

## **1460 Victoria Park Avenue – Zoning By-law Amendment Application – Request for Direction Report**

Date: March 15, 2021

To: North York Community Council

From: Acting Director, Community Planning, North York District

Ward 16 - Don Valley East

**Planning Application Number:** 18 269227NNY 16 OZ

### **SUMMARY**

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This Report responds to the Zoning By-law Amendment application which has been appealed to the Local Planning Appeal Tribunal due to the lack of a decision by City Council.

The applicant proposes to amend the Zoning By-law in order to permit the redevelopment of the lands at 1460 Victoria Park Avenue with a 9-storey building containing 114 residential dwelling units and one retail unit at grade fronting onto Victoria Park Avenue. The overall floor space index proposed for this project is 4.19 times the lot area.

The proposed development in its current form is not consistent with the Provincial Policy Statement (2020), does not conform with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) or the City's Official Plan. Issues to be resolved, as outlined in this report, include: site organization, building massing and setbacks, the proposed future alignment of O'Connor Drive, and the use of a Holding Symbol.

The Zoning By-law amendment application was appealed on June 12, 2020 to the Local Planning Appeal Tribunal (LPAT) on the basis that the City failed to make a decision within the prescribed time period set out in the Planning Act. A Case Management Conference was held on February 23, 2021. A second Case Management Conference will be held on May 25, 2021 to finalize the issues list and the Procedural Order.

This report recommends that the City Solicitor, together with City Planning staff, and other appropriate City staff, attend the LPAT hearing in opposition to the current proposal. It is also recommended that staff continue to work with the applicant in an attempt to resolve the outstanding issues with the application as outlined in this report.

## RECOMMENDATIONS

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The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City Planning staff and other appropriate staff to attend the Local Planning Appeal Tribunal hearing to oppose the Zoning By-law Amendment Application in its current form.
2. City Council direct City Planning Staff to continue to work with the applicant to resolve the issues detailed in this report.
3. In the event that the Local Planning Appeal Tribunal approves the application in whole or in part, City Council authorize the City Solicitor to request the Local Planning Appeal Tribunal withhold its Order(s) approving the Zoning By-law Amendment(s) applicable to the subject lands until such time as the City Solicitor confirms that:
  - a. the final form and content of the draft Zoning By-law Amendment(s) are satisfactory to the City Solicitor, and the Chief Planner and Executive Director, City Planning Division, in consultation with the Chief Engineer and Executive Director, Engineering and Construction Services.
  - b. the Local Planning Appeal Tribunal has received confirmation from the City Solicitor that:
    - i. the Owner has at its sole expense provided a Functional Servicing Report and Stormwater Management Report, Hydrogeological Review, including the Foundation Drainage Report satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services, and the General Manager, Toronto Water;
    - ii. the Owner at its sole expense design and provide financial securities for any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing Report and Stormwater Management Report, and Hydrogeological Review, including the Foundation Drainage Report, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the accepted Functional Servicing Report and Stormwater Management Report, Foundation Drainage Report, and Hydrogeological Review, accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water;

iii. confirmation from the City Solicitor that the implementation of the Functional Servicing Report, Groundwater Report, Stormwater Management Report and Hydrogeological Report, including the Foundation Report, accepted by Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water does not require changes to the proposed amending by-laws or any such required changes have been made to the proposed amending by-laws to the satisfaction of the Chief Planner, City Planning Division and the City Solicitor; and

iv. should it be deemed necessary by the Chief Engineer and Executive Director, Engineering and Construction Services, the by-laws shall require the owner, at no cost to the City, prior to the issuance of any above grade permit for all or any part of the site, including for clarity, any conditional above-grade building permit, to design, financially secure, construct, and make operational, any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing Report and Stormwater Management Report, and Hydrogeological Review, including the Foundation Drainage Report, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, the General Manager, Toronto Water, and the City Solicitor.

4. City Council direct that any approved Zoning By-law Amendment for the lands municipally known at 1460 Victoria Park Avenue contain a Holding Symbol (H) pursuant to Section 36 of the Planning Act, the form and content to the satisfaction of the Chief Planner and Executive Director City Planning Division and the City Solicitor, and be subject to the substantial completion of the Municipal Class Environmental Assessment Study for the Golden Mile area, where a preferred alignment of O'Connor Drive has been selected.

## **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 Preliminary Report on the application was adopted by North York Community Council on July 4, 2018 authorizing staff to conduct a community consultation meeting. The Preliminary Report is available via the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY32.26>

On October 27, 2020 Scarborough Community Council adopted the Golden Mile Secondary Plan (the "Secondary Plan") and associated amendments in Official Plan Amendment ("OPA") No. 499.

One of the Final Report recommendations directed the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services, to initiate a Municipal Class Environmental Assessment Study for the Golden Mile area, which will include options for potential modifications to Bartley Avenue/O'Connor Drive and consider comments received from area landowners and residents. The proposed road realignment could impact the North York District and the subject site at 1460 Victoria Park Avenue. The Final Report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC18.1>

The applicant has appealed OPA No. 499.

### **Local Planning Appeal Tribunal**

On June 12, 2020 the applicant appealed the Rezoning Application to the Local Planning Appeal Tribunal (LPAT) due to Councils lack of decision within the timelines prescribed by the Planning Act. A Case Management Conference was held on February 23, 2021. A second Case Management Conference will be held on May 25, 2021 to finalize the issues list and the Procedural Order.

## **ISSUE BACKGROUND**

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### **Proposal**

The application has undergone some revisions since the time of the Preliminary Report that was before North York Community Council on July 4, 2018. The application continues to propose a nine storey (27 metre) residential building with retail on the ground floor. The unit count has increased from 106 to 114 residential dwelling units with 53.4 square metres of retail space proposed at grade. The building is proposed to be comprised of 4 studio units, 79 one bedroom units, 22 two bedroom units, 9 three bedroom units and 1 at-grade retail unit. The proposed building gross floor area (GFA) is 9,921 square metres with a floor space index (FSI) of 4.19 times the area of the lot and lot coverage of 51.6% of the lot area.

The proposed front (east) yard setback at the ground floor along Victoria Park Avenue is 3.46 metres. The building steps back further from Victoria Park Avenue at the fourth, fifth and eighth floors. The north side yard setback ranges between 3.8 and 4.8 metres at grade; within which is a proposed paved walkway, retaining wall, and landscaping, as well as private amenity space for the grade related units. The building cantilevers above the second floor, and the setbacks are reduced to 3.7 metres at some points along the north elevation. The rear (west) yard setback is 2.25 metres at grade and the south side yard setback to the property line is 7.1 metres at grade, which includes the driveway leading to the underground garage.

A landscaped outdoor amenity rooftop is proposed to have an area of 183.8 square metres. An outdoor amenity terrace is also shown on the eighth floor of the building, although the size of this area has not been shown on plans. Additional private terraces or balconies are proposed for each of the units. Within the building, 51 square metres of indoor amenity space is proposed on the ground floor.

There are 121 proposed vehicular parking spaces which would consist of 109 resident parking spaces, 12 visitor spaces and no retail parking spaces. Vehicular access would be off the 6.0 metre wide private driveway proposed along the southern boundary of the subject site accessed from Victoria Park Avenue. The private driveway, as shown on the plans, leads to two levels of underground parking. A total of 115 bicycle parking spaces are proposed, with 103 residential bicycle parking spaces to be located within the underground parking levels, and 11 visitor bicycle parking spaces at grade adjacent to the loading space. A Type 'G' loading space is also proposed along the south side of the building to accommodate both residential and retail garbage and recycling pick up, deliveries and residential moves.

The application proposes four street trees fronting on Victoria Park Avenue, along with an additional 22 trees proposed within the property limits. A paved walkway is proposed along the northern boundary of the site to allow for a future pedestrian connection to potential open space on abutting lands as identified in the O'Connor Drive Urban Design Guidelines and SASP 400.

See Attachment 1 for the Application Data Sheet and Attachments 5 and 6 for Site Plan, and Elevations.

### **Site and Surrounding Area**

The site is located on the west side of Victoria Park Avenue, south of O'Connor Drive (see Attachment 2: Location Map). The site has an area of approximately 2,371 square metres, with 39 metres of frontage on Victoria Park Avenue and a depth of approximately 61 metres. The site is currently vacant and is relatively flat, with a slight slope down from east to west. The grade of the site has been altered to elevate the rear of the site above the surrounding properties.

Surrounding land uses include:

North: One and two-storey commercial buildings with multiple tenants, with the lands being designated Mixed Use Areas.

East: Across Victoria Park Avenue are a number of one and two-storey commercial buildings, including Eglinton Square shopping centre, which is designated Mixed Use Areas. Behind the commercial buildings is a low density residential neighborhood consisting of one and two storey detached dwellings and 3-storey apartments, designated Neighbourhoods.

South: A 10-storey tower in the park apartment building with significant landscaped open space. To the south of that building are six four-storey apartment buildings, all with similar site organization of large setbacks and landscaped open space. All of these lands are designated Apartment Neighbourhoods.

West: A parking lot for a one-storey commercial plaza with multiple tenants that front onto O'Connor Drive. These lands are also designated Mixed Use Areas. On the west side of O'Connor Drive is a low rise residential neighbourhood, with a mix of housing types, and having a Neighbourhoods designation.

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

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

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

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

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

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

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

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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan amends and replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

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

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

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

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

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

The decision history can be accessed at this link:

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

## **Toronto Official Plan**

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

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

The subject site is designated Mixed Use Areas on Map 20 of the Official Plan. Section 4.5 indicates Mixed Use Areas are made up of a broad range of commercial, residential, institutional, parks and open space uses and utilities. Policy 2 provides development criteria for Mixed Use Areas to ensure, among other matters, that the location and massing for new buildings achieves transitions between areas of different development intensity and scale, frames the edges of streets and parks with good proportion and maintains sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Development in Mixed Use Areas should also provide attractive, comfortable and safe pedestrian environments and have access to schools, parks, community centres, libraries and childcare. It should also take advantage of nearby transit services; provide good site access and circulation as well as an adequate supply of both visitor and resident parking. In addition, service areas should be located to minimize impacts on adjacent streets.

The site is also subject to Site and Area Specific Policy (SASP) 400 - O'Connor Drive Avenue Study. This is described further in the Report under the O'Connor Drive Urban Design Guidelines.

Map 3: Right-of-Way Widths Associated with Existing Major Streets shows this portion of Victoria Park Avenue as having a right-of-way width of 27 metres.

See Attachments 3a and 3b: Official Plan Land Use Map and Site and Area Specific Policy 400 - Schedule 2 Map.



### **Section 3.1.1 – The Public Realm**

The Plan recognizes the importance of good design in the creation of a great city. The policies contained in this section emphasize the need for new development to improve the public realm (streets, sidewalks and open spaces) for pedestrians.

### **Section 3.1.2 – Built Form**

The Official Plan built form policies in Section 3.1.2 require new development to be massed to fit harmoniously into its existing and/or planned context, and limit its impacts on neighbouring streets, parks, open spaces and properties by creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objective of this Plan, while providing adequate light and privacy, amongst other things.

### **Section 3.2.1 - Housing**

The Plan provides direction on housing. Strong communities are the foundation of a healthy city and the Plan recognizes that opportunities for adequate and affordable housing are essential to supporting quality of life, economic competitiveness and social cohesion. Policy 1 encourages the provision of a full range of housing in terms of form, tenure, and affordability to meet the current and future needs of residents.

### **Golden Mile Secondary Plan Secondary Plan**

The Golden Mile Secondary Plan (“GMSP”) Study was initiated by City Planning staff in May 2016, and generally consisted of the lands located along Eglinton Avenue East, between Victoria Park Avenue and Birchmount Road. In April 2019, City Council expanded the study area boundary from 97 to 113 hectares to include additional lands east of Victoria Park Avenue within Wards 20 and 21, as well as approximately 4.3 hectares of land on the west side of Victoria Park Avenue within Ward 16.

The Secondary Plan directs anticipated growth to appropriate locations, identifies public realm and built form directions, and identifies and plans for community services and facilities necessary to meet the existing and future needs of the Plan area. The Secondary Plan identifies a number of structure elements through the re-designation of certain lands as Parks, and the identification of new public streets and widened/reconfigured existing public streets.

On October 27, 28, and 30, 2020, City Council adopted the Golden Mile Secondary Plan. The site is located within the Golden Mile Secondary Plan. The Golden Mile Secondary Plan is currently under appeal.

A link to the Secondary Plan can be found here:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/golden-mile-secondary-plan-study/>

## **O'Connor Drive Urban Design Guidelines**

City Council adopted the O'Connor Drive Design Guidelines in October of 2012, as part of Site and Area Specific Policy 400. The vision for O'Connor Drive is that it becomes a vibrant urban corridor that will provide more opportunities for people to live, work, and shop. The urban design guidelines identify how new developments will fit harmoniously into the existing/planned context by ensuring that appropriate transition in scale to adjacent uses occurs and that there are limited impacts. The Guidelines are intended to foster the creation of a high quality, safe, urban environment with attractive streetscapes, pedestrian friendly open spaces and vibrant streets.

The Guidelines identify where and how mid-rise, mixed-use buildings can be introduced; how the streetscape and pedestrian environment can be improved; where trees should be planted; and how use of the road allowance can be optimized. Two key intersections and two portions of O'Connor Drive were identified as having unique functions and characteristics. The subject site is located within the Victoria Park/O'Connor Drive key intersection areas. Development within the two key intersections are to be sensitive to the adjacent land uses, contribute towards the creation of a consistent street wall, create a central shared open space, provide a shared service lane between O'Connor Drive and Victoria Park Avenue to minimize curb cuts and provide room for an attractive pedestrian environment.

A link to the O'Connor Design Guidelines can be found here:

<https://web.toronto.ca/wp-content/uploads/2017/08/8efb-Toronto-Urban-Design-Guidelines-OConnor-Drive.pdf>

## **Mid-Rise Building Guidelines**

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of the Avenues and Mid-Rise Buildings Study was to encourage future intensification along Toronto's Avenues that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The Mid-Rise Building Guidelines identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. The Addendum is to be used by City Staff together with the approved 2010 Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines.

Council's decision can be found here:

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

Mid-Rise Building Performance Standards Addendum may be found here:  
<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

### **Growing Up Planning for Children in New Vertical Communities.**

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

The Report from the Chief Planner on the Growing Up Guidelines can be found here:  
<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148361.pdf>

The Growing Up Guidelines (2020) are available at:  
<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

### **Zoning**

The subject site is currently zoned Local Shopping Centre (C2) under former City of North York Zoning By-law No. 7625 (see Attachment 4a). This zone allows for a number of commercial, retail and institutional uses. The maximum lot coverage is 50%; the maximum building height is 11 metres and residential uses are not permitted.

The site is also subject to Toronto Zoning By-law 569-2013 and is zoned Commercial Residential (CR 1.0 (c1.0;50.0) SS3)( see Attachment 4b). This zone has similar commercial, retail and institutional permissions. Requirements for height and coverage are also the same. Residential uses are not permitted.

### **Tree Preservation**

City of Toronto Tree by-laws, which protect and preserve trees on City and private property, were established, in part, are to retain as much crown or tree canopy cover as possible, particularly where development is concerned. It is expected that retention and appropriate protection of existing trees will be considered when developing properties, and whenever possible, buildings and driveways are to be diverted around trees. The City of Toronto Tree By-laws protect all City-owned trees, and all privately owned trees having a Diameter at Breast Height (DBH) of thirty centimetres or greater. The provisions of the Private Tree By-law require that removed trees be replaced at a ratio of 3:1, with specified size requirements.

## **Parkland/Open Space**

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 to 0.42 hectares of local parkland per 1,000 people. The site is in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

## **Site Plan Control**

The proposed development is subject to Site Plan Control. An application has not been submitted.

## **Reasons for Application**

Amendments to both former City of North York Zoning By-law 7625 and the City of Toronto Zoning By-law 569-2013 are required to permit the proposed nine-storey mixed use building. An amendment is required to increase the maximum permitted building height to 27 metres from the currently permitted 11 metres and the maximum permitted floor space index to 4.19 times the area of the lot from 1.0 times the area of the lot area. In addition other performance standards will be required to accommodate the proposed development, should it be approved in some form.

## **Agency Circulation**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions.

## **Community Consultation**

A Community Consultation Meeting was held on May 2, 2019 at the O'Connor Community Centre. Approximately 12 members of the public were in attendance at the Community Consultation Meeting. The following issues were raised by those in attendance:

- Concerns were raised with the proposed height of the building. Some attendees noted that the maximum permitted height in the current zoning by-law of 3-storeys should not be exceeded.
- Concerns were identified with increased traffic arising from this development and the potential to block traffic while making a left hand turn into the site from Victoria Park Avenue.
- Questions were raised about the type of retail uses proposed.
- Questions about lack of glazing into commercial space, and that the renderings don't make the ground floor related uses pleasant or inviting from the street.
- It was identified that there is a seniors building adjacent to the site, and attendees felt the construction noise will impact them negatively.
- Concerns with stormwater run-off and potential flooding of adjacent properties.
- Questions about the Golden Mile Secondary Plan, timing of the study, how people can participate and how will they be notified of any upcoming meetings.

## COMMENTS

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### Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2020) (the PPS), and the Growth Plan for the Greater Golden Horseshoe (2020) are high-level and broad reaching policy documents. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Key policy objectives include: building strong communities, wise use and management of resources, and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the Planning Act, to be consistent with the PPS.

The PPS and the Growth Plan (2020) encourage intensification and redevelopment in urban areas and direct planning authorities to identify appropriate locations for growth. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area, and availability of infrastructure and public service facilities that meet projected needs. Within this framework, Policy 4.6 of the PPS recognizes that the Official Plan is the most important vehicle for the implementation of the PPS and assists in implementing the Growth Plan by setting out appropriate land use designations and policies. The City of Toronto Official Plan establishes areas for intensification and includes policies to encourage intensification, provided that this can occur in the context of other applicable policies.

The City's Official Plan contains clear, reasonable and attainable policies that protect provincial interests and direct development to suitable areas while taking into account the existing building stock and protects the character of the area consistent with the direction of the PPS. Although the site is located in a land use designation that contemplates growth, the proposal does not address other relevant matters of the PPS and Official Plan as discussed in this report.

Policy 1.1.3.3 of the PPS requires planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing and planned infrastructure and public service facilities to meet projected needs. Policy 1.6.8.1 of the PPS requires that Planning authorities plan and protect corridors and rights-of-ways for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

Over the course of the multi-year study and consultant work conducted for the Golden Mile Secondary Plan (GMSP) area, it has been identified that the proposal for this site may potentially be impacted by infrastructure modifications for the area requiring a road realignment. The use of additional Planning Act tools such as a Holding Symbol is necessary for this site until such time as the infrastructure issues have been resolved through a Municipal Class Environmental Assessment.

The Growth Plan (2020) provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow, the provision of infrastructure to support growth, and protecting natural systems and cultivating a culture of conservation. The Growth Plan strives, among other goals, to direct growth to areas of urban intensification. It requires municipalities to set clear targets for population and employment growth.

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 proposal in its current form requires revisions in order to provide a greater range of unit types to meet a diverse range of household sizes, including a greater number of family sized units.

Staff have reviewed the proposal against the policies of the Provincial Policy Statement and the Growth Plan. Policy 1.6.8.1 of the PPS requires that planning authorities plan and protect corridors and rights-of-ways. Section 3.2.1 of the Growth Plan speaks to coordinating infrastructure planning, land use planning, and infrastructure investment. Planning for new infrastructure will occur in an integrated manner. It is the opinion of staff that through the work undertaken by the Golden Mile Secondary Plan study, the proposal for this site may be impacted by infrastructure modifications for the area requiring the use of additional Planning Act tools until such time as the infrastructure issues have been resolved through a Municipal Class Environmental Assessment. The proposal in its current form is not consistent with the PPS and does not conform to the Growth Plan policies.

### **Site Organization and O'Connor Road Realignment**

The applicant's proposal is organized and massed in a manner that does not conform to the Official Plan, does not maintain the intent and purpose of the O'Connor Drive Urban Design Guidelines, or the Mid-Rise Building Performance Standards. Increased setbacks are required at the northern, southern, and at the western limits of the site, in order to provide safe pedestrian connections, to facilitate the POPS space for this key intersection, and to ensure adequate separation distance between adjacent properties. Although explained in greater detail below, it is the opinion of staff that these setbacks can be accommodated on site and still result in an appropriate midrise development proposal.

As part of the Golden Mile Secondary Plan, the potential realignment and extension of O'Connor Drive has been identified. A public consultation process will be established as part of the Municipal Comprehensive Environmental Assessment (MCEA), where community stakeholders and landowners will have the opportunity to participate and provide further comments on the selection of alignment options, including the potential reconfiguration and alignment options for O'Connor Drive and other transportation infrastructure improvements.

The selection of the preferred alignment of O'Connor Drive as part of the MCEA process could significantly impact the subject site at 1460 Victoria Park Avenue and may preclude any redevelopment from occurring on the site. Staff recommend that the Site Specific Zoning By-law contain a Holding Symbol (H) that is subject to the substantial completion of the MCEA process for the Golden Mile area where the preferred alignment of O'Connor Drive would be selected to inform how best to proceed with the development of the site.

### **Use of Holding Symbol**

The use of a Holding Symbol (H), in accordance with Section 36 of the Planning Act, is recommended to be enacted for the entire parcel to not allow any development until such time as the Municipal Class Environmental Assessment is substantially completed and the preferred alignment of O'Connor Drive has been selected.

### **O'Connor Drive Avenue Study and SASP 400**

The O'Connor Drive Avenue Study included the adoption of an Official Plan Amendment No. 207 (Site and Area Specific Policy 400) and Urban Design Guidelines which are to be used to guide public realm improvements and to assess future development proposals within the Avenue. The Official Plan Amendment establishes local objectives for the study area and sets out how the urban design guidelines will be used to provide direction for future development and improvements to the public realm along O'Connor Drive.

The property at 1460 Victoria Park Avenue is within the O'Connor Drive Avenue study area and identified as being within the Victoria Park /O'Connor Drive Key Intersection. Existing development in this Key Intersection is suburban in character and consists of large lots with standalone one and two storey commercial buildings and surface parking.

The O'Connor Drive Urban Design Guidelines also identify that rear yards in this Key Intersection will be a minimum of 15 metres in depth in order to accommodate a service lane, a walkway, a landscape buffer and tree planting. The applicant's proposal currently provides for a 2.25 metre rear yard setback. Staff are of the opinion that the site has sufficient depth to provide a greater rear yard setback which would be more in keeping with the Guidelines while allowing the site to be developed with a mid-rise building.

### **Building Height and Massing**

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the City. Section 4.5 of the Official Plan sets out criteria to evaluate development within the Mixed Use Areas designation.

All new development within Mixed Use Areas is required to locate and mass new buildings to frame the edge of streets by locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk, maintain sunlight and comfortable wind conditions, and locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives contained within the Plan.

The City's Avenues and Mid-Rise Buildings Study defines mid-rise buildings as buildings that are no taller than the width of their adjacent street right-of-way. Victoria Park Avenue has a right-of-way width of 27 metres, at this portion of Victoria Park Avenue, as shown on the City's Official Plan, Map 3: Right-of-Way Widths Associated with Existing Major Streets. Currently, the proposal is for a 9-storey building with an overall building height of 27 metres, excluding mechanical penthouse. The overall building height of 27 metres is consistent with the right-of-way width height. In order to facilitate retail and non-residential uses at grade, the ground floor height should be increased to 4.5 metres from the currently proposed 3.6, metres while maintaining the overall building height maximum of 27 metres, excluding mechanical.

The applicant has illustrated on their plan a 45 degree angular plane taken from a height of 20.4 metres from the front property line. The proposal illustrates that floors eight and nine fall within the front angular plane. At the rear of the site, the applicant does not propose a setback of the rear elevation until the 8th floor. Greater articulation of the rear elevation is required, with increased building setbacks at grade and setbacks in the upper storeys in order to better transition to adjacent properties.

In addition, the applicant proposes to provide a sideyard setback from the north property line of 4.7 metres, decreasing to 3.7 metres at areas above the first floor. The south property line illustrates a setback of 7.1 metres to the building face, and the west sideyard setback is shown as 2.25 metres. The plans on file with the City illustrate that the north, west and south elevations are proposed to contain primary windows for the units. Staff are of the opinion that the building should be setback at least 7.5 metres from the north, west and south property lines in order to ensure that sufficient separation distance is provided as per the mid-rise guidelines, should the adjacent properties develop in the future. A greater north yard setback will also allow for a wider walkway, landscaping, and improved lighting, as well as an improved pedestrian connection to a future POPs/open space as proposed by the O'Connor Drive Urban Design Guidelines for this key intersection. A greater landscaped and rear yard setback will improve transition to adjacent properties and allow for the provision of open space at grade as proposed by the Urban Design Guidelines.

The applicants proposal does identify the main building entrance and a small non-residential space at grade, fronting onto Victoria Park Avenue. Although the location and provision of these spaces is in keeping with the Official Plan policies, revisions are required to the built form by providing greater glazing along the frontage in order to provide interest and encourage pedestrian activity along the pedestrian realm.



Staff have reviewed the applicant's proposal and have identified that the building massing and setbacks require revision to address conformity with the Built Form Policies of the Official Plan and the development criteria contained within the Mixed Use Areas designation.

## **Land Use**

The applicant proposes to provide a non-residential space at grade fronting onto Victoria Park Drive. Staff are supportive of non-residential uses as grade as they will animate Victoria Park and contribute to the main street feeling of the area. Staff will work with the applicant through the Site Plan Control application to ensure that sufficient glazing is provided for the non-residential space located at grade.

## **Sun, Shadow, Wind**

The applicant was required to submit a sun/shadow study illustrating the shadows that will be generated by the proposed development. A sun/shadow study was provided as part of the 2017 submission. The study showed shadows at 4 times of the day (9 am, 11 am, 1 pm, 3 pm and 5 pm) during March, June, September and December. The 2017 sun/shadow studies do not demonstrate any significant adverse shadows on low density neighbourhood lands to the north or east of the subject site.

## **Traffic Impact**

The applicant's traffic engineering consultant Cole Engineering Group Ltd. submitted a revised Traffic Impact and Parking Study (TIS) dated February 10, 2020 as part of the Zoning By-law Amendment Application.

The report estimates that the project will generate approximately 41 (11 inbound trips and 30 outbound trips) and 58 (35 inbound trips and 23 outbound trips) two-way trips during the a.m. and p.m. peak hours, respectively. The TIS concluded that the generated site traffic would be accommodated through the existing road network without any improvements/ modifications required as a result of the site traffic. The impact of the additional generated traffic volumes related to the site would be negligible on the road network and no physical or signal timings are required as a result of the site traffic.

## **Parking**

The parking requirements for the project are governed by the applicable parking provisions contained in both the former City of North York Zoning By-law No. 7625 and City of Toronto Zoning By-law 569-2013. As a result, Transportation Services staff have indicated that parking for this project shall be provided in accordance with Zoning By-law 569-2013 for "Policy Area 4", as defined in the By-law.

Based on Policy Area 4 parking requirements, a total of 110 parking spaces are required to serve the proposed development, of which, 93 are required for the exclusive use of residents, with the remaining 17 parking spaces set aside at visitor parking spaces.

The applicant is proposing to provide a total of 121 parking spaces with 109 residential parking spaces, whereas 93 are required satisfying the applicable Zoning By-law. A total of 12 visitor parking spaces (3 of which are accessible parking spaces) are proposed whereas 17 are required. The current proposal does not meet the visitor parking requirement. Since the applicant is providing a surplus of resident parking spaces, Staff have asked the applicant to revise the proposal and provide the minimum number of visitor parking spaces. The applicant has proposed a total of 5 accessible parking spaces, 3 visitor and 2 for residents, satisfying the Zoning By-law requirement for accessible parking spaces.

The Toronto Green Standard Version 3.0 parking provisions require Low Emission Vehicle (LEV) parking spaces and Electric Vehicle (EV) infrastructure for 20% of the proposed parking. The applicant has been requested to revise their Transportation Demand Management (TDM) Plan accordingly and provide 24 parking spaces with Electric Vehicle Infrastructure.

The applicant's plan statistics identify that a total of 115 bicycle parking spaces will be provided as part of the development, of which, 103 will be for the use of residents, and 12 will be for the use of visitors. The plans do not clearly identify the location of bike racks and/or stackers for bicycle parking in the parking levels, instead only identifying a hatched area, with no indication how many spaces will be provided within that space, nor if the spaces comply with the By-law requirements. Staff have requested that the applicant revise the plans to meet the bicycle parking space minimums required by the Zoning By-law and TGS and ensure that bicycle spaces are clearly indicated on plans.

This proposal will be subject to Site Plan Control, at which time more detailed comments will be provided with regards to the design and configuration of the proposed vehicular and bicycle parking areas by City staff.

### **Access**

The applicant proposes to provide vehicular access to the site through a full-moves driveway from Victoria Park Avenue for the underground garage, loading area, and pedestrian drop off. The south side of the property is dominated by paved areas detracting from the appearance of the site. In addition, the pedestrian drop off area has been located at the side of the building, which is also the proposed loading zone for the development. Staff have concerns with potential conflicts that may arise in this area, as the pedestrian path that is proposed between the building and the visitor parking does not have any real definition, priority or protection from traffic on the site. Staff are of the opinion that the driveway, drop off and pedestrian connection should be redesigned to minimize potential conflicts between users, improve pedestrian connections, and clearly defined pedestrian zones from vehicular areas.

### **Servicing**

As part of the application review, Engineering and Construction Services (ECS) have requested that the applicant revise their Site Servicing Plans, Functional Servicing and Stormwater Management Report. The applicants engineering consultant has indicated that they will be updating the downstream sanitary capacity analysis to address concerns from ECS.

In order to ensure that sufficient capacity exists, this report recommends that the Zoning By-law be held until such time as the Functional Servicing Report has been reviewed and accepted by the General Manager, Engineering and Construction Services.

## **Housing Issues**

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 housing needs for a wide range of people throughout their life cycle is essential to the creation of complete communities.

Policy 9.2 of the Golden Mile Secondary Plan directs that to achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include larger units, as follows:

- a) A minimum of 10 per cent of the total number of units will be 3-bedroom units; and
- b) An additional minimum of 25 per cent of the total number of units will have at least 2-bedrooms.

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. The accompanying staff report is available here:

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

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. Guideline 3.0 states that the ideal unit size for large units, based on the sum of the unit elements, is 90 square metres for two-bedroom units and 106 square metres for three bedroom units, with ranges of 87-90 square metres and 100-106 square metres representing an acceptable diversity of sizes for such bedroom types while maintaining the integrity of common spaces to ensure their functionality. The plans submitted do not provide sufficient information to determine if the size ranges can be met in the proposal.

Planning staff have reviewed the applicant's proposal and have indicated that the provision of 9 three-bedroom units is less than the Growing Up Guidelines requirement that 10% of all units have three or more bedrooms. The number of three-bedroom units does not adequately support the objectives of the Growing Up guidelines, the City's Official Plan housing policies, or the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children. The number of three-bedroom units should be increased to meet the minimum 10% and the unit mix, size and layouts should be considered in the context of the Growing Up guidelines.

## **Open Space/Parkland**

Parks are essential to making Toronto an attractive place to live, work, and visit. They offer a broad range of outdoor leisure and recreation opportunities, transportation routes, and places for residents to interact with nature and with each other. Public parks and open spaces perform a variety of critical functions that improve and maintain our city's health including helping mitigate the effects of climate change. In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike.

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 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the residential nature of this proposal is subject to a 10% parkland dedication. Staff recommend that the applicant be required to satisfy the parkland dedication requirement through the payment of cash-in-lieu. The value of the cash-in-lieu of parkland dedication will be appraised through the City's Real Estate Division.

## **Privately-Owned Publicly Accessible Open Space (POPS)**

The O'Connor Drive Urban Design Guidelines show a conceptual design of an open space in the middle of the Key Intersection lands accessed by mid-block pedestrian connections. How the site and the proposal fit within the context of the block of that open space has not been demonstrated by the applicant. A paved walkway is illustrated along the northern boundary of the site which would allow for a future pedestrian connection to what could be an open space, as per the O'Connor Drive Urban Design Guidelines and SASP 400.

The applicant is not proposing any POPS space as part of their proposal, as identified by the O'Connor Drive Urban Design Guidelines. Staff have identified that a greater rear yard setback is required for the proposal to comply with the O'Connor Drive Urban Design Guidelines and to allow for sufficient space for the future POPS space within the Key Intersection.

## **Amenity Space**

The Official Plan states new indoor and outdoor amenity spaces provided as part of multi-unit residential are encouraged to be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year.

Within the proposed development, the applicant proposes to provide approximately 50 square metres of common residential indoor amenity space and 183 square metres of outdoor amenity spaces for 114 residential dwelling units. The current proposal of 0.44 square metres of indoor amenity space per unit is significantly deficient, and the proposed outdoor amenity space is deficient at 1.6 square metres per unit.

The proposed amount of indoor and outdoor amenity space does not meet the minimum requirement of 2 square metres of each per dwelling unit. Staff have identified that a minimum of 228 square metres of indoor and 228 square metres of outdoor amenity space should be provided as part of this proposal.

In addition, staff have identified that indoor and outdoor amenity space should be contiguous, whereas the applicants plans identify the amenity spaces on plans as stand-alone separated spaces. Staff have requested that the applicant examine ways to provide some portion of indoor amenity space adjacent to the outdoor space located on the rooftop. In addition, the outdoor amenity space is currently proposed to be accessed via a stairwell. Staff have requested that the applicant revise their proposal so that the space is accessible by elevator and barriers to accessibility are removed so that all users of the building can utilize the amenity spaces.

### **Tree Preservation**

The applicant submitted an Arborist Report and Tree Plan with their submission. There are presently no City owned trees adjacent to the subject site at 1460 Victoria Park Avenue. The landscape plans submitted with the application, propose four trees within the Victoria Park Avenue right-of-way.

The application proposes to injure/remove eight privately owned trees on the site or adjacent to the site. Five of the trees are boundary trees proposed to be injured and retained. One boundary tree and two privately owned trees are proposed to be removed as part of this application.

Urban Forestry Services has indicated that a total of nine new large growing native shade trees will be required to be planted on private property to replace the three private trees, for a removal replacement ratio of 3:1. The three replacement trees are required to meet the City standards for replacement plantings and will be secured through the Site Plan Approval process.

### **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. The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features will be secured within the Site Specific Zoning By-law for the site and on the appropriate plans through the Site Plan Approval process.

## **Schools**

The application was circulated to both the Toronto Catholic District School Board and the Toronto District School Board. The Toronto District School Board has indicated that there is insufficient space at the local secondary schools to accommodate students anticipated from this development. The TDSB has requested that warning clauses be included in agreements, and signs be posted 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 not consistent with the PPS (2020), does not conform to and conflicts with the Growth Plan (2020), and fails to conform to the City's Official Plan.

Staff recommend that City Council direct City Staff to continue discussions with the applicant to resolve the outstanding issues detailed in this report including site organization, building massing and setbacks, use of a Holding Symbol, and the number of family sized units. City Council direct the City Solicitor, and appropriate City Staff, to attend and oppose the application in its current form, as per the issues identified in this report, as the application has been appealed to the Local Planning Appeal Tribunal (the "LPAT") on the basis of Council's failure to make a decision on the application within the statutory timeframe.

## **CONTACT**

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E-mail: [Marian.Prejel@toronto.ca](mailto:Marian.Prejel@toronto.ca)

## **SIGNATURE**

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Giulio Cescato, Acting Director  
Community Planning, North York District

## **ATTACHMENTS**

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

Attachment 1: Application Data Sheet  
Attachment 2: Location Map  
Attachment 3a: Official Plan Land Use Map  
Attachment 3b: SASP 400 Map

Attachment 4a: Zoning By-law 7625  
Attachment 4b: Zoning By-law 569-2013

**Applicant Submitted Drawings**

Attachment 5: Site Plan  
Attachment 6a: North Elevation  
Attachment 6b: East Elevation  
Attachment 6c: South Elevation  
Attachment 6d: West Elevation

## Attachment 1: Application Data Sheet

Municipal Address: 1460 VICTORIA PARK AVE Date Received: December 20, 2017

Application Number: 17 277574 NNY 34 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning Bylaw amendment application to permit a 9 storey residential building containing 114 units and 121 parking spaces in 2 levels of underground parking. File has been appealed to LPAT (LPAT File No: PL200216)

Applicant	Agent	Architect	Owner
WESTON CONSULTING 201 Millway Avenue, Suite 19, Vaughan, Ontario		SRN Architects 8395 Jane Street, Unit 202, Vaughan	VITMONT HOLDINGS (VIC PARK) INC

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR 1.0 (c1.0; r0.0) SS3	Heritage Designation:	N
Height Limit (m):	11	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 2,371 Frontage (m): 39 Depth (m): 61

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,225	1,225
Residential GFA (sq m):			9,921	9,921
Non-Residential GFA (sq m):				
Total GFA (sq m):			9,921	9,921
Height - Storeys:			9	9
Height - Metres:			27	27

Lot Coverage Ratio (%): 51.67 Floor Space Index: 4.19

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	9,921	
Retail GFA:		
Office GFA:		
Industrial GFA:		



Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			114	114
Other:				
Total Units:			114	114

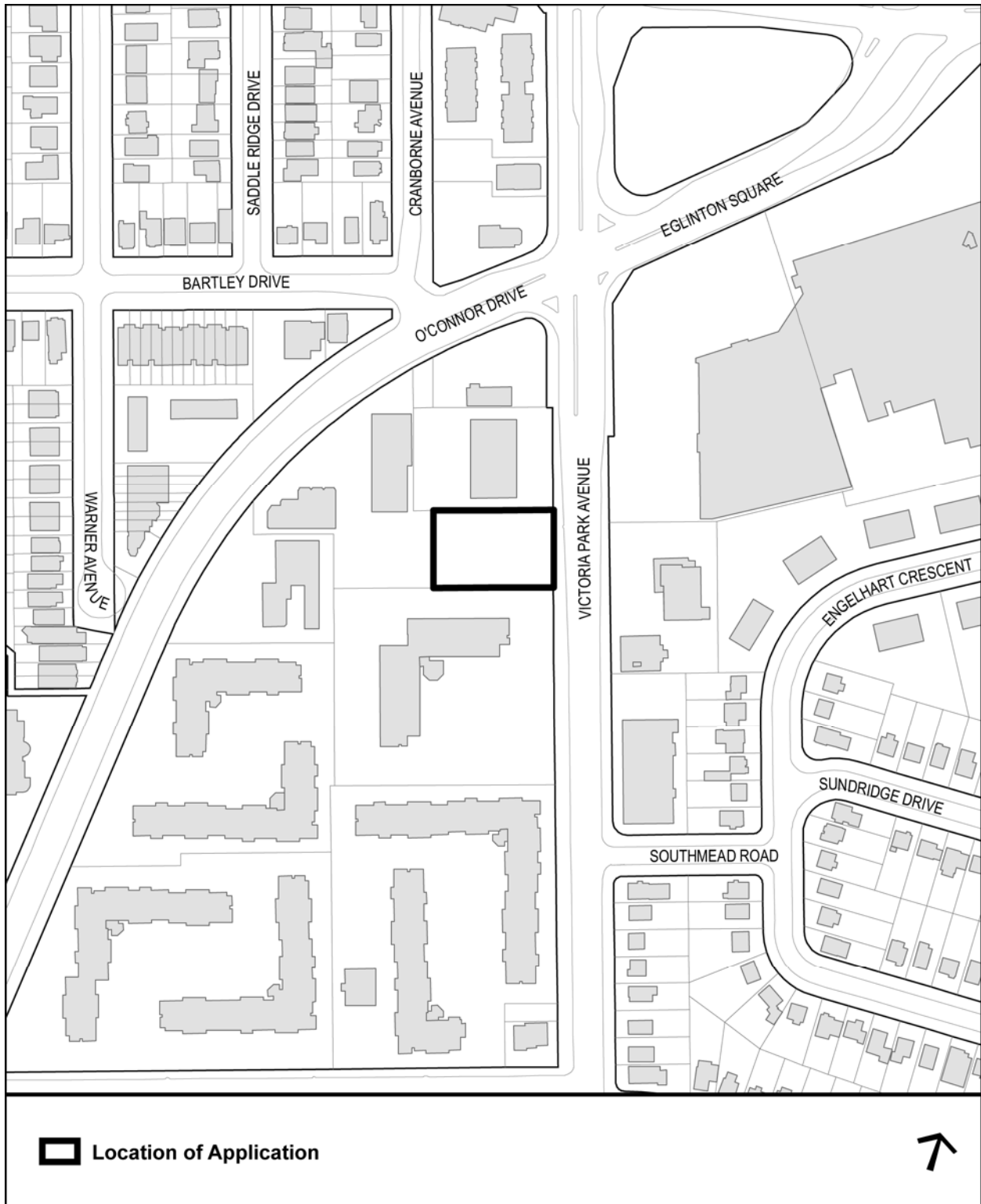
Total Residential Units by Size

Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:				
Proposed:	4	79	22	9
Total Units:	4	79	22	9

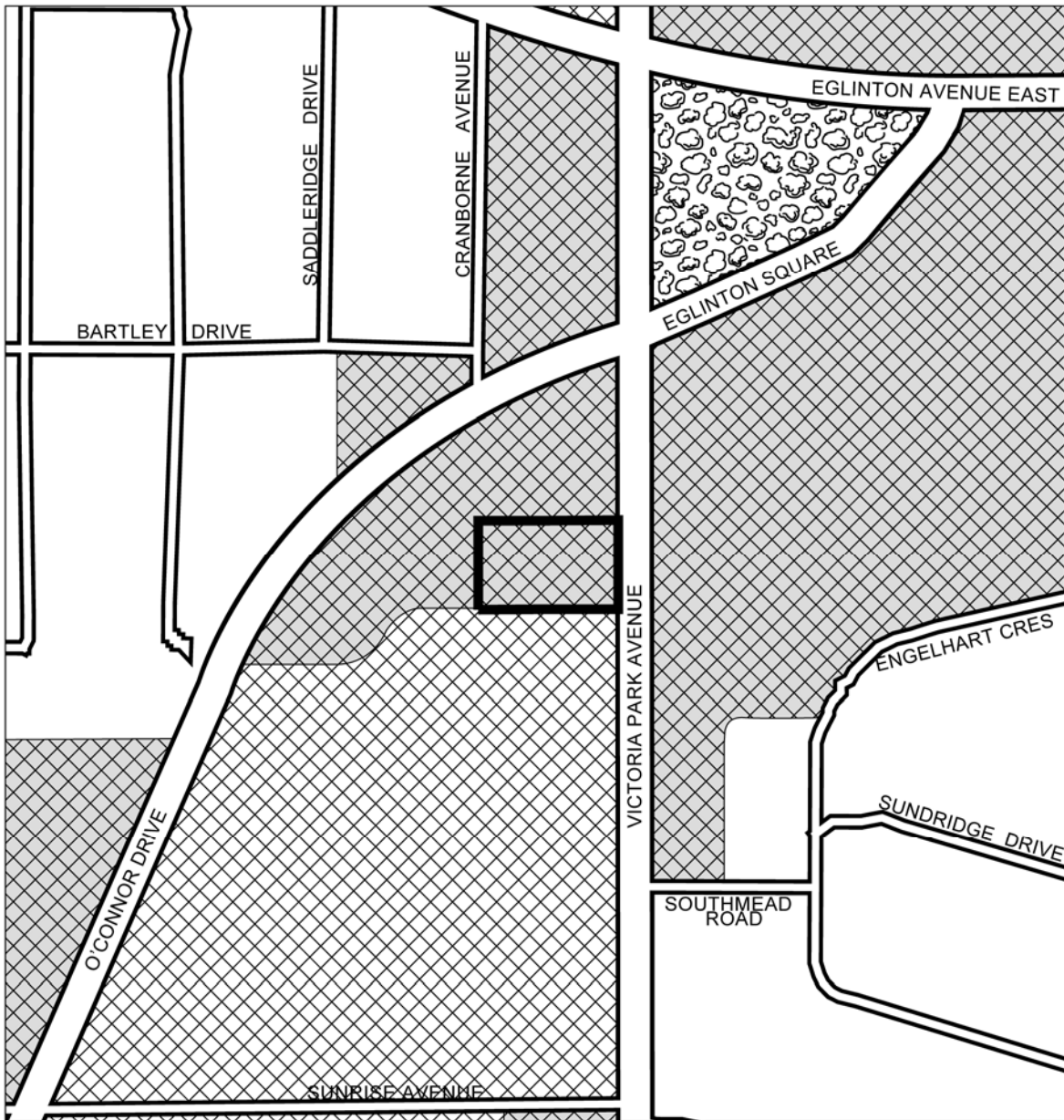
Parking and Loading

Parking Spaces:	121	Bicycle Parking Spaces:	115	Loading Docks:	1
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## Attachment 2: Location Map









# Attachment 3a: Official Plan Land Use Map



**Official Plan Land Use Map #20**

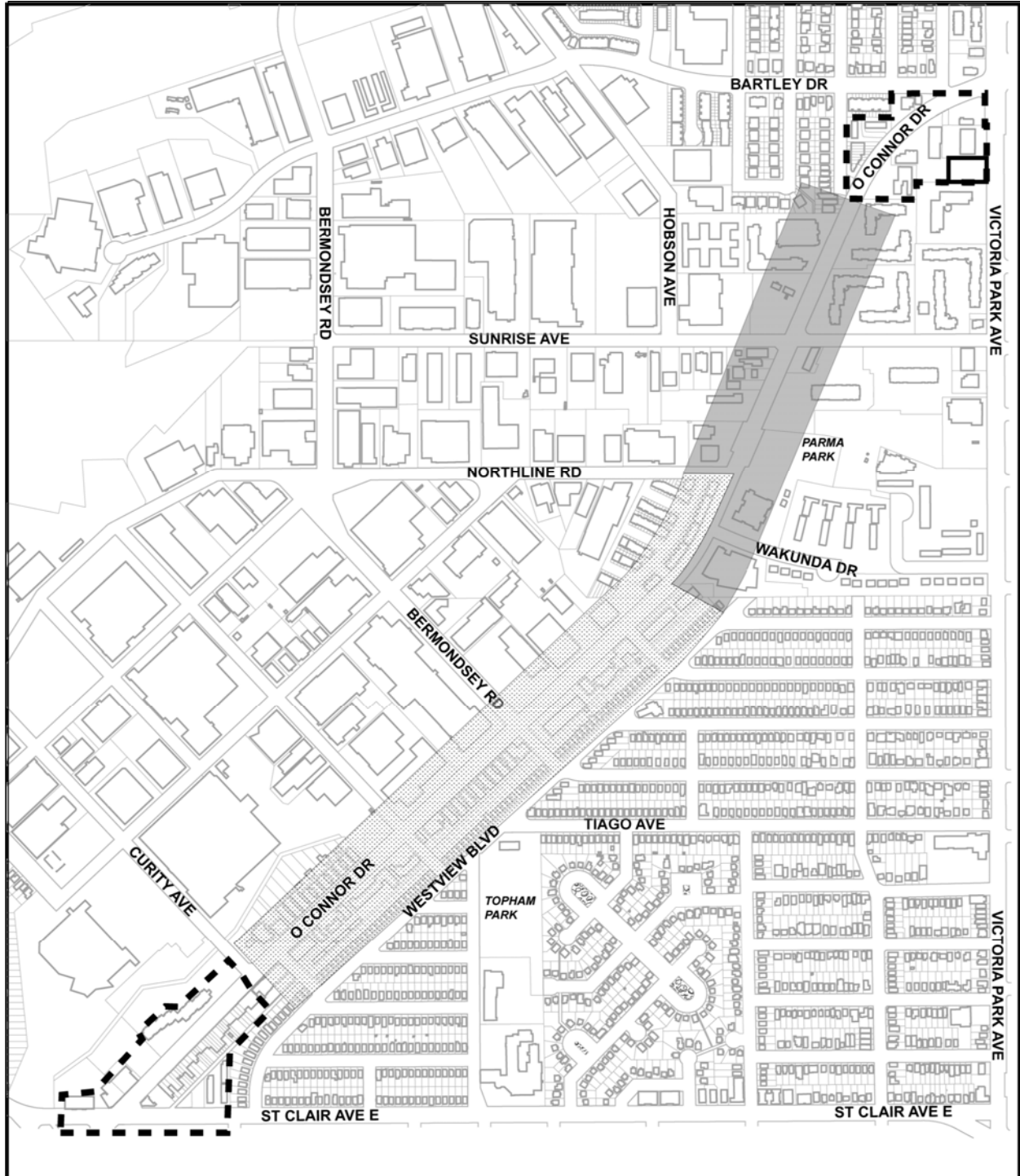
**1460 Victoria Park Avenue**

File # 17 277574 NNY 34 0Z

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

↑  
Not to Scale  
05/30/2018

Attachment 3b: SASP 400 Map



SASP 400 Schedule 2

O'Connor Drive



Key Intersections

Subject Property



Emerging Main Street Areas

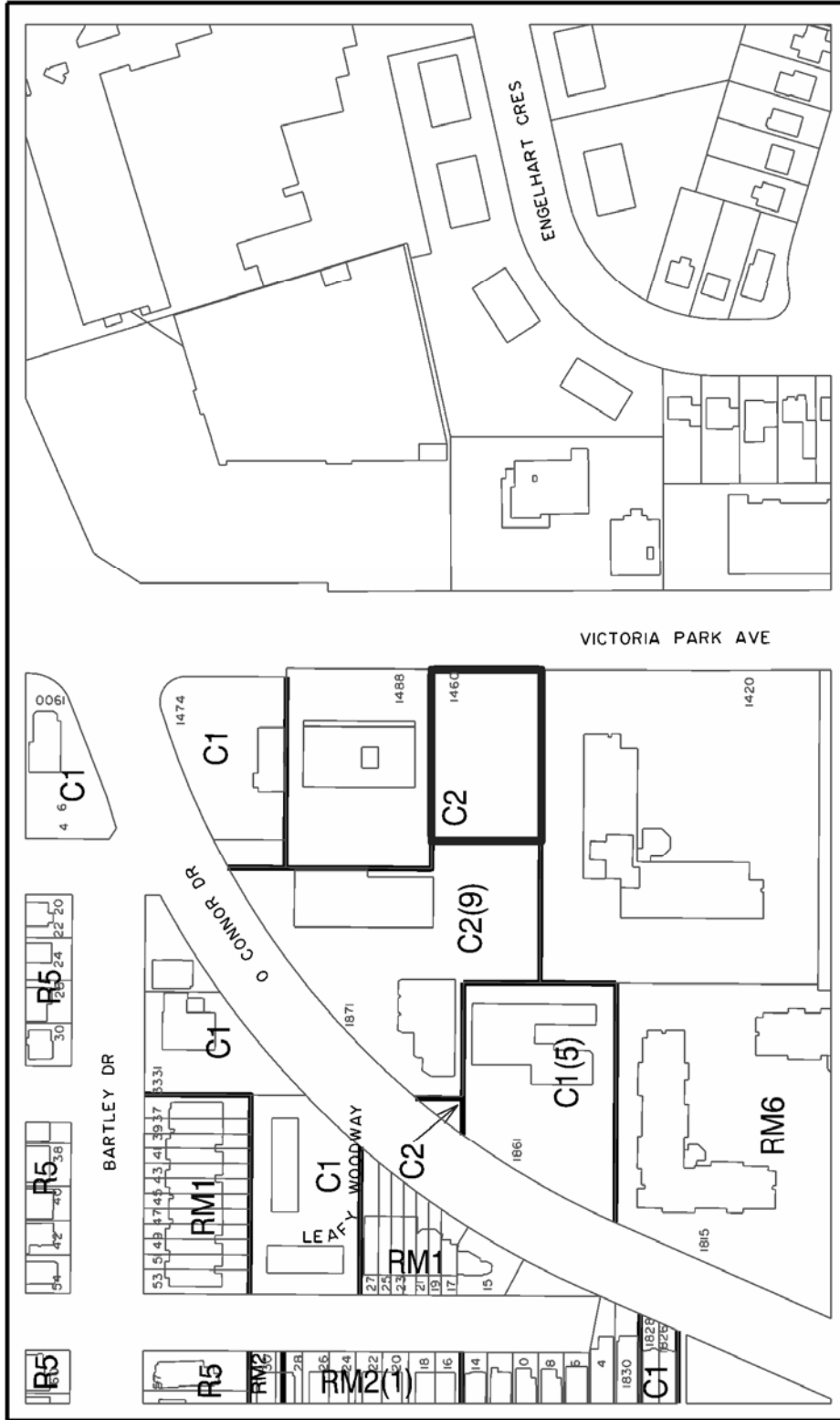
Main Street Area



Not to Scale

10/03/12

Attachment 4a: Zoning By-law Map 7625



**Toronto**  
**Zoning By-Law No. 7625**

**1460 Victoria Park Avenue**  
 File # 17 277574 NNY 34 0Z

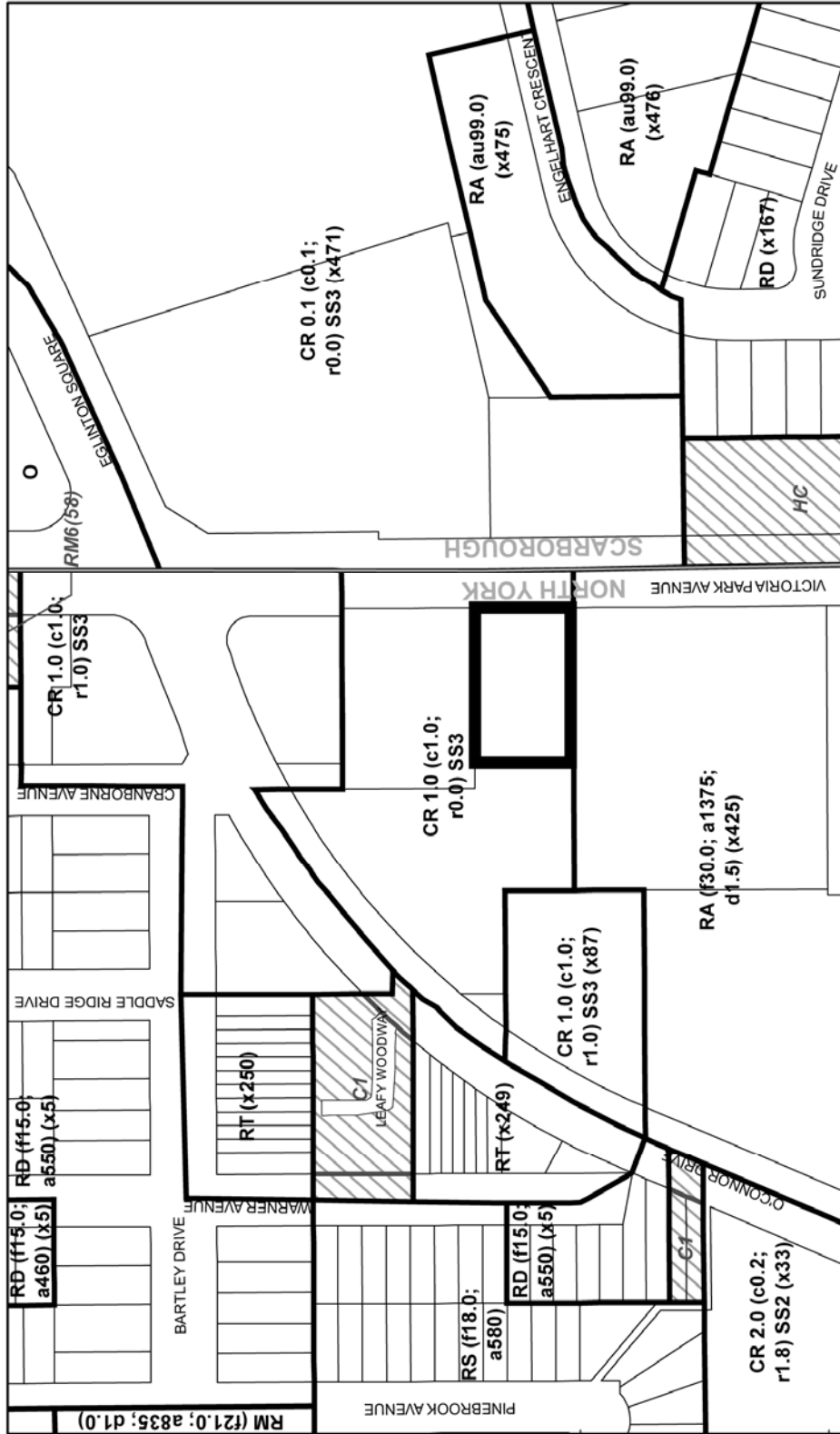
- R5 One-Family Detached Dwelling Fifth Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- C1 General Commercial Zone
- C2 Local Shopping Centre Zone



↑  
 Not to Scale  
 Extracted 02/20/2018

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

Attachment 4b: Zoning By-law 569-2013



**Toronto**  
 1460 Victoria Park Avenue  
 File # 17 277574 NNY 34 0Z

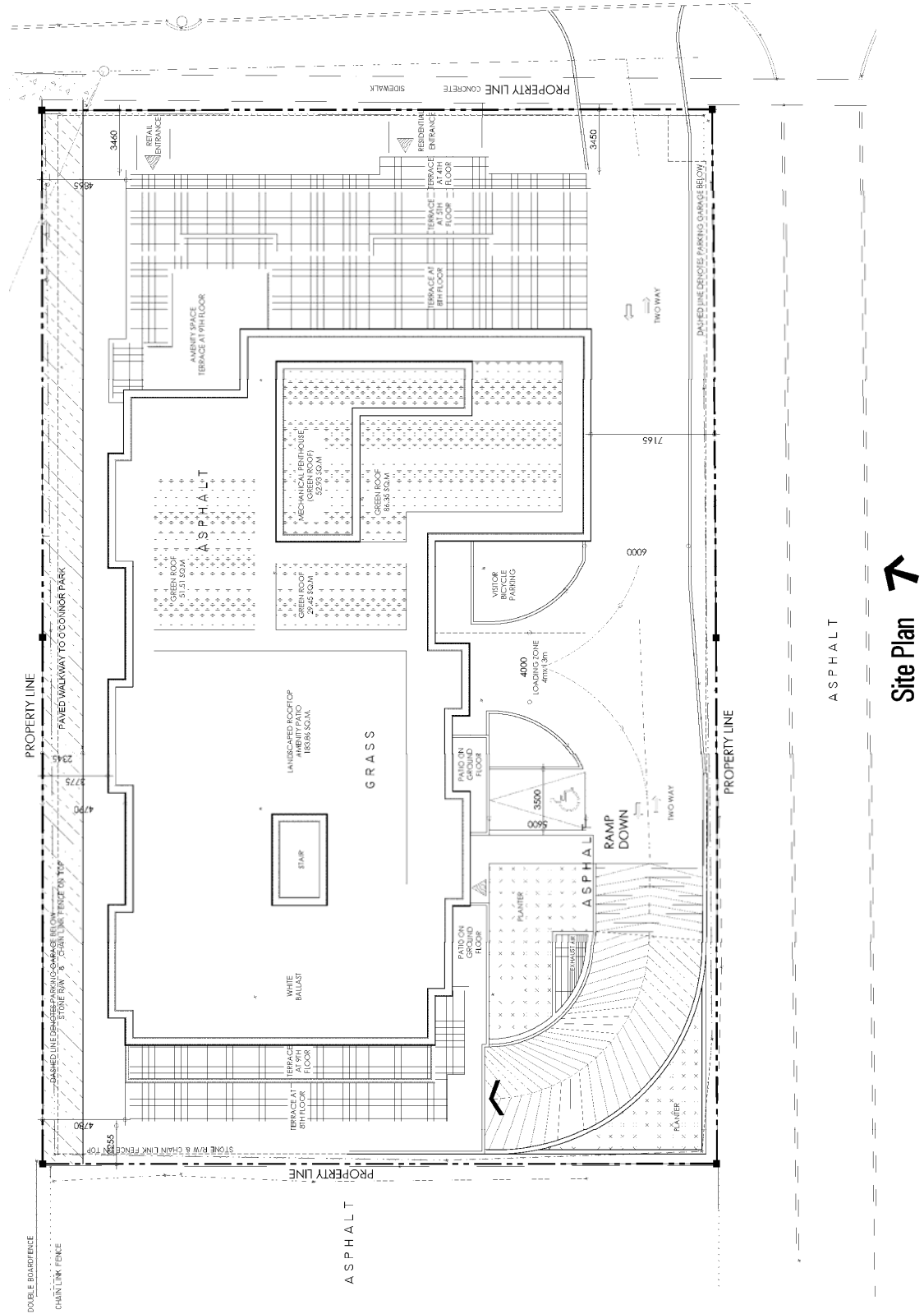
Zoning By-Law No. 569-2013

- Location of Application
- RD Residential Detached
  - RS Residential Semi-Detached
  - RT Residential Townhouse
  - RM Residential Multiple
  - RA Residential Apartment
  - CR Commercial Residential
  - O Open Space
- See Former City of North York By-Law No. 7625
- RM6 Multiple-Family Dwellings Sixth Density Zone
  - C1 General Commercial Zone
- See Former City of Scarborough Clairlea Community By-Law No. 8978
- HC Highway Commercial



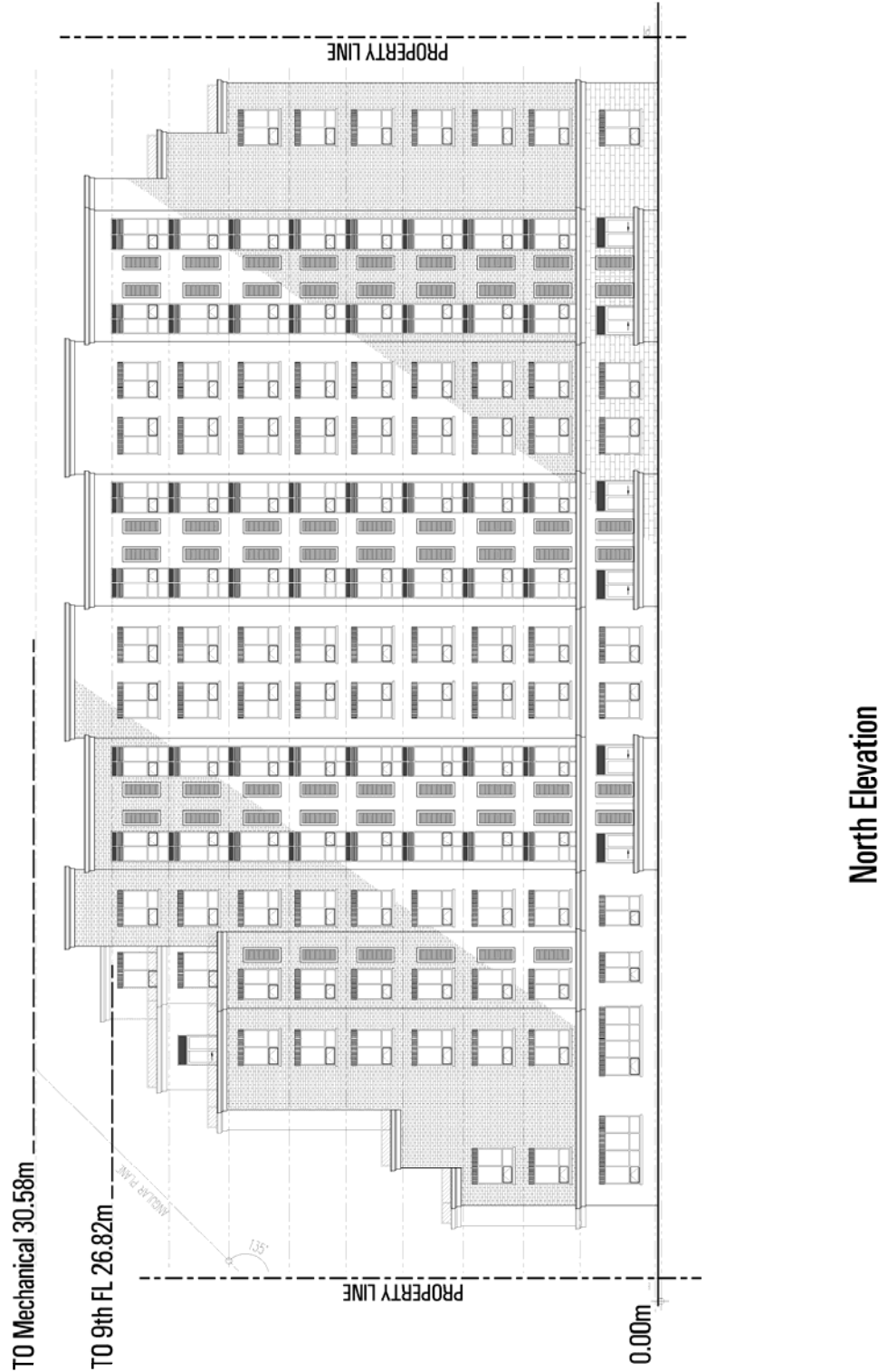
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# Attachment 5: Site Plan



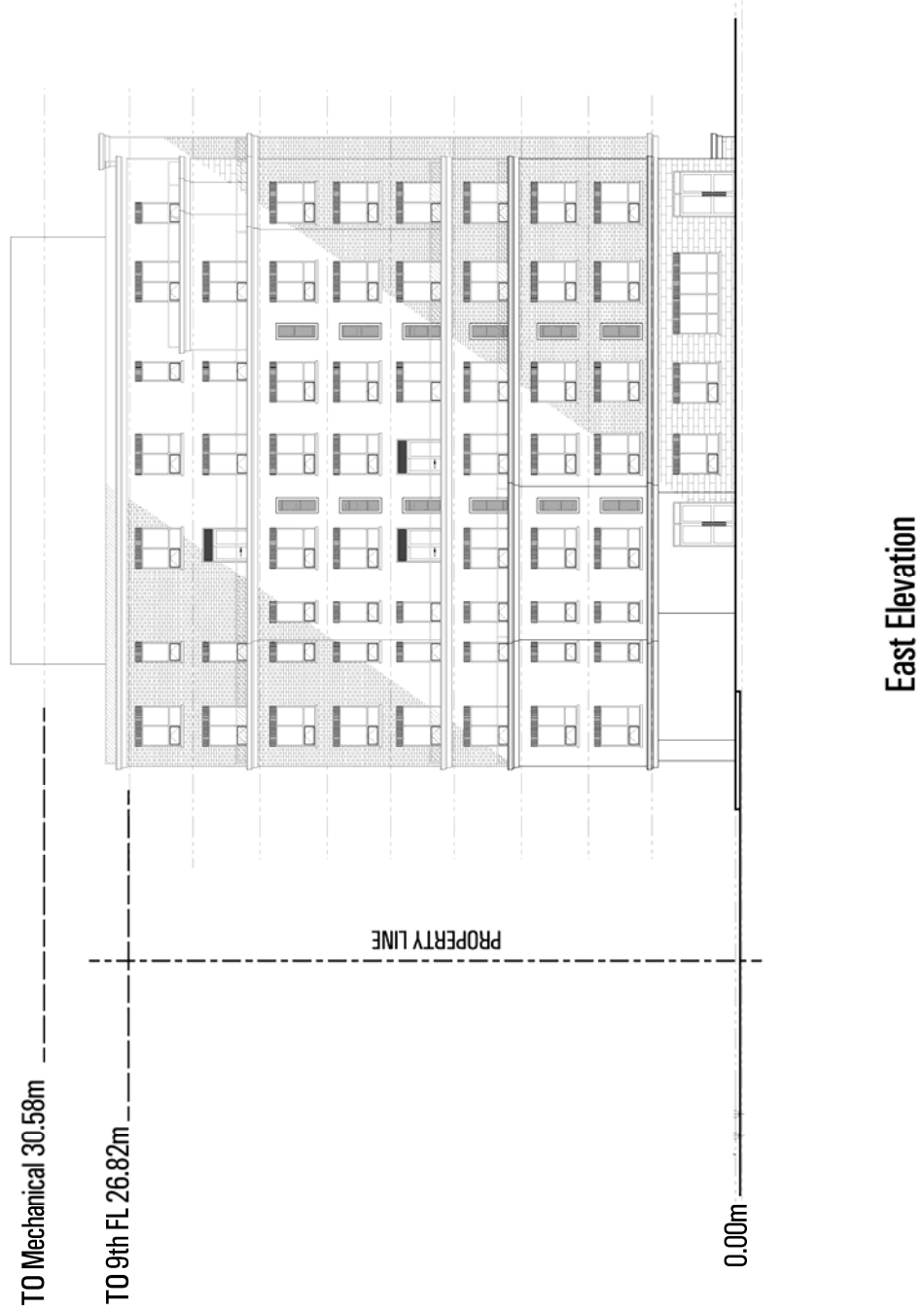
Site Plan

Attachment 6a: North Elevation





**Attachment 6b: East Elevation**



**Attachment 6c: South Elevation**



**South Elevation**

**Attachment 6d: West Elevation**

