.5 metres. There is no Policy Area overlay on this site, so there is no other minimum height or number of storeys.

Under the former City of North York Zoning By-law No. 7625, the lands are zoned as General Commercial Zone (C1). This zone permits all uses permitted in both the One-Family Detached Dwelling Fifth Density Zone (R5) and in the Multiple-Family Dwellings Fifth Density Zone (RM5) and allows for a variety of residential and commercial uses, including residential apartment buildings.

Within an RM5 zone, Apartment House style buildings require a minimum lot area of 835 square metres, a minimum frontage of 21 metres, and a maximum lot coverage of 35%. Also required is a minimum front yard setback of 7.5 metres, a minimum side yard setback of one half the height of the building adjacent to the side yard and a minimum

rear yard setback of 7.5 metres or the height of the building, whichever is greater. A maximum gross floor area of 100% of the lot area and a maximum height of 11.5 metres is also permitted.

### **Avenues and Mid-rise Buildings Study and Performance Standards**

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

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

### **GrowingUp: Planning for Children in New Vertical Communities**

In 2017, Toronto City Council adopted the Draft Growing Up: Planning for Children in New Vertical Communities Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to improve liveability for larger households, including facilities with children, at the neighbourhood, building, and unit scales.

### **Site Plan Control**

A Site Plan Control application was received in January, 2015 for a proposed 3-storey commercial building (File #15-109987 NNY 08 SA). That application was revised to reflect the current proposed 13-storey mixed use development and additional required fees have been received. The Site Plan Control application is being reviewed concurrently with the subject application.

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

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

The PPS provides for a coordinated and integrated approach to planning matters within municipalities. Policy 1.1.1 speaks to sustaining health, livability, the safety of communities, and the integration of land use, growth management and infrastructure. The proponent's proposal is consistent with the PPS in that it promotes efficient development and land use patterns by providing for a mix of uses on the site (residential and retail) along a planned rapid transit corridor.

Policies 1.1.3.2 to 1.1.3.4 require planning authorities to identify appropriate locations and promote opportunities for transit-supportive intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, the availability of suitable existing and planned infrastructure, and public infrastructure to meet projected needs. Planning authorities shall promote development that accommodates a significant supply and range of housing options while avoiding or mitigating risks to public health and safety. The applicant proposes intensification on lands designated *Mixed Use Areas* in the Official Plan that can be supported with existing and planned infrastructure, while offering no significant public health and safety concerns, and with a planned built form which will have minimal impacts on the surrounding lands. The proposal provides for a variety of unit types in a compact form, which can accommodate couples, singles, and families.

The PPS and the Growth Plan (2020) encourage intensification and redevelopment in urban areas. Policy 4.6 of the PPS states that "the official plan is the most important vehicle for implementation of this PPS". The City through its Official Plan has identified the applicant's site as a *Mixed Use Areas*; a land use designation intended to absorb most of the anticipated increase in retail, office, and service employment as well as much of the new housing. Further, the Official Plan indicates that the site is located along an identified higher order transit corridor. The proposed 13-storey building, containing a mix of retail and residential uses is appropriate for the site and is consistent with the policies of the PPS.

The guiding principles of the Growth Plan (2020), Policy 1.2.1 supports the achievement of complete communities that are designed to support healthy and active living and meet people's daily needs throughout an entire lifetime. The policies encourage a range and mix of housing options to serve all sizes, incomes, and ages of households.

Policy 2.2.1.4 of the Growth Plan (2020) identifies that the policies of the Growth Plan (2020) are to be applied to support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; provide a diverse range and mix of housing options to accommodate a variety of household sizes and people at all stages of life; and ensure the development of high quality, compact built form, and an attractive and vibrant public realm. The policies of the Growth Plan (2020) are also to be applied to create complete communities in a compact built form that expand convenient access to a range of transportation options, including safe, comfortable and convenient use of active transportation. The proposed development, with retail uses at grade and a mix of dwelling sizes, contributes to creating a complete community in this area in a compact built form compatible with the surrounding area.

Policy 2.2.4.10 directs planning authorities to promote development along existing or planned frequent transit in a transit-supportive and active transportation-supportive manner, and a mix of uses. The site is located along Jane Street, which currently has frequent transit and is planned for higher order transit. The proposal is in a compact built form, sited with its mass toward the street, with main entrances accessible from the sidewalk, and contains both retail and residential uses. The proposal conforms with the Growth Plan (2020).

The Growth Plan indicates that complete communities provide a diverse range and mix of housing options to accommodate households of all sizes and incomes. Policy 2.2.6.3 identifies that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development will provide additional housing in the neighbourhood, and will include a range of unit mix and sizes which conforms with the Growth Plan (2020) policies.

The development supports the Growth Plan (2020)'s directive to achieve complete communities by contributing to a mix of housing, and providing a pedestrian-friendly environment in an area with convenient access to local stores and businesses, public service facilities, and existing public transportation. The proposal conforms to the Growth Plan (2020) policies.

## **Land Use**

The application has been reviewed against the Official Plan policies noted in the Policy Considerations Section of this report as well as the policies of the Toronto Official Plan as a whole. The site is designated *Mixed Use Areas* in the Official Plan. The site abuts a *Mixed Use Areas* parcel to the north and east. Further east is a parcel designated *Parks*. Across public streets to the south and west are parcels designated *Apartment Neighbourhoods*.

*Mixed Use Areas* are expected to absorb most of the anticipated increase in retail, office and service employment in Toronto, as well as much of the new housing. However, not all *Mixed Use Areas* will contain all the contemplated uses, and not all *Mixed Use Areas* will experience the same level of scale or intensity of development, with the highest densities found in the *Downtown*, followed by the sites in the *Centres* and along the *Avenues*.

The proposal is in a form which respects the hierarchy of development intensity contemplated by the Official Plan, and includes a mix of small scale retail and residential uses. The proposal is compatible with the land use policies of the Official Plan and appropriate for the site.

## **Site Organization and Building Location**

The built form policies in Section 3.1.2 of the Official Plan require new development to be located and organized to fit with its existing and/or planned context. Development should define and support the edges of streets, parks and open spaces. The scale and

massing of buildings should define the edges, and give shape to, the public realm. Main building entrances are to be located so they are clearly visible and directly accessible from the public sidewalk. Vehicle parking and vehicular access should be located to minimize their impact on the property and surrounding properties. All multi-unit residential developments will provide indoor and outdoor amenity space for residents of the new building.

The proposed development would run along both adjacent street frontages and would be set close to these public streets, making for a more pleasant and active pedestrian environment. The building has been designed to give prominence to the corner of Jane Street and Yorkwoods Gate by providing a greater setback (4.2 metres at the corner), locating the main residential entrance at the corner, and providing generous pedestrian space. All building entrances are proposed to be clearly visible and accessible from the public streets, with the retail and the main residential entrances lining Jane Street and Yorkwoods Gate providing animation and overlook to the streets. The proposal would include both hard and soft landscaping within the streetscape and setback areas to create an attractive, interesting, comfortable and functional public realm for pedestrians.

The vast majority of vehicle parking is proposed to be provided underground and accessed via a private driveway from Yorkwoods Gate. The private driveway would include pedestrian walkways, trees and landscaping, and layby vehicle parking. The proposed driveway and walkways have been located and designed to provide future access to the adjacent retail plaza to the north. This would create an opportunity for the existing driveway entrance on the neighbouring retail plaza parcel to be contemplated as a future park expansion.

Staff are satisfied with the siting and organization of the proposed development.

### **Height, Massing and Density**

The Official Plan contains an Urban Structure which directs the highest densities to the *Downtown*, followed by sites in the *Centres*, and along the *Avenues*. The Official Plan directs growth to *Mixed Use Areas* designated sites in consideration of this Urban Structure. Official Plan Policy 2.2.4 directs development on lands adjacent to existing or planned transportation corridors to be compatible with, and supportive of, the long-term purposes of the corridor. The proposed development is located along a planned higher order transit corridor on a *Mixed Use Areas* designated site, but is not within the *Downtown*, in a *Centre*, or along an *Avenue*.

The proposal is for a building on a *Mixed Use Areas* designated site along a Major Street on Map 3 of the Official Plan. This is a location where the Official Plan encourages growth. The proposal was submitted prior to Official Plan Amendments 479 and 480 came into force, and so the policies of the Plan prior to these Amendments apply. The proposal includes a setback which results in a widened public realm along Jane Street and Yorkwoods Gate, and generous step-backs along both streets. The proposed building would be approximately 6 metres taller than the planned right-of-way width of Jane Street, but the additional setbacks and stepbacks proposed result in good street proportion, sunlight and daylight access, and views of the sky from the public realm. The proposal meets the intent of Official Plan policy 3.1.3 a).

<b>Setbacks and Stepbacks</b>	Ground	Above the 4th storey	Above the 10th storey	Above the 12th storey
From Jane	Varies: 2.6 to 4.8 metres	2.5 metres	1.6 metres	2.2 metres
From York Woods	Varies: 2.1 to over 4.4 metres	2.5 metres	1.6 metres	5.0 metres

The proposed building height, setbacks, and stepbacks limits any negative impact on the public realm. As a result of the proposed setbacks and stepbacks, the building would remain almost entirely within the front angular plane along Jane Street (there is a small roof overhang that protrudes into the angular plane). The resulting sun and shadow conditions on nearby streets and parks is acceptable as demonstrated through the submitted a sun and shadow study.

The City of Toronto has urban design guidelines for a variety of building types. Each of the guidelines help to achieve well-designed buildings at good proportion that ensure a good public realm, adequate sunlight on streets and open spaces, and appropriate transition between higher and lower scale development. The Mid-Rise Performance Standards ("the Standards") and Addendum were used in the review of the application to provide guidance with regard to building height, massing, transition, the creation of an active public realm, among other matters.

The Standards refer to a maximum building height which is equal to the planned right-of-way of the adjacent street, to a maximum of 36 metres. The Standards also allow an additional 5 metres in height for a mechanical penthouse (a total of 41 metres). In this case, Jane Street has a planned right-of-way width of 36 metres, and the proposed building has a maximum height of 42.2 metres (13-storeys) which includes the rooftop mechanical and amenity space located on the 13th storey. The mechanical and amenity space would be set back from the floor below and have a much smaller floor plate. While the height exceeds the maximum in the Standards, Staff are of the opinion that this height is acceptable due to the additional setbacks on the ground floor, and the building stepbacks on floors 4 and 10 as well as from the top floor to the rooftop amenity space and mechanical penthouse. This places the maximum height of the building further away from the street. Staff also consider the height acceptable as the 13th storey (the top floor) has a small footprint relative to lower floors and is stepped back from the 12th storey and has no residential units.

The acceptability of height is related to its form and massing. The Standards outline the use of setbacks, stepbacks and angular planes to reduce the actual and perceived mass of a building to ensure pleasant, sunny street environments, comfortable building design (as opposed to an imposing building), and provide appropriate transition to lower scale areas. The proposed building includes generous stepbacks of 2.5 metres above the 4th storey and a stepback greater than 1.5 metres above the 10th storey. An

additional stepback exists above the 12th storey to the roof top amenity area and mechanical penthouse. The proposed building also stays within the angular plane, save for a very small roof overhang from the amenity area. This helps to reduce the perception of mass and bulk of the building from the street.

The site abuts another *Mixed Use Areas* designated parcel, which may redevelop in the future. The proposal's design and massing would allow this to happen, to create a more urban main street along Jane Street. The stepping down in height and mass reduces the appearance of bulk, assists in developing appropriate conditions along Jane Street and results in a good transition further east to the park and school. The height and massing of the building is acceptable.

The proposed development has a Floor Space Index (FSI) of 3.83 the lot. This is an appropriate density for this *Mixed Use Areas* designated site located along an identified higher order transit corridor. Further, there are no significant infrastructure capacity concerns related to the proposal. The proposed FSI is acceptable.

This application has been reviewed against the Official Plan policies and the City's urban design guidelines, with consideration given to the site size and its surrounding context. Staff are satisfied that the proposed development height, massing and density are appropriate and fit within the existing and planned built form context. Building height, density, number of units, setbacks, and stepbacks requirements have been incorporated into the Draft Zoning By-law Amendments.

### **Sun, Shadow, Wind**

Policies 4.5.2 (c) and (e) of the Official Plan require that new development in *Mixed Use Areas* be located and massed to provide a transition in intensity and scale (such as providing setbacks or stepping down in height) so as to provide sunlight on public spaces and meet other objectives of the Plan. The policies also direct that new buildings be located and massed to frame the edges of streets and parks to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The applicant's shadow studies illustrate that there would be little to no impact on Yorkwoods Park on June 21st (a small amount of the southwest corner would be in shadow by 6:18 p.m.). The applicant's shadow studies further illustrate that there would be little to no impact on Yorkwoods Park during the day in March and September. During March and September, a negligible amount of the northwest corner of the park would be in shadow by 4:18 p.m., which becomes more significant by 5:18 p.m. when about a third of the park would be in shadow. Staff are of the opinion that the sun and shadow conditions on the park would be acceptable.

Due to the siting of the building, setbacks, step-backs and overall massing, the proposal achieves an acceptable amount of sunlight on public parks and streets and Staff are of the opinion that the proposal would have limited shadow impacts.

An analysis of wind conditions will be evaluated through the site plan application review process, and any required mitigation measures would be secured through this process.



## **Residential Unit Mix and Size, and Growing Up Guidelines**

The PPS (2020) and the Growth Plan (2020) acknowledge the importance of providing a full range of housing and identify affordable housing as a matter of Provincial interest. The provision of affordable, secure and diverse housing stock to meet the housing needs for a wide range of people throughout their life cycle is essential to the creation of complete communities.

Further to this policy direction, Official Plan Policy 3.2.1.1 states that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents. A full range of housing includes affordable rental housing and shared and/or congregate-living housing.

The Council-adopted Growing Up Urban Design Guidelines (2020) provide guidance on the proportion and size of larger units recommended in new multi-unit residential developments. Guideline 2.1 of the Growing Up guidelines states that a residential building should provide a minimum of 25% large units. Specifically, the guidelines state that a minimum of 10% of the total residential units should be three-bedroom units and a minimum of 15% should be two-bedroom units. The proposed development meets the minimum target for three bedroom units at 10%, and exceeds the target for two-bedroom units at 24.2%.

The proposed development includes amenity space, including dedicated indoor and outdoor children's play areas. The proposal's unit mix and consideration for the Growing Up Guidelines is acceptable.

## **Community Consultation**

A public consultation meeting was held on April 5, 2018 at the Oakdale Community Centre. The meeting was attended by the Ward Councillor, the proponent, and approximately 24 members of the public. The following issues were raised at the public meeting:

- A desire for office space on site and a preference for small scale retail units;
- A desire for family sized units;
- A desire for affordable housing;
- A question about the applicability of inclusionary zoning;
- A concern and question about the proposed density;
- A concern about impacts on residents and students during construction; and
- A desire for community benefits through the proposal, including for youth, employment, recreation, and social needs.

A Planners in Public Spaces event was held at the Jane Finch Mall on October 28, 2017 where there was a question about where to find more information about the development proposal at 2839 Jane Street.

Staff also participated in a housing symposium, which was organized by the Jane Finch Housing Coalition on April 27, 2019, where the development application was featured in

presentations and on boards. Concerns were raised about a need for deeply affordable housing, the need for Community Benefits Agreements (CBAs), and about gentrification and displacement. There was also an expression of need for community benefits to be achieved through the development proposal, of which participants expressed the desire for affordable housing as a benefit.

Some of the concerns raised have been addressed in the current proposal, including smaller scale retail, a contribution to community benefits through a Section 37 Agreement, and an increase in family sized units (from the initial proposal). The proposal is not providing affordable housing.

### **Pet Friendly Guidelines**

The purpose of the Pet Friendly Guidelines is to create new developments in a direction that are more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities. The proposal includes amenities for pets and their owners, including an off-leash dog run on the north side of the building.

### **Amenity Space**

The Official Plan directs all significant multi-unit developments in *Mixed Use Areas* to provide indoor and outdoor recreation space for residents via Policy 4.5.2 (k). These spaces should be well designed, consider all ages and abilities, and be comfortable and sunny, as per Policies 3.1.2.11 and 3.1.2.13. Further, Toronto Zoning By-law No. 569-2013 CR zone requires a minimum of 4 square metres of amenity space to be provided per unit for buildings containing more than 20 units. With 190 units proposed, the minimum required amenity area would total 760 square metres. The proposed building would include 381 square metres of indoor amenity space, and 954 square metres of outdoor amenity space. There are three areas where amenity space is proposed: at ground level, on the second floor roof, and on the top floor and roof. The ground floor would include a dog off-leash area, which helps meet the intent of the Pet Friendly Guidelines. The roof above the second floor would include an outdoor area, with adjacent indoor amenity areas. The top floor and rooftop would include different amenity spaces, including a proposed indoor children's play area and adjacent outdoor play area, which would help meet the intent of the Growing Up Guidelines. Staff have reviewed the amount and locations of amenity space proposed, and are satisfied. Staff will secure the locations of the amenity space through the site plan application review process.

### **Traffic Impact, Access, Parking**

The proponent has submitted transportation studies and transportation operations assessments with their submissions and re-submissions. This includes evaluation of movement of vehicles on-site, including truck movements, and the impact of the development on the surrounding area. The reports recommended modifications to traffic signal timing and lane configuration (e.g. one of the reports recommends an advanced southbound left turn lane from Jane Street to Yorkwoods Gate to maintain an

appropriate level of service). Transportation Services and Transportation Planning are satisfied with the proposal.

Vehicular access to the site is proposed to be from Yorkwoods Gate via a single six metre wide driveway and curb cut. This would include access to two loading docks. This would be an appropriate location as it supports walkability along Jane Street. The proposed driveway would be designed to be street-like, with paved pedestrian pathways, landscaping and trees, and layby parking.

The vast majority of vehicular parking would be located underground, and would be accessed via the driveway from Yorkwoods Gate. A total of 250 vehicular parking spaces are proposed, including 40 visitor spaces and 17 commercial spaces. Five of the commercial parking spaces would be at-grade layby spaces along the driveway. Refer to the table below for details of parking provision.

The Zoning By-law requires a minimum provision of accessible parking spaces. The proposed development has met these minimums by proposing 1 commercial barrier-free space, 7 residential barrier-free spaces, and 2 visitor barrier free spaces. A total of 17 spaces with electric vehicle supply equipment (EVSE) or low emission vehicle (LEV) priority are also proposed.

<b>Vehicle Parking</b>			
<b>Use</b>	<b>Number</b>	<b>Rate/unit</b>	<b>No. of Spaces</b>
Residential			
Studio (up to 45sqm)	2	0.8	1.6
Studio (larger than 45sqm)	0	1.0	0
1 bedroom	123	0.9	110.7
2 bedrooms	46	1.0	46
3+ bedrooms	19	1.2	22.8
Total			181.1 (193 provided)
Visitor	190 units	0.2	38 (40 provided)
Commercial	989 sqm	1.5/100 sqm	~15 (17 provided)
Total			234.1 (250 provided)

The site is located in Bicycle Zone 2 of City-wide Zoning By-law No. 569-2013. Bicycle parking spaces are required by the Zoning by-law at the rates provided in the chart below. The proposed development meets the required minimum bicycle parking rates of the By-law.

<b>Bicycle Parking</b>			
<b>Use</b>	<b>Number</b>	<b>Rate</b>	<b>No. of Spaces</b>
Residential (long term) Residential (short term)	190	0.68/unit 0.07/unit	129.2 (136 provided) 13.3 (14 provided)
Commercial (long term) Commercial (short term)	989 sqm	0.13 spaces/100 sqm 3 + 0.25 spaces/100 sqm	1.3 (2 provided) 5.5 (6 provided)

Travel Demand Management (TDM) measures are aimed at encouraging people to take fewer and shorter vehicle trips to reduce congestion, limit energy consumption and reduce pollution. In the past, transportation planning has often focused on supply-side solutions by identifying where additional transportation capacity is needed to satisfy forecast travel demands. Travel Demand Measures in contrast, put the emphasis on changing travel behaviour to modify and reduce the demand for vehicular travel in cities. They are most effective when supported by complementary actions in the key areas of land use planning and public transit improvements. Typical TDM policies and programs include, but are not limited to: Parking supply management strategies such as parking maximums; Car sharing / bike sharing; Smart Commute; School / trip planning; Development-related transit initiatives; and Cycling programs and citywide cycling networks.

The site is located approximately 650 metres south of the Jane Street and Finch Avenue West intersection, which will be the location of a rapid transit stop along the Finch West Light Rail Transit Route. The site is also along Jane Street, which is identified as a higher order transit corridor in the Official Plan. There are opportunities to support transit use and reduce automobile dependence through improved connections. There may also be opportunities to introduce car-share to the community and to encourage walkability. However, these details pertain moreso to the detailed design of the proposal. Further TDM for this proposal will be secured as part of the applicant's site plan control application.

The applicant is proposing one Type B and one Type G load space. The number and type of proposed loading spaces are acceptable to Transportation Services Staff.

**Streetscape**

The Official Plan identifies city streets as significant public open spaces which connect people and places, and support the development of sustainable, economically vibrant and complete communities (policy 3.1.1.6). The policy directs that the pedestrian environment be safe and efficient for users of all ages, and that there be space for landscaping, including trees.

The proposed development includes a setback along both Jane Street and Yorkwoods Gate, along with street trees, public seating integrated into landscaped planters, feature paving, bicycle rings and wide unobstructed pedestrian clearways.

The design of the building also includes weather protection above retail entrances and the main residential entrance. Continuous weather protection is preferred. Further details will be identified and secured through the Site Plan Control Application review process.

### **Servicing**

The applicant has submitted an updated Municipal Servicing and Stormwater Management Report, dated February 19, 2020. The report concludes there is generally sufficient servicing capacity within the existing and planned municipal infrastructure to accommodate the proposed development. The report also concludes that an on-site storage tank is required to meet the City's Wet Weather Flow Criteria, which is provided in the proposal. Engineering and Construction Services Staff consider the servicing of the proposal to be acceptable.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.8 to 1.56 hectares of local parkland per 1,000 people. The site is in the 3rd quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised by Real Estate Services Staff. The appraisal will be conducted upon the submission of an application for the first above ground building permit and will be valid for six months. Payment will be required prior to the issuance of said permit.

There is an opportunity to expand Yorkwoods Park in the future, should the abutting commercial plaza to the north of the subject property redevelop. The proposed development at 2839 Jane Street has been designed to allow that to occur, including the street-like driveway. This driveway is designed to make it possible to be used to access the adjacent retail plaza in the future, should the existing driveway entrance on the neighbouring parcel be contemplated as a future park expansion.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law

Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant will be encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Performance measures for the Tier 1 development features will be secured through the Zoning By-law for the provision of space for bicycles and Low Emission Vehicle Spaces. Other performance measures such as sidewalk space and pedestrian connectivity, waste collection and sorting, building design to achieve energy efficiency, landscaped areas with water efficient plants and native species, and a green roof will be secured through the site plan application review process.

### **Community Services Assessment**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

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 health, safety, liveability, and accessibility. 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 site is located within the Glenfield-Jane Heights Neighbourhood Improvement Area (NIA). Staff identified a number of community service facility needs in the area, which were raised as potential contributions under Section 37 of the Planning Act.

### **Section 37**

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

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

- A cash contribution to the City in the amount of six hundred thousand dollars (\$600,000.00) to be directed towards the provision of community services and

facilities, parkland improvements and/or public realm improvements in the vicinity of the site to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor.

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

- The Owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for each building on the site.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to integrating land use and transportation, contributing to the public realm, and policies related to development on *Mixed Use Areas* designated sites. Staff worked with the applicant and the community to address and resolve a number of key concerns, including those related to massing, unit size and mix, transition in scale, creating great streetscapes, and securing community benefit. The proposal provides investment and development on an undeveloped site in an identified Neighbourhood Improvement Area. It also provides small-scale street-related retail, an improved streetscape with street trees and seating, and is of a massing and scale suitable to its site and context. Staff recommend that Council support approval of the application and the Draft Zoning By-law Amendments, subject to the conditions identified in Recommendation 4 of this report.

## **CONTACT**

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Tel. No. 416-392-3521  
E-mail: marmstr3@toronto.ca

## **SIGNATURE**

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

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law 569-2013 Map

Attachment 5: Draft Zoning By-law Amendment, former City of North York By-law No. 7625

Attachment 6: Draft Zoning By-law Amendment, City-Wide Zoning By-law No. 569-2013

### **Applicant Submitted Drawings**

Attachment 7: Site Plan

Attachment 8a: East Elevation

Attachment 8b: North Elevation

Attachment 8c: South Elevation

Attachment 8d: West Elevation



## Attachment 1: Application Data Sheet

**Municipal Address:** 2839 JANE STREET    **Date Received:** July 31, 2017

**Application Number:** 17 208607 NNY 08 OZ

**Application Type:** OPA / Rezoning, Rezoning

**Project Description:** Proposal for a 13 storey building with retail uses on the ground floor, and 190 residential units above. Three levels of underground parking is included, providing 250 parking spaces. (Related site plan application File # 15 109987 NNY 08 SA).

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
ADAM LAYTON 8481 Keele St, Unit 12, Concord, Ontario L4K 1Z7		AAA Architects 2121 Argentia Road, Suite 105, Mississauga, Ontario L5N 2X4	CTN JANE INC. 1315 Finch Avenue West, Suite 503, Toronto, Ontario M3J 2G6

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR 1.0(x1.0; r1.0) SS3	Heritage Designation:	N
Height Limit (m):	10.5	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m):	3,668	Frontage (m):	67	Depth (m):	67
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<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):			2,020	2,020
Residential GFA (sq m):			13,060	13,060
Non-Residential GFA (sq m):			989	989
<b>Total GFA (sq m):</b>			<b>14,049</b>	<b>14,049</b>
Height - Storeys:			13	13
Height - Metres:			42.2	42.2

Lot Coverage Ratio (%):	55.07	Floor Space Index:	3.83
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<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	12,841	220
Retail GFA:	989	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			190	190
Other:				
<b>Total Units:</b>			<b>190</b>	<b>190</b>

**Total Residential Units by Size**

	<b>Rooms</b>	<b>Studio</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		2	123	46	19
<b>Total Units:</b>		<b>2</b>	<b>123</b>	<b>46</b>	<b>19</b>

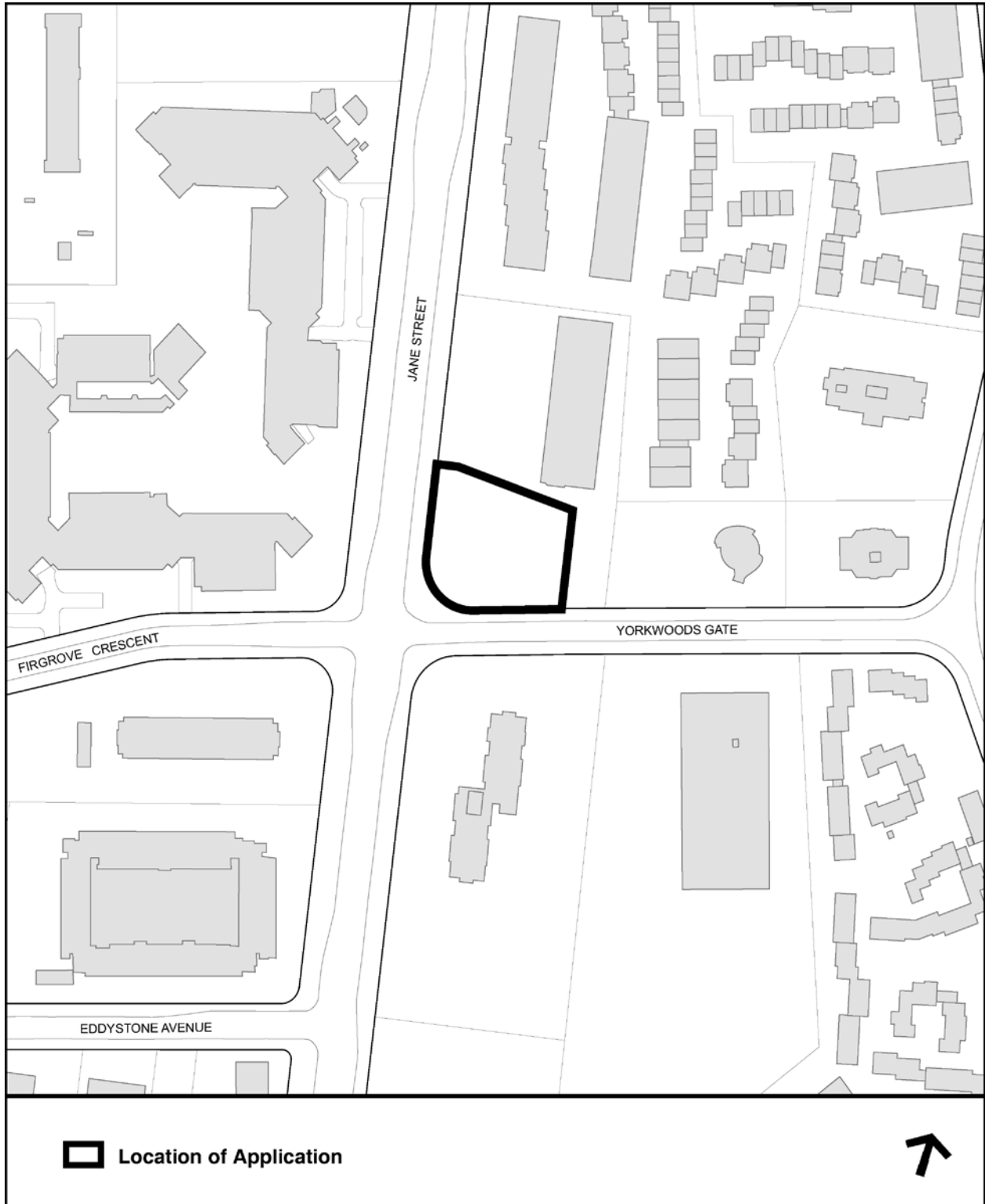
**Parking and Loading**

Parking Spaces:	250	Bicycle Parking Spaces:	158	Loading Docks:	2
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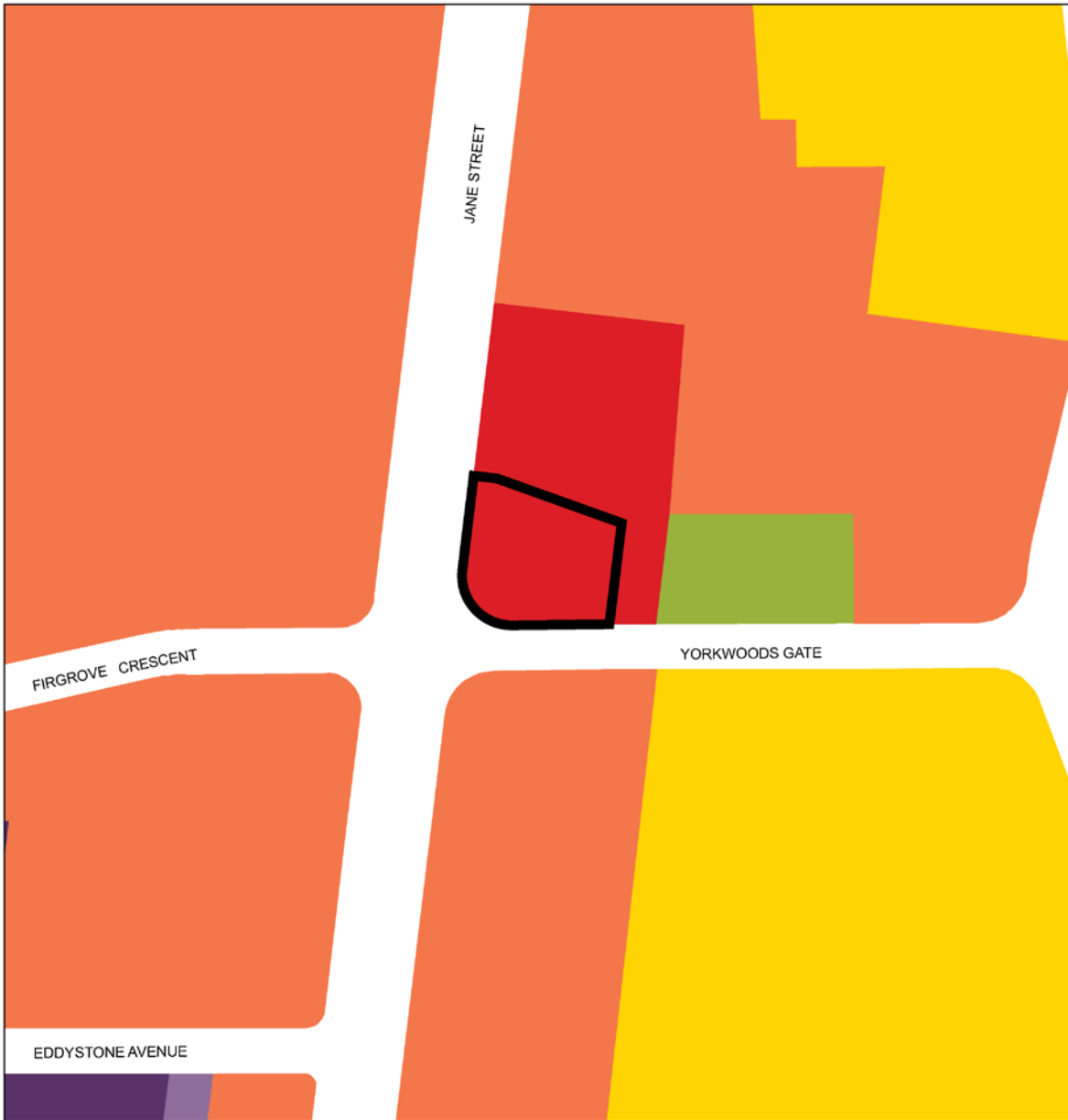
**CONTACT:**

Matt Armstrong, Community Planner  
416-392-3521  
marmstr3@toronto.ca

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



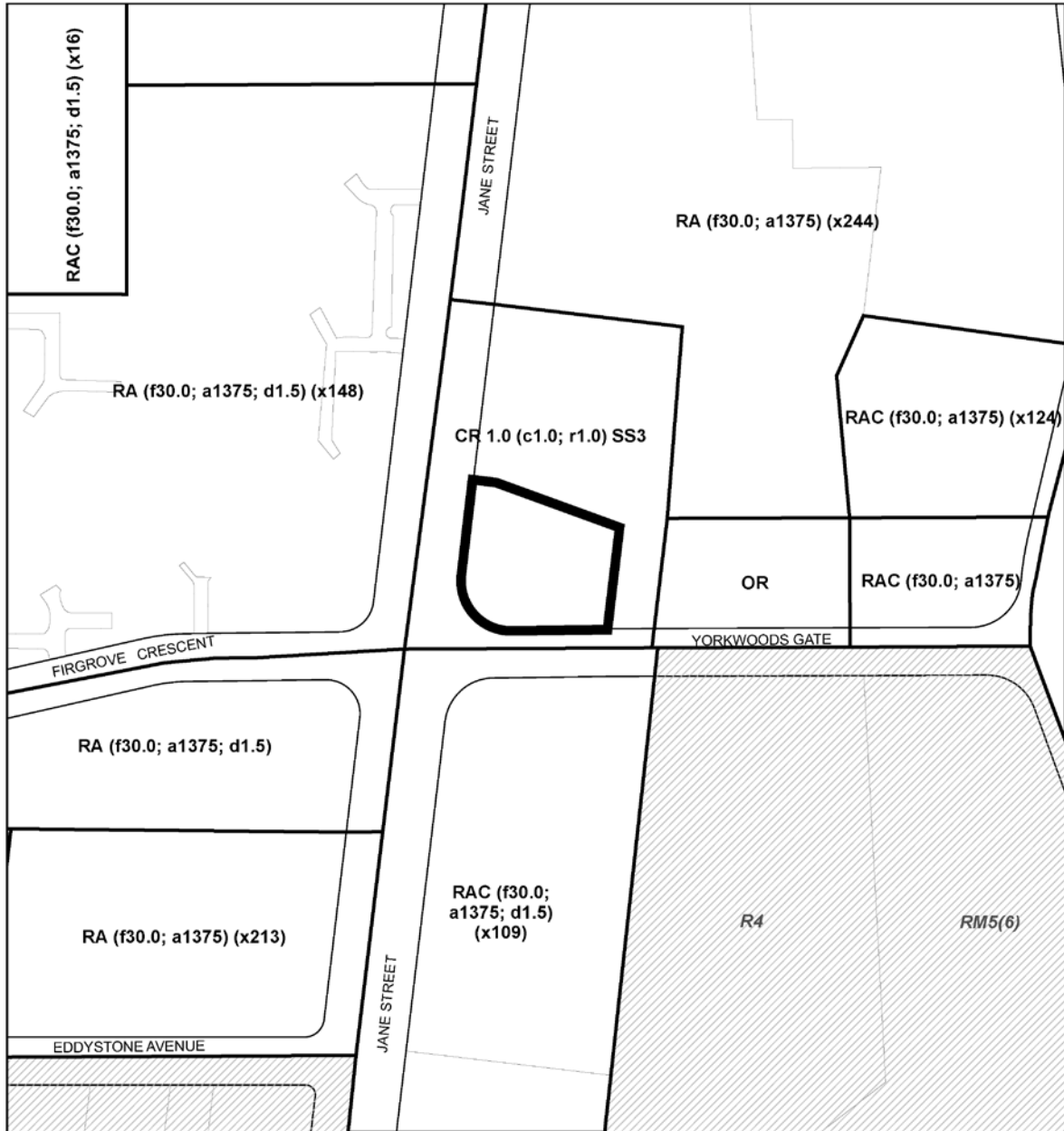
Official Plan Land Use Map #13

2839 Jane Street  
File # 17 208607 NNY 08 0Z

- |  |  |  |
|--|--|--|
|  Location of Application  |  Parks & Open Space Areas |  General Employment Areas |
|  Neighbourhoods           |  Parks                    |  Core Employment Areas    |
|  Apartment Neighbourhoods |  |  |
|  Mixed Use Areas          |  |  |

  
Not to Scale  
Extracted: 06/25/2020

Attachment 4: Existing Zoning By-law No. 569-2013 Map




Zoning By-law 569-2013

2839 Jane Street

File # 17 208607 NNY 08 0Z

-  Location of Application
- RM** Residential Multiple
- RA** Residential Apartment
- RAC** Residential Apartment Commercial
- CR** Commercial Residential
- OR** Open Space Recreation

-  See Former City of North York By-law No. 7625
- R4** One-Family Detached Dwelling Fourth Density Zone
- RM5** Multiple-Family Dwellings Fifth Density Zone
- RM6** Multiple-Family Dwellings Sixth Density Zone
- C1** General Commercial Zone
- MC** Industrial-Commercial Zone

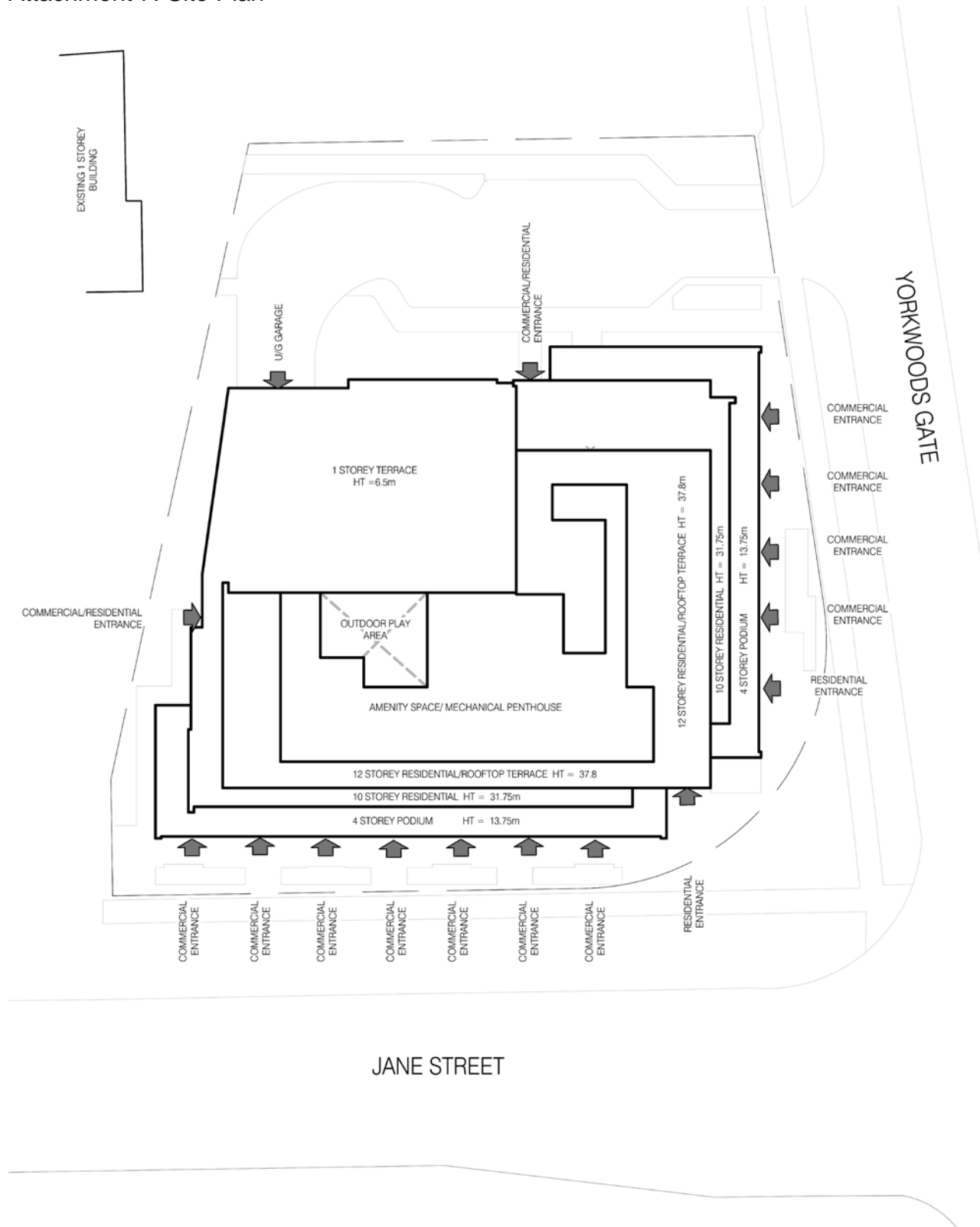


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Extracted: 06/25/2020

Attachment 5: Draft Zoning By-law Amendment, former City of North York By-law No. 7625 (see separate attachment)

Attachment 6: Draft Zoning By-law Amendment, City-Wide Zoning By-law No. 569-2013  
(see separate attachment)

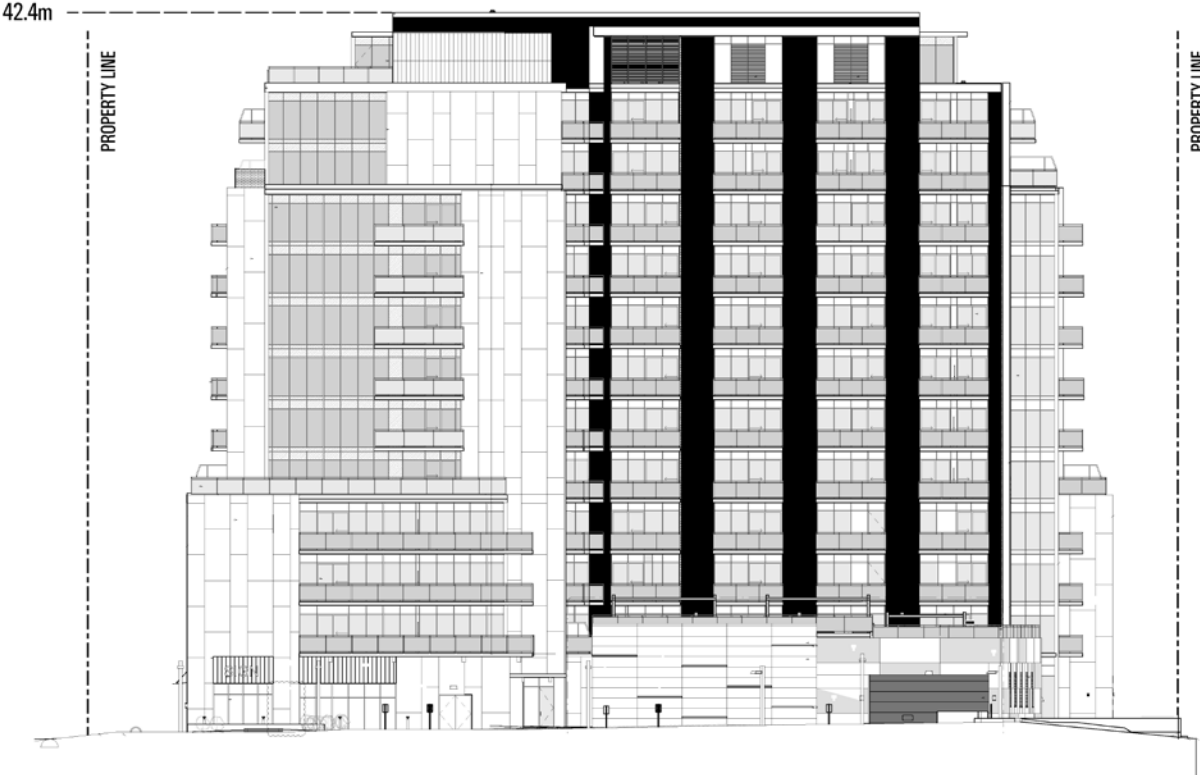
Attachment 7: Site Plan



Site Plan ←

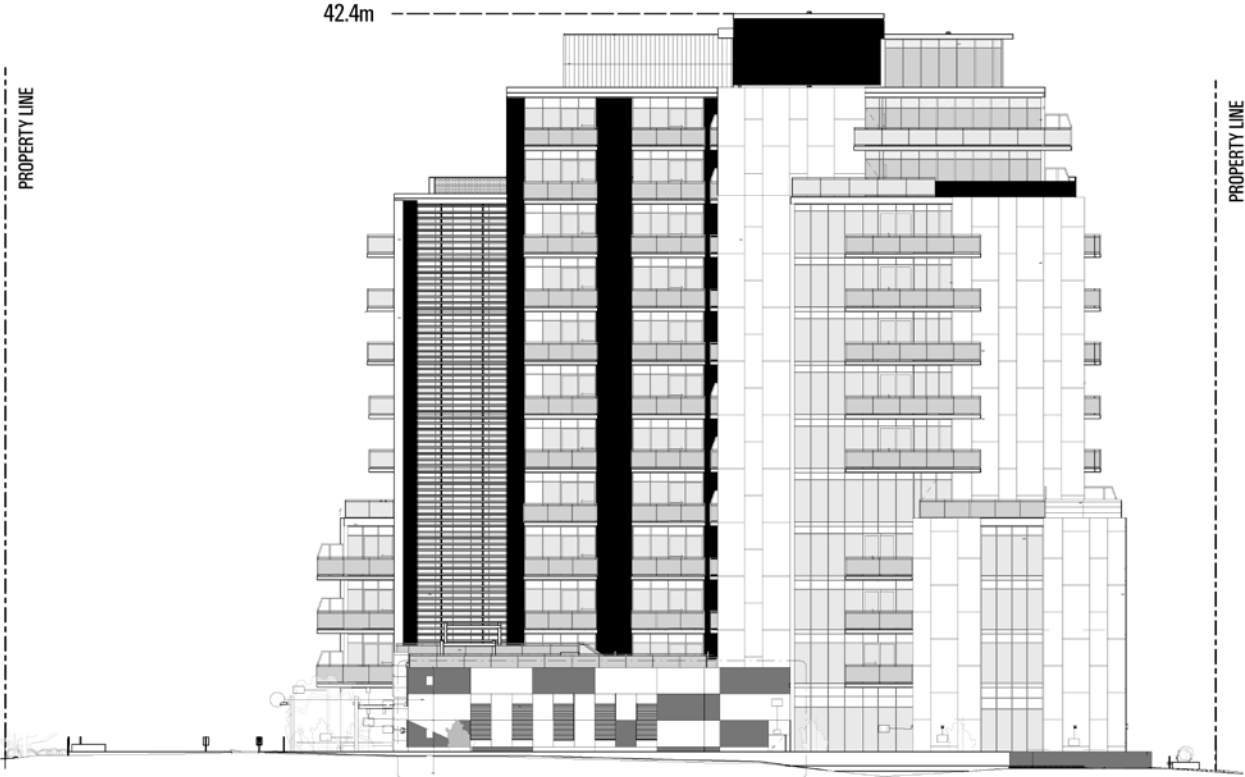


Attachment 8a: East Elevation



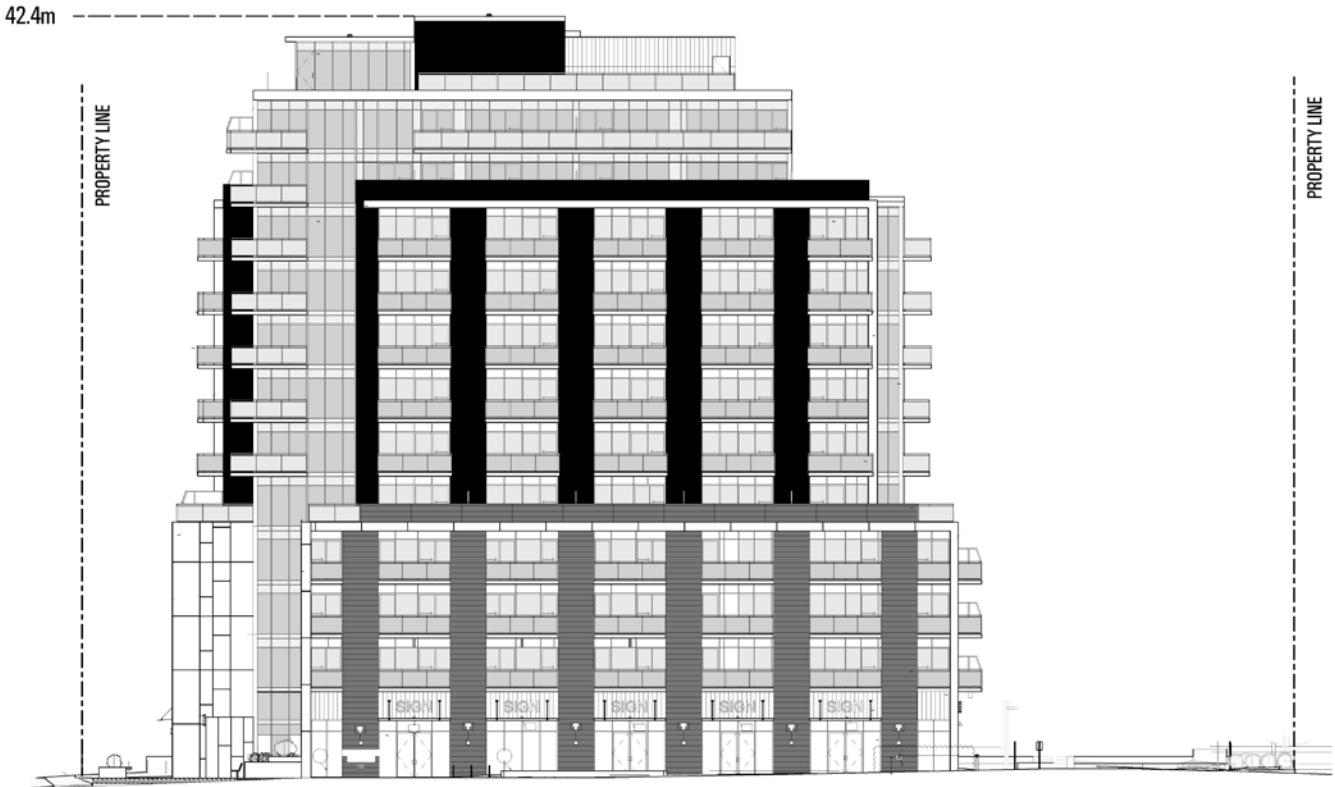
East Elevation

Attachment 8b: North Elevation



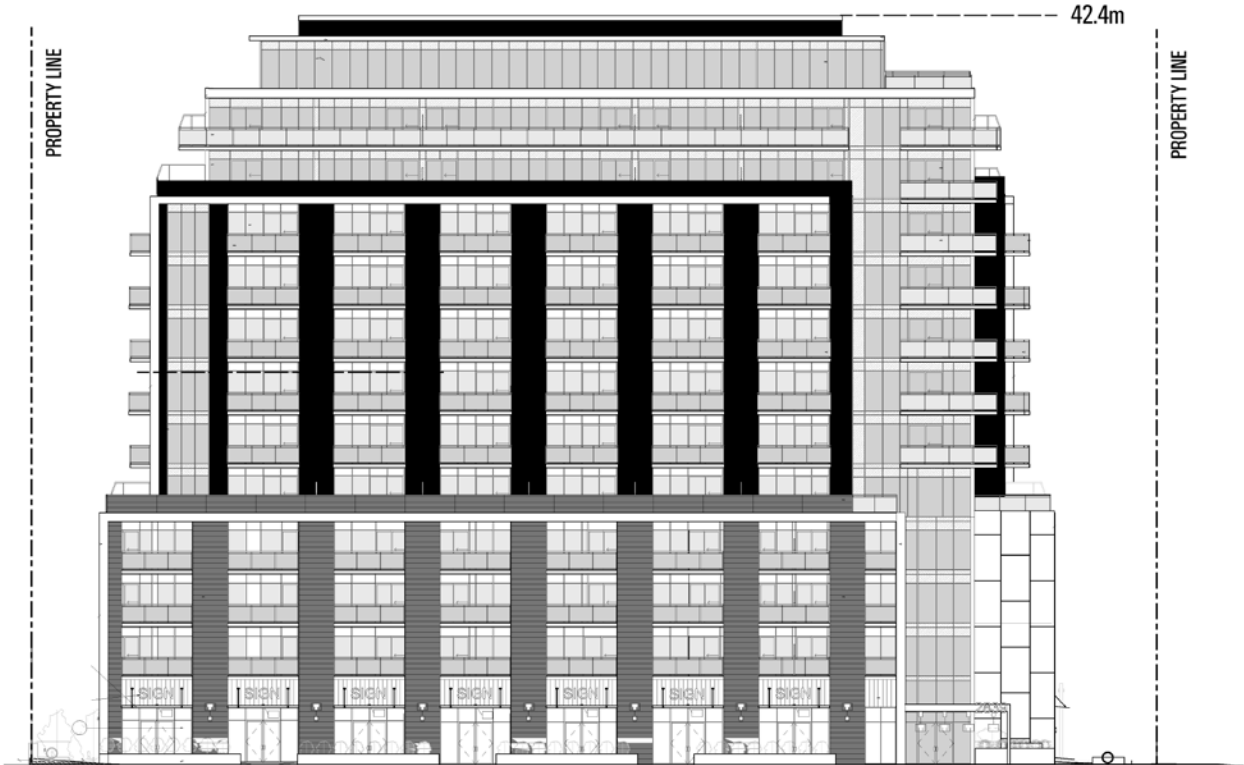
North Elevation

Attachment 8c: South Elevation



South Elevation

Attachment 8d: West Elevation



West Elevation