

10 Ruddington Drive – Zoning By-law Amendment Application – Preliminary Report

Date: March 11, 2021

To: North York Community Council

From: Acting Director, Community Planning, North York District

Ward: 17 - Don Valley North

Planning Application Number: 20 230695 NNY 17 OZ

Notice of Complete Application Issued: December 31, 2020

Current Use on Site: Existing 13-storey rental apartment building.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application located at 10 Ruddington Drive. The proposal is to retain the existing 13-storey rental apartment building with 155 residential units and construct a 14-storey rental apartment building with 182 residential units and a 10-storey condominium apartment building with 131 residential units. The development proposes a total of 420 vehicular parking spaces and an on-site parkland dedication. Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 10 Ruddington Drive together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

FINANCIAL IMPACT

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

Application History

The City processed a site plan (file no. 11 251085 NNY 24 SA) and associated Committee of Adjustment application (file no. A610/11NY) to permit 29 3-storey townhouse units at 10 Ruddington Road in 2011. The North York Committee of Adjustment refused the application which was subsequently appealed to the Ontario Municipal Board by the applicant. The Ontario Municipal Board approved the townhouse development subject to conditions including a satisfactory site plan. An order was not issued because the related conditions were never fulfilled.

ISSUE BACKGROUND

Application Description

The application proposes to amend the Zoning By-law for the property at 10 Ruddington Drive to retain the existing 13-storey apartment building with 155 rental units and construct a 14-storey rental apartment building and a 10-storey condominium apartment building. A total of 309 new units are proposed for a total of 464 residential units and 420 vehicular parking spaces. The proposal will have a total gross floor area (GFA) of 41,480 square metres resulting in a density of 2.88 times the area of the lot. The existing two vehicular accesses from Ruddington Drive are proposed to remain. There is a 651 square metres on-site park proposed adjacent to the hydro corridor.

The following is a summary of the proposed buildings' built-form attributes:

	Existing 13-storey rental apartment	Proposed 14-storey rental apartment	Proposed 10-storey condominium
Total Building height	35.7 metres	45.7 metres (including mechanical penthouse)	36.2 metres (including mechanical penthouse)
North setback	20 metres to property line	5.6 metres to property line	4.8 metres to proposed park
East setback	70.8 metres to property line	40.7 metres to existing building	5.5 metres to property line

	Existing 13-storey rental apartment	Proposed 14-storey rental apartment	Proposed 10-storey condominium
South setback to the property line	26 metres	5.4 metres	5.5 metres
West setback	40.7 metres to proposed 14-storey apartment	5.5 metres to property line	12.5 metres to existing building
Residential unit count	155	182	127
Vehicular parking spaces	129	144	101
Gross Floor Area	16,428 square metres	14,465 square metres	10,587 square metres

The proposed development consists of two apartment buildings, one along Bayview Avenue at the westerly end of the site (the "Bayview Apartment") and another along Ruddington Drive at the easterly end of the site (the "Ruddington Apartment"). The existing 13-storey rental apartment building is at the centre of the site. A public park is proposed at the north/east corner of the site adjacent to the hydro corridor.

The existing 13-storey apartment building is a rental apartment built in 1966 consisting of 155 residential units. The ground floor sits several metres higher than the public sidewalk and the covered front entrance faces Ruddington Drive. All of the residential units in the existing apartment building have balconies on either the east or west elevations. The underground parking entrance is located southwest of the building. The underground garage is one level and contains 129 parking spaces.

The proposed 14-storey Bayview Apartment will feature pedestrian entrances from both the west elevation (Bayview Avenue) as well as the east elevation where there is a vehicular drop-off. The façade of Bayview Apartment is proposed to be precast concrete panel with in-set balconies. The 10th level is proposed to be stepback 3.42 metres. Common amenity areas include 192 square metres of indoor space on the ground level adjacent to 316 square metres of outdoor space. Two levels of underground parking are proposed and will be accessible via the underground parking structure for the existing 13-storey apartment building.

The Bayview Apartment is proposed to have 182 residential units with a GFA of 14,465 square metres. The residential unit mix consists of 69 1-bedroom units, 93 2-bedroom units, and 20 3-bedroom units. There are 135 vehicular parking spaces proposed including three car-share parking spaces. A total of 28 bicycle parking spaces are proposed on the ground level and accessed via the main lobby. The proposed tenure for the Bayview Apartment is rental.

The 10-storey Ruddington Apartment at the east end of the site is designed to front along the curvature of the street. Each of the ground floor units facing Ruddington Drive will have ground level outdoor amenity space and direct access to Ruddington Drive. Vehicular drop-off to a common lobby is located on the northwest elevation of the building. There are 73 square metres of common indoor amenity space propose on the ground level and 255 square metres of common outdoor amenity space proposed on the roof of the building. Vehicular access to two levels of underground parking will be via a ramp west of the proposed building.

The Ruddington Apartment proposed 127 residential units and a GFA of 10,587 square metres. The residential unit mix consists of 51 1-bedroom units, 52 2-bedroom units, and 24 3-bedroom units. There would be 92 vehicular parking spaces including three car-share parking spaces and 64 bicycle parking spaces proposed on the ground level and accessed via the main lobby. The proposed tenure for the Ruddington Apartment is condominium.

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

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

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

Site and Surrounding Area

The subject site is 14,380 square metres and located on the east side of Bayview Avenue, north of Finch Avenue East on Ruddington Drive and contains an existing 13-storey residential apartment building. A hydro corridor abuts the site along the northerly property line. The site has a frontage of approximately 72.2 metres (237 feet) along Bayview Avenue and approximately 264.7 metres (868 feet) along Ruddington Drive. There are two existing vehicular accesses from Ruddington Drive.

Bayview Avenue is a 36 metre right-of-way. The site is approximately 2.31 kilometres from Finch subway station and Toronto Transit Commission (TTC) bus stops are located on both sides of Bayview Avenue in close proximity to the site. Residential apartment buildings are located on the south side of Ruddington Drive and detached dwellings to the east. Blessed Trinity elementary school is approximately 113 metres to the south on Bayview Avenue and Bayview Arena is on the west side of Bayview Avenue from the site.

Provincial Policy Statement and Provincial Plans

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

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 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).

Toronto Official Plan Policies and Planning Studies

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

The subject site is designated *Apartment Neighbourhoods* on Map 16, Land Use Plan in the Official Plan - see Attachment 4. *Apartment Neighbourhoods* are distinguished from low-rise Neighbourhoods because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing.

The subject site is located adjacent to a utility corridor which contain policies regarding development or redevelopment on nearby or adjacent lands. *Utility Corridors* mainly consist of rail and hydro rights-of-way. These linear corridors are a defining element of the landscape fabric of the City and many of these corridors also serve important local functions as parkland, sport fields, pedestrian and cycling trails and transit facilities.

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

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

Zoning By-laws

Under former City of North York Zoning By-law 7625, the subject lands are zoned RM6, Apartment Zone - Sixth Density which is a multiple family dwelling zone. The RM6 zone permits an apartment house. The maximum gross floor area in an RM6 zone is 150 percent of the lot area. The height of an apartment house may exceed 11 metres, provided however, that the distance between each portion of the building having a greater height than 11 metres and each lot line shall be not less than the distance specified in 20-A.2.4 plus 0.3 metres for every 0.6 metres of additional height in excess of 11 metres.

The subject lands are not in the City-wide Zoning By-law 569-2013.

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

Design Guidelines

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

- Avenues and Mid-Rise Buildings Study including Performance Standards and Addendum;
- Growing Up: Planning for Children in New Vertical Communities Design Guidelines;
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings;
- Bird Friendly Development Guidelines; and
- Accessible Design Guidelines.

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

Site Plan Control

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

COMMENTS

Reasons for the Application

A Zoning By-law amendment is required because the gross floor area of the proposed development exceeds the maximum gross floor area equal to 150 percent the area of the lot. A Zoning By-law amendment is required to permit 41,480 square metre in three buildings with a density of 2.88 times the lot area. The Zoning By-law amendment is also required to amend other development standards such as building heights, building setbacks, and required vehicular parking spaces in order to implement the development.

In the event the application is approved, a site specific zoning by-law will also be required to bring the lands into the City-wide Zoning By-law 569-2013.

ISSUES TO BE RESOLVED

Provincial Policies and Plans Consistency/Conformity

Staff are reviewing this application against the PPS and the applicable Provincial Plans to establish the application's consistency with the PPS and conformity with the Growth Plan. Staff will assess the suitability of the proposed site organization, building placement and setbacks, height, massing, and transition based on Sections 2(q) and (r) of the Planning Act.

Official Plan Conformity

Staff will assess the intensity of the proposed development at this location. The site is designated *Apartment Neighbourhoods* which does permit infill development subject to development criteria. A mid-rise building with a maximum height to right-of-way width ratio of one-to-one would be more appropriate. Additionally, these matters will be assessed based on the City's Official Plan including Healthy Neighbourhoods Section 2.3.1, Public Realm Section 3.1.1, Built Form Section 3.1.2, and *Apartment Neighbourhoods* Section 4.2.

Height, Built Form, Massing, and Transition

The suitability of the proposed height, massing, and other built form issues will be evaluated in terms of the surrounding context and impacts on adjacent properties as well as consistency with the *Apartment Neighbourhoods* and Built Form policies of the Official Plan, and the Mid-Rise Building Performance Standards and Addendum.

The applicant's Planning Rationale refers to the proposed 14-storey Bayview Apartment as well as the 10-storey Ruddington Apartment as mid-rise buildings. However, the proposed height for the Bayview Apartment is 45.78 metres (including the mechanical penthouse) which exceeds the width of Bayview Avenue which is 36 metres. Likewise, the proposed height for the Ruddington Apartment is 36.28 metres (including the mechanical penthouse) which exceeds the width of Ruddington Drive which is 20 metres. As currently proposed, the existing buildings would be considered tall buildings and a separation distance between the existing building and the Ruddington Apartment of 25 metres is not achieved.

The proposed massing and transition in relation to the adjacent Neighbourhoods to the east will also be reviewed. The subject site is in close proximity to detached dwellings on Ruddington Drive and Tollerton Avenue. In contrast, the north elevation of the proposed development would be a 10-storey multi-unit residential building fronting Ruddington Drive.

Staff are assessing the appropriateness of the site organization, the amount of proposed landscaped open space, building step backs, proposed balcony projections and the appropriateness of a 5.5 metre front yard setback for both the Bayview and Ruddington Apartment buildings. Staff will assess the appropriateness of the building setbacks on all sides of both buildings. The quality and design of the building facades and materials will also be reviewed.

Sun/Shadow and Wind

The applicant has submitted a Sun/Shadow Study that is currently being reviewed by City staff. The applicant has also submitted a pedestrian level wind study by Gradientwind Engineers & Scientists in support of the proposed development. City Planning staff will review the pedestrian wind study, the appropriateness of the treatment on Bayview Avenue, Ruddington Drive, outdoor amenity areas, and other features of the public realm.

Staff will also review potential shadow impacts from this proposal to determine if massing alterations and/or site organization changes are needed to improve conditions on the public realm.

Public Realm, and Streetscaping

Planning staff will assess the appropriateness of the proposed streetscapes on Bayview Avenue and Ruddington Drive, and the design of other features of the public realm based on the Official Plan including Section 3.1.1 Public Realm and the Mid-Rise Building Performance Standards and Addendum.

Staff will review the proposed sidewalks, pedestrian connections and cycling connections to ensure they will be designed to provide safe, convenient, attractive, interesting and comfortable spaces for pedestrians and cyclists, with well-designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, pedestrian weather protection, and quality street furnishings and decorative paving as part of street improvements.

Growing Up: Planning for Children in New Vertical Communities

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines (Growing Up Guidelines), which is applicable to the proposed development. The Growing Up Guidelines seeks to integrate family oriented design into new multi-unit developments. One of the objectives of the Growing Up Guidelines is to ensure that new developments have a variety of housing to meet the needs of people in all stages of life. The proposed development would contain 464 residential units from the existing as well as the two proposed Bayview and Ruddington buildings.

The existing building consists of 155 residential units, 28 1-bedroom units, 54 2-bedroom units, and 73 3-bedroom units. The proposed Bayview and Ruddington buildings consists of 309 new residential units, 120 1-bedroom units, 145 2-bedroom units, and 44 3-bedroom units. The proposed unit mix meets the Growing Up Guidelines which endeavours to achieve 25% two and three bedroom units. Staff will also review the appropriateness of the size of the proposed two and three bedroom units and the amount of indoor and outdoor amenity areas, as well as the suitability and configuration of amenity spaces for families with children and for pets.

Park Land Dedication

The subject site is located in a parkland acquisition priority area. The applicant is proposing 651 square metres of on-site public parkland but the required parkland dedication for the site is 1,294 square metres leaving a shortfall of 643 square metres. The proposed park location is to be highly visible and accessible from adjacent public streets to promote the safe use of the park. It is recommended that the public parkland be square shaped to allow for programming of the park. The dedicated parkland shall be free and clear, above and below grade, of all easements, encumbrances and encroachments. The current proposed amount and configuration of parkland dedication is not acceptable and will need to be revised as the application progresses.

Housing

A Housing Issues Report is required for Official Plan and/or Zoning By-law Amendment applications that seek to demolish existing rental properties, intensify existing rental sites, convert existing rental housing to condominiums or that propose residential development on lands in excess of five hectares. A Housing Issues Report was submitted as part of the Planning Rationale by Bousfields Inc. dated December 2020. A site visit is required to assess the existing building and overall site to evaluate potential impacts of the proposal on the current tenants and to determine whether the proposed improvements to the site will mitigate those impacts or if any further improvements are required.

Community Services and Facilities

A Community Services and Facilities Study was submitted as part of the Planning Rationale by Bousfield Inc. The study estimates that the proposed development will generate demand for approximately 22 child care spaces, 37 elementary and 22 secondary students in the Toronto District School Board, 6 elementary and 5 secondary students in the Toronto Catholic District School Board. All public school boards were circulated on this application and may have further comments that may be considered in the review of this application. Staff will review existing community services in proximity to the proposed development to determine if they are adequate.

Parking and Loading

For the Bayview Apartment, vehicular parking would consist of surface parking and two-levels of underground parking that would be accessed via the existing ramp. Surface parking would be shared with the existing 13-storey apartment building. Vehicular parking for the Ruddington Apartment building would be a separate two-level underground parking structure with a separate vehicular access. No surface parking is proposed for the Ruddington Apartment. The applicant has submitted a Transportation Impact Study (TIS) by BA Group in support of the proposed 420 vehicular and 283 bicycle parking spaces. Staff will review the TIS, the appropriateness of the surface parking, and the adequacy of both vehicular and bicycle parking.

One loading space is proposed at the surface between the existing 13-storey building and the proposed Bayview Apartment. This loading space is to be shared between the existing 13-storey apartment building and the proposed Bayview Apartment. Loading for the Ruddington Apartment is at the surface south of the proposed public park. Loading adjacent to a public park is not acceptable. Staff will review the site access and loading for adequacy.

Infrastructure/Servicing Capacity

The applicant submitted a number of technical reports including a Functional Servicing and Stormwater Management Report, a Hydrogeological Report, and a Geotechnical Report for review by City Divisions.

The Functional Servicing Report is intended to evaluate the effects of the development on the City's municipal servicing infrastructure and watercourses and to identify the need for any new infrastructure and upgrades to existing infrastructure necessary to provide for adequate servicing for the proposed development. Staff are reviewing the application to determine if there is sufficient infrastructure capacity to accommodate the proposed development, in addition to the potential cumulative impact of all proposed applications in the area of this application.

Tree Preservation

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

The applicant has submitted an arborist report by Kuntz Forestry Consulting Inc. that shows a total of 99 trees that may be impacted by the proposed development. The report advises that the removal of 42 trees are required to permit the proposed development. Staff are reviewing the arborist report and the appropriateness of the proposed landscape plan and proposed tree removal.

Section 37 Community Benefits

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

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

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Staff are reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures.

Other Matters

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

CONTACT

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E-mail: derrick.wong@toronto.ca

SIGNATURE

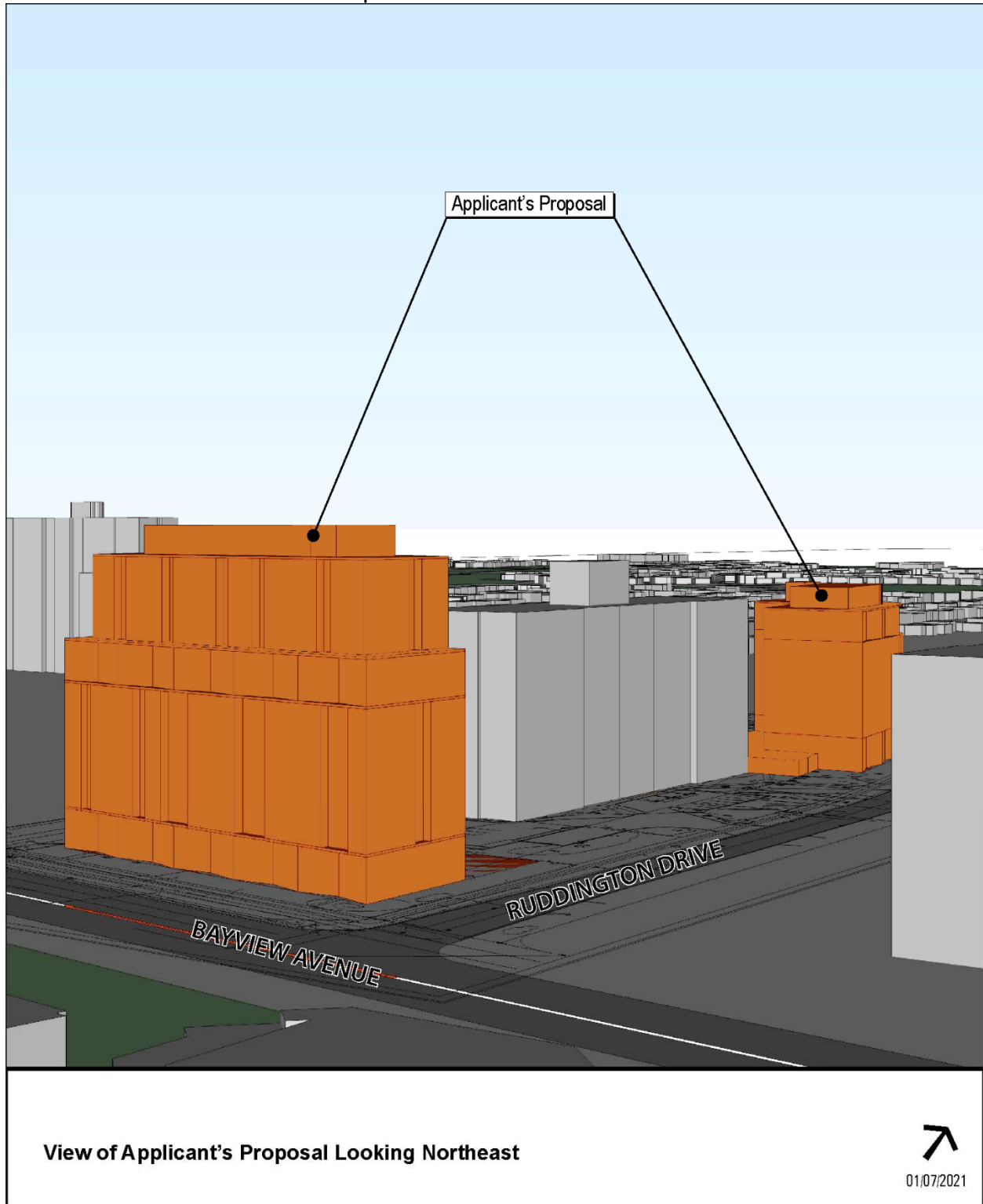
Giulio Cescato, MCIP, RPP
Acting Director Community Planning,
North York District

ATTACHMENTS

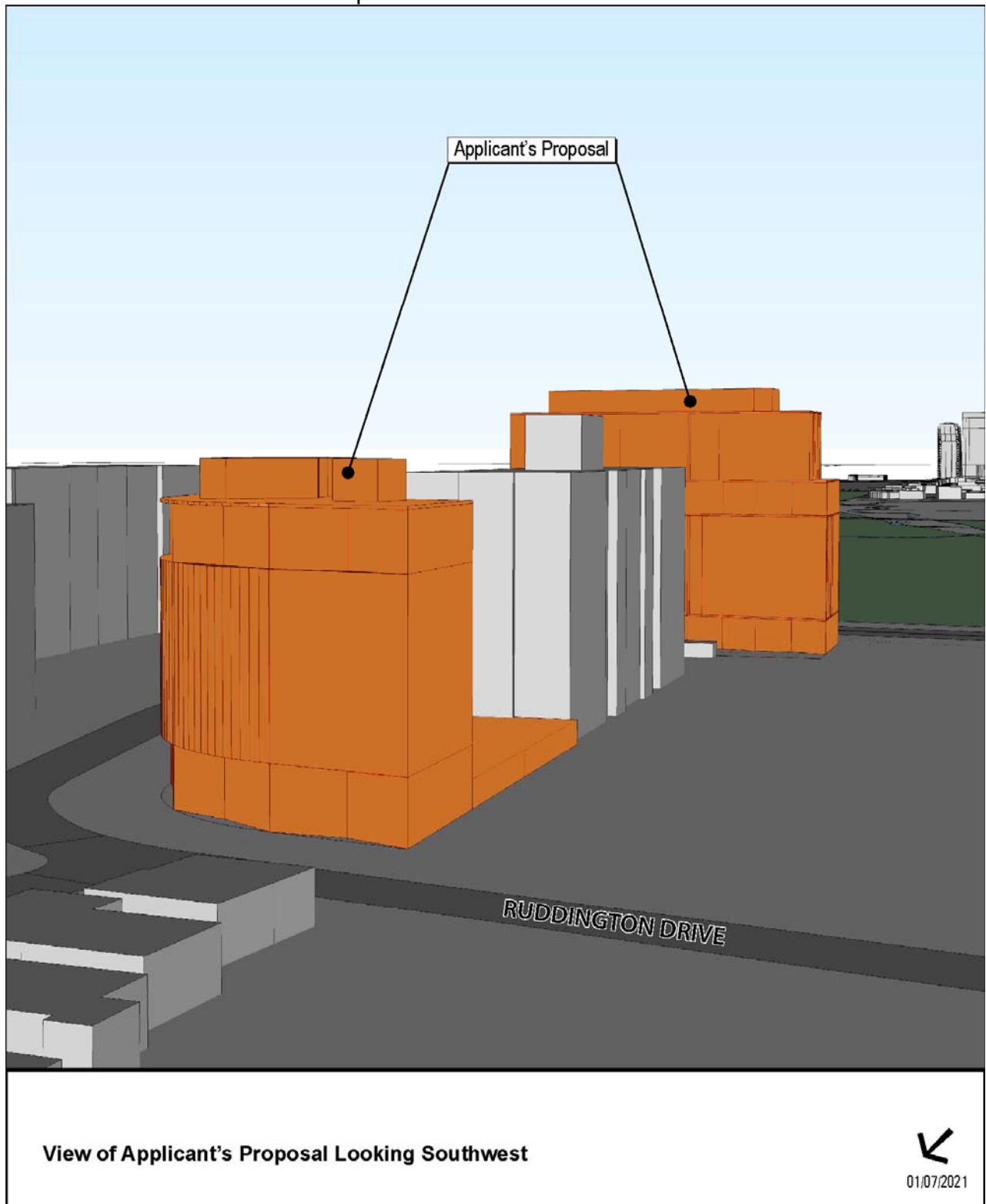
City of Toronto Drawings

Attachment 1a: 3D Model of Proposal in Context - Northeast
Attachment 1b: 3D Model of Proposal in Context - Southwest
Attachment 2: Location Map
Attachment 3: Site Plan
Attachment 4: Official Plan Map
Attachment 5: Zoning by-law 569-2013
Attachment 6: Zoning by-law 7625
Attachment 7: Application Data Sheet

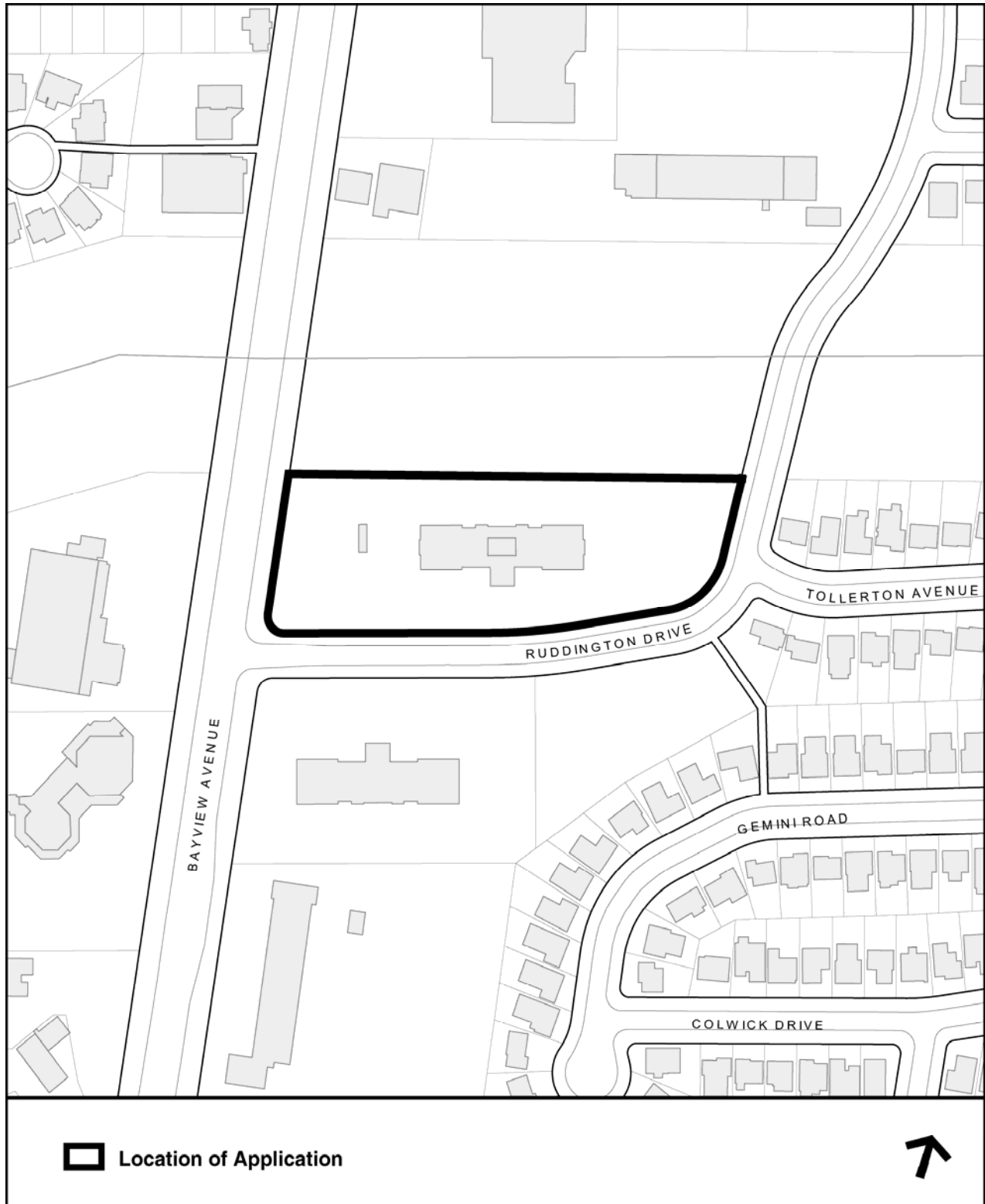
Attachment 1a: 3D Model of Proposal in Context - Northeast



Attachment 1b: 3D Model of Proposal in Context - Southwest



Attachment 2: Location Map



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Attachment 4: Official Plan Map



Official Plan Land Use Map #16

10 Ruddington Drive

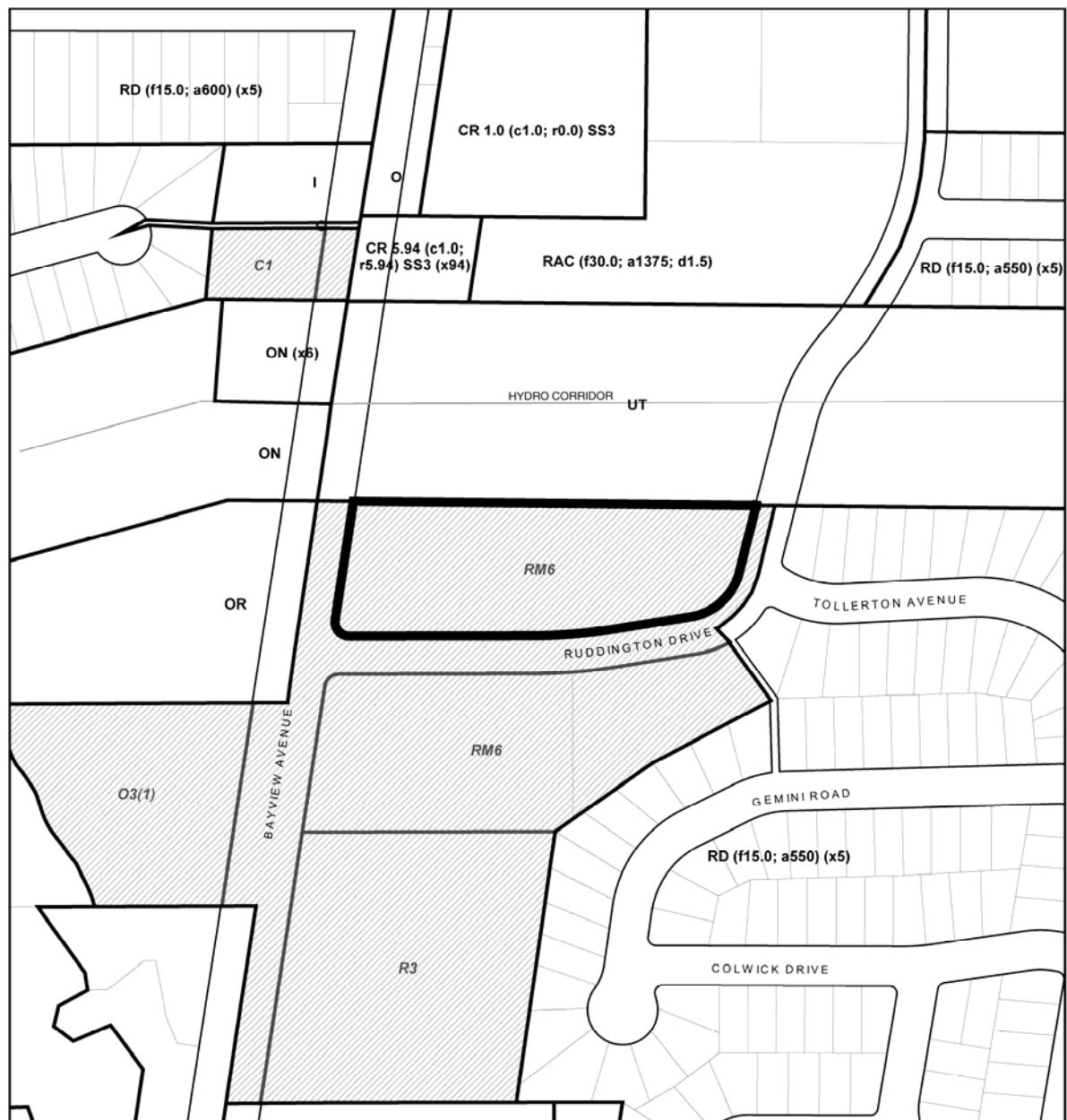
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	Location of Application		Natural Areas		Utility Corridors
	Neighbourhoods		Parks		Hydro Corridor
	Apartment Neighbourhoods		Other Open Space Areas		
	Mixed Use Areas				



Not to Scale
Extracted: 01/06/2021

Attachment 5: Zoning By-law 569-2013



Zoning By-law 569-2013

10 Ruddington Drive

File # 20 230695 NNY 17 0Z



Location of Application

RD Residential Detached
RM Residential Multiple
RAC Residential Apartment Commercial
CR Commercial Residential
I Institutional
O Open Space

ON Open Space Natural
OR Open Space Recreation
UT Utility and Transportation



See Former City of North York By-law No. 7625
R3 One-Family Detached Dwelling Third Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone
O3 Semi-Public Open Space Zone



Not to Scale
Extracted: 01/06/2021

Attachment 6: Zoning By-law 7625



Zoning By-law 7625

10 Ruddington Drive

File # 20 230695 NNY 17 02



Location of Application

R3 One-Family Detached Dwelling Third Density Zone
R4 One-Family Detached Dwelling Fourth Density Zone
RM4 Multiple-Family Dwellings Fourth Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone
C2 Local Shopping Centre Zone

O1 Open Space Zone
O3 Semi-Public Open Space Zone
G Greenbelt Zone



Not to Scale
 Extracted: 01/06/2021

Attachment 7 - Application Data Sheet

Municipal Address: 10 RUDDINGTON DR Date Received: December 18, 2020

Application Number: 20 230695 NNY 17 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning bylaw Amendment to retain the existing 13-storey rental apartment building with 155 residential units, construct a 14-storey rental apartment building with 182 residential units, and construct a 10-storey condominium apartment building with 131 residential units. Total 468 units. On-site public parkland dedication proposed. 420 proposed vehicular parking spaces. FSI = 2.15.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC. 3 CHURCH STREET, SUITE 200 TORONTO, ON M5E 1M2	BOUSFIELDS INC. 3 CHURCH STREET, SUITE 200 TORONTO, ON M5E 1M2	Studio 360 Dufferin Street, Unit 103 Toronto, ON M6K 1Z8	NOVI PROPERTIES 1090 Don Mills Road, suite 103B, Toronto, ON M3C 3R6

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	No
Zoning:	RM6	Heritage Designation:	No
Height Limit (m):	11	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m): 14,380 Frontage (m): 265 Depth (m): 72

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,369	1,369	2,210	3,579
Residential GFA (sq m):	16,428	16,428	25,052	41,480
Non-Residential GFA (sq m):				
Total GFA (sq m):	16,428	16,428	25,052	41,480
Height - Storeys:	13	13	10 and 14	
Height - Metres:	36	36	46 and 36	

Lot Coverage Ratio (%):	24.89	Floor Space Index:	2.88
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	40,762	718
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	155	155	182	337
Freehold:				
Condominium:			127	127
Other:				
Total Units:	155	155	309	464

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:			28	54	73
Proposed:			120	145	44
Total Units:			148	199	117

Parking and Loading

Parking Spaces:	420	Bicycle Parking Spaces:	283	Loading Docks:	2
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