

2550 Victoria Park Avenue and 2, 4, 6 Lansing Square – Zoning By-law Amendment Application – Final Report

Date: June 3, 2021

To: North York Community Council

From: Acting Director, Community Planning, North York District

Wards: 17 - Don Valley North

Planning Application Numbers: 19 147759 NNY 17 OZ

SUMMARY

This application proposes a comprehensive redevelopment of a master planned community that is comprised of a new 18 storey commercial office building, six residential buildings with heights of 40 storeys (Tower A), 30 storeys (Tower B), 25 storeys (Tower C), 35 storeys (Tower D), 6 storeys (Building F), and 4 storeys (Building G) at the lands municipally known as 2550 Victoria Park Avenue and 2, 4, 6 Lansing Square. This master planned community would also include 3,336.7 square metres of retail space in Towers A to D, a 4,843 square metre public park, three new public streets, two privately owned, publicly accessible open spaces ("POPS"), and the creation of 160 affordable housing rental dwelling units. The existing two, 2-storey office buildings are proposed to be demolished and the existing eight-storey and twelve-storey office buildings are to remain. The proposed development will divide the property into 5 new blocks, including three mixed-use blocks, one office/employment block, and one park block. The proposed development would facilitate the development of a new east-west road, a new north-south road, and the east-west extension of Settlers Road to Victoria Park Avenue.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with the Growth Plan for the Greater Golden Horseshoe (2020). The proposal represents an appropriate use of the land by providing a mix of residential, employment, parks and open space, and the infrastructure to support the development. The proposal is appropriate because it will bring the Zoning By-law into conformity with the Official Plan and the ConsumersNext Secondary Plan. This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 7625, as amended, for the lands at 2, 4, 6 Lansing Square and 2550 Victoria Park Avenue substantially in accordance with the draft Zoning By-law attached as Attachment No. 5a to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 2, 4, 6 Lansing Square and 2550 Victoria Park Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5b to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment(s) as may be required.
4. City Council adopt the Context Plan for 2, 4 and 6 Lansing Square and 2550 Victoria Park Avenue by Bousfields Inc. dated May 2021, substantially in accordance with Attachment 9 to the report (June 3, 2021) from the Acting Director, Community Planning, North York District.
5. City Council accept an on-site parkland dedication pursuant to Section 42 of the Planning Act having a minimum size of 4,843 square metres (the "Parkland Dedication"), with the exact location and configuration of the Parkland Dedication to be to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.
6. City Council direct that the Parkland Dedication be secured through the Section 37 Agreement, to the satisfaction of the General Manager, Parks, Forestry and Recreation, and include the following:
 - (a) the Owner's obligation to convey the Parkland Dedication and to design and construct base and above-base park improvements, on terms and conditions set out in the Section 37 Agreement;
 - (b) the Parkland Dedication to be conveyed to the City shall be free and clear, above and below grade, of all easements, encumbrances, and encroachments and in acceptable environmental condition and is to be conveyed to the City prior to the issuance of the second above grade building permit for either Tower C or Tower D to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor; and
7. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the above base park improvements, should the owner elect to provide above base park improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation; the development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the above base park improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

8. Before introducing the necessary Bills to City Council for enactment, the owner shall submit a Noise Impact Study that is peer reviewed to the satisfaction of the Chief Planner and Executive Director, City Planning.

9. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to obtain draft approval for the Plan of Subdivision file number 20 232552 NNY 17 SB from the Chief Planner and Executive Director, City Planning.

10. Before introducing the necessary Bills to City Council for enactment, City Council require the owner enter into a Section 37 Agreement between the owner and the City of Toronto to be registered on title to the satisfaction of the City Solicitor which will include the following:

(a) Prior to the issuance of any above grade building permit on the lands, except for Tower E, the owner is to provide a financial contribution to the City of two-million and seven-hundred thousand dollars (\$2,700,000) to be used for the improvement of Pleasant View Library. The financial contribution set out above shall be indexed to the Statistics Canada Non-Residential Construction Price Index for Toronto calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the owner to the City.

(b). The owner shall prepare, at its expense, a Public Art Plan (the “Public Art Plan”) for the provision of Public Art on the site or adjacent City-owned land and shall submit the Public Art Plan to the City, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Toronto Public Art Commission, and to City Council for approval, in accordance with the terms of the Section 37 Agreement.

(c) Prior to the issuance of any above grade building permit on the lands, except for Tower E, the owner shall make a Public Art contribution to the City in the amount of five hundred thousand dollars (\$500,000) on public art program terms set out in the Section 37 Agreement and to the satisfaction of the Chief Planner and Executive Director, City Planning, which amount shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto, calculated from the date of execution of the Section 37 Agreement to the date of issuance of the first above-grade building permit.

(d) The owner shall design, construct and operate at least 160 affordable rental dwelling units comprised of approximately 8,919 square metres of residential Gross Floor Area within the approved development at 2, 4, 6 Lansing Square and 2550 Victoria Park Avenue, in accordance to the Terms outlined in Attachment 11, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

(i) No building permits shall be issued for Phase 2, until an above grade building permit has been issued and obtained for Tower B in Phase 1 containing at least 80 affordable rental housing units (at least 50% of the affordable rental dwelling units to be provided on the site);

(ii) No building permits shall be issued for Phase 3, until an above grade building permit has been obtained and issued for Tower C in Phase 2 containing the remaining affordable rental housing units;

(iii) Prior to the issuance of the first above grade building permit for the last phase of the development (Phase 3), the 160 affordable rental dwelling units shall be ready and available for occupancy;

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

(i) The owner agrees that construction shall proceed in accordance with the Phasing Plan in Attachment 10 to the report (June 3, 2021) from the Acting Director, Community Planning, North York District;

(ii) The owner agrees that no above grade building permits shall be issued for Towers A, B, C, or D, or Buildings F or G, in Blocks 1, 2, and 3, until an above grade building permit has been issued and obtained for the office Tower E in Block 4;

(iii) The owner agrees that prior to any above grade building permits being issued for Phase 2 (any of Towers C, D or Building F), an occupancy permit shall be issued for the office Tower E.

(iv) The owner shall construct and maintain, at its own expense, an area of not less than 530 square metres east of Tower A as shown in the Context Plan - Attachment 9 to the report (June 3, 2021) from the Acting Director, Community Planning, North York District, for use by the general public as Privately-Owned Publicly accessible Open Space (POPS) with the specific location, configuration and design to be determined and secured through site plan approval to the satisfaction of the Chief Planner and Executive Director, City Planning;

(v) The owner shall construct and maintain, at its own expense, an area of not less than 525 square metres at the southwest corner of Sheppard Avenue East and the new north/south public road as shown in the Context Plan - Attachment 9 to the report (June 3, 2021) from the Acting Director, Community Planning, North York District, for use by the general public as Privately-Owned Publicly accessible Open Space (POPS) with the specific location, configuration and design to be determined and secured through site plan approval to the satisfaction of the Chief Planner and Executive Director, City Planning;

(vi) The owner agrees that prior to the issuance of the first above-grade building permit, the owner shall prepare all documents and convey, on terms set out in the Section 37 Agreement, an access easement in favour of the City in perpetuity, including support rights as applicable, for public use of the privately-owned publicly accessible open space (POPS)

indicated in items 10(e)(iv) and 10(e)(v) above, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;

(vii) Prior to issuance of the first Above-Grade Building Permit for any portion of the Site, the owner shall make a one-time contribution to the City in the amount of One Hundred Thousand Dollars (\$100,000.00) towards the installation of two bike-share stations on the site.

(viii) The owner shall provide and maintain, as part of Site Plan Approval, a minimum of 4 publicly accessible car-share parking spaces in locations satisfactory to the Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Transportation Services.

(ix) The owner shall introduce a monitoring program for the usage of the car-share vehicles and spaces provided on the site prior to Site Plan Approval of any Tower/Building in Phase 2, including the collection of baseline data to establish a base condition and subsequent data collection program to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and the General Manager, Transportation Services.

(x) At first residential use for any Building in Phase 1, the owner shall provide and maintain shuttle service between the Site and Don Mills Subway Station during the interim condition prior to the easterly extension of higher order transit on Sheppard Avenue East, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and the General Manager, Transportation Services.

(xi) The owner shall provide and maintain real-time transportation screens in locations, through Site Plan Approval, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Transportation Services.

(xii) The owner shall provide proof of purchase and distribution of unloaded PRESTO cards to all first-time residential unit owners/renters to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

FINANCIAL IMPACT

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

DECISION HISTORY

Toronto's Municipal Comprehensive and Statutory 5-year Review (OPA 231)

On December 18, 2013, City Council approved Official Plan Amendment No. 231 (OPA 231), which was the result of the City's 5-Year Official Plan Review and Municipal Comprehensive Review. OPA 231 re-designated the lands fronting onto Sheppard Avenue East and Victoria Park Avenue, including the majority of the subject site, from Employment Areas to Mixed Use Areas. It also introduced Site and Area Specific Policy No. 386 (SASP 386) into what is known as the Consumers Business Park and some of the lands along Sheppard Avenue East and Victoria Park Avenue. Among other matters, SASP 386 requires that development that includes residential units (where permitted) is required to increase the non-residential gross floor area. SASP 386 also requires that an implementation plan be established as Official Plan policy to address matters including: an incentive program for Council adoption to encourage office development; the provision of amenities throughout the area to create an attractive environment for existing and new offices; development densities; and the creation of new streets and blocks.

ConsumersNext: Planning for People and Business at Sheppard and Victoria Park

In June 2015, the City of Toronto launched ConsumersNext, a multi-disciplinary study examining ways to manage anticipated growth while improving the Consumers Road Business Park and the area around Sheppard Avenue East and Victoria Park Avenue, as required by SASP 386. In July 2017, City Council adopted a Proposals Report for the ConsumersNext Secondary Plan area directing staff to prepare and consult with the public on a draft Secondary Plan based on the policy directions that emerged from the completion of three component studies: a Planning Study which included Transportation and Servicing Master Plans, an Economic Potential Study and a Community Services and Facilities Study. At the same meeting City Council also directed that any Official Plan amendment and rezoning applications in the future Secondary Plan Area for ConsumersNext be considered and reviewed in the context of the Public Realm, Built Form, Transportation and Community Services and Facilities recommendations outlined in the Proposals Report. The Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG27.2>

The ConsumersNext Secondary Plan (OPA 393) was before the Planning and Growth Management Committee on February 22, 2018 and was approved by City Council on March 26, 2018. At that same City Council meeting, City Council directed staff to use the ConsumersNext Secondary Plan in the evaluation of all current and new development proposals falling within its boundaries. The vision for this area, as stated in the ConsumersNext Secondary Plan, is for a contemporary, vibrant business park that is a transit oriented location for employment investment and well connected to a complete, walkable, mixed use community along Sheppard Avenue East and Victoria Park Avenue. The Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG27.2>

The ConsumersNext Secondary Plan was appealed to the Ontario Land Tribunal (OLT) (formerly LPAT) by a number of appellants (Case No. PL180544), including the applicant of this application. At its meeting on November 25, 2020, City Council endorsed a settlement of the applicant's appeal. The settlement introduces a site

specific policy for the subject property into the ConsumersNext Secondary Plan which amends the Plan's unit mix/sizes policies.

On March 9, 2020 the OLT (formerly LPAT) approved the settlement and the applicant withdraw their site specific official plan amendment application to amend the ConsumersNext Secondary Plan.

The Council decision can be found at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC26.3>

Planning Application

A pre-application meeting was held on October 9, 2018. The current application was submitted on May 1, 2019 and deemed complete on May 30, 2019. A Preliminary Report on the Official Plan and Rezoning applications was adopted by North York Community Council on June 25, 2019 authorizing staff to conduct a community consultation meeting with an expanded notification area.

The North York Community Council decision can be found at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY7.11>

The original application submitted on May 30, 2019 was for an Official Plan and Zoning By-law amendment. As indicated above the applicant settled its appeal of ConsumersNext Secondary Plan which resulted in a site and area specific policy applicable to the subject application lands. Under the terms of the settlement the Official Plan Amendment was to be withdrawn once the site and area specific policy comes into effect. The applicant withdrew the Official Plan amendment application on June 1, 2021 thus the application being considered by Council is for a Zoning By-law amendment only.

PROPOSAL

The original application proposed to amend the ConsumersNext Secondary Plan and the Zoning By-law for the property at 2550 Victoria Park Avenue and 2, 4, and 6 Lansing Square to permit the development of a master planned community containing a new 19 storey commercial office building, four residential buildings with retail at-grade and with heights of 40 storeys (Tower A), 27 storeys (Tower B), 24 storeys (Tower C) and 34 storeys (Tower D), 22 townhouse units, a 3,670 square metre public park, three new public streets, and a privately owned, publicly accessible open space ("POPS"). Following the community consultation meeting, discussions with City staff, and two attendances at the City's Design Review Panel, the applicant modified their application.

The revised application for the development of a master planned community is comprised of a new 18 storey commercial office building, six residential buildings with retail at-grade and with heights of 40 storeys (Tower A), 30 storeys (Tower B), 25 storeys (Tower C) 35 storeys (Tower D), 6 storeys (Building F), and 4 storeys (Building G). All buildings except Building G include retail uses on the ground level. This master planned community also includes a 4,843 square metre public park, 160 new affordable rental dwelling units, three new public streets, and two privately owned, publicly accessible open spaces ("POPS") fronting on Sheppard Avenue East. The existing two,

2-storey office buildings are proposed to be demolished and the existing eight-storey and twelve-storey office buildings are to remain (see Attachment 6 - Site Plan and Attachments 7a to 7h - Elevations).

The following chart provides a comparison of the original and revised applications.

	Original Application (May 2019)	Revised Application (May 2021)
Site Area (Gross)	61,729.45 sq. m.	61,729.45 sq. m.
Site Area (Net of Roads)	44,088.9 sq. m.	44,088.9 sq. m.
Gross Floor Area:	174,373.8 sq. m.	174,373.8 sq. m.
- Mixed Use Lands	143,114.3 sq. m.	143,114.3 sq. m.
Residential	111,585 sq. m.	111,051.6 sq. m.
Non-Residential	31,530 sq. m.	32,062.7 sq. m.
- Employment Lands	31,259 sq. m.	31,259.5 sq. m.
Density:		
- Mixed Use Lands	3.5 FSI	3.5 FSI
- Employment Lands	1.5 FSI	1.5 FSI
Building Heights (Storeys):		
- Office Building	19	18
- Tower A	40	40
- Tower B	27	30
- Tower C	24	25
- Tower D	34	35
Townhouses	3	n/a
- Building G	n/a	4
- Building F	n/a	6
Dwelling Unit Count (Total)	1,354	1,591
- 1-Bedroom	665	956

	Original Application (May 2019)	Revised Application (May 2021)
- 2-Bedroom	534	478
- 3-Bedroom	155	157
Amenity Space:		
Indoor Amenity	2,664 sq. m.	3,182 sq. m.
Outdoor Amenity	2,664 sq. m.	3,182 sq. m.
Vehicular Parking	2,216	2,445
Bicycle Parking	1286	1,402
Loading	2 Type "B" 3 Type "C"	3 Type "G" 3 Type "B" 5 Type "C"
Parkland Dedication	3,670 sq. m.	4,843 sq. m.

The proposed development is organized into four development blocks separated by the proposed new public streets and the proposed east-west extension of Settlers Road. A public park block of 4,843 square metres is also proposed. The total proposed gross floor area would be 174,374 square metres. The proposed 18-storey commercial office building has a gross floor area of 31,259.5 square metres and an associated six storey above grade parking structure with 588 vehicular parking spaces and retail at grade. The total number of residential units proposed is 1,591 and includes a mix of one-bedroom, two-bedroom, three-bedroom and three-bedroom townhouse units. Please see Attachment 1 for the Project Data Sheet which provides a summary of the proposal statistics.

See Attachments 8a and 8b of this report, for three dimensional representations of the project in context and Attachment 6 for the proposed Site Plan.

Site and Surrounding Area

The site is located on the south side of Sheppard Avenue East, and on the west side of Victoria Park Avenue, please see Attachment 2 for the Location Map. It is a consolidation of four properties (2, 4, 6 Lansing Square and 2550 Victoria Park Avenue). The site is located within and is part of the Consumers Road Business Park, which is bounded by Sheppard Avenue East to the north, Victoria Park Avenue to the east, Highway 401 to the south and Highway 404 to the west. The business park is comprised primarily of buildings containing non-residential uses developed in the 1970's with large surface parking lots, and residential uses along Sheppard Avenue East.

The site is generally rectangular in shape, has an area of approximately 6.1 hectares (61,729 square metres) and a frontage of approximately 247 metres on Sheppard Avenue East, approximately 177 metres along Victoria Park Avenue, and approximately 233 metres along Settlers Road. The site is currently developed with a twelve-storey office building at 2 Lansing Square, and two, two-storey office buildings at 4 and 6 Lansing Square. At 2550 Victoria Park Avenue is an eight-storey office building with a large amount of surface parking at the western portion of the site. Vehicle access to the site is currently provided from Lansing Square (via Settlers Road) and from Victoria Park Avenue at the southern limit of the site.

Surrounding land uses include:

North: To the north of site, on the north side of Sheppard Avenue East, is the Victoria Park Square shopping plaza and surface parking lot, while right at the northwest corner of Sheppard Avenue East and Victoria Park Avenue is a Petro-Canada gas station. To the west of the Victoria Square Shopping Plaza, is the Hickorynut Parkette and reverse-lot single detached dwellings whose backyards are backing onto Sheppard Avenue East and that form part of the Brian Village/Pleasant View residential neighbourhood. Sheppard Avenue East has a planned right-of-way width of 36 metres.

South: To the south of the site is an Enbridge Gas five-storey office building and one-storey accessory buildings as well as a large surface parking lot. This office building is accessed via Consumers Road, to the south of the property.

East: To the immediate east of the site, at the southwest corner of Sheppard Avenue East and Victoria Park Avenue is a one-storey Pizza Pizza eating establishment. On the south side of Sheppard Avenue East, along Victoria Park Avenue are a variety of grade-related, low-rise commercial plazas consisting of retail, restaurant and service type uses. To the east of these plazas along Victoria Park are residential neighbourhoods.

West: To the west of the site, west of Settlers Road, is a four-storey office building and associated surface parking lot which is accessed via Settler's Road.

Reasons for Application

An amendment to the former City of North York Zoning By-law No. 7625 is required to permit the proposed residential use, buildings at the proposed height and density, and to develop appropriate zoning standards for the proposed development. An amendment to the City of Toronto Zoning By-law 569-2013 is required in order to bring the lands into City of Toronto Zoning By-law 569-2013 and to develop appropriate development standards for the proposed development.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Architectural Plans and Drawings

- Rendering Views
- Topographic Plan of Survey
- Concept Site and Landscape Master Plan
- Tree Removal Plan
- Toronto Green Standards Checklist
- Arborist Report
- Context Plan
- Planning and Urban Design Rationale
- Community Services and Facilities Update
- Public Consultation Strategy Report
- Draft By-law Amendment to North York Zoning By-law No. 7625
- Draft By-law Amendment to City of Toronto Zoning By-law No. 569-2013
- Draft Official Plan Amendment
- Energy Strategy Report and Calculations
- Environmental Noise Feasibility Assessment
- Functional Servicing and Stormwater Management Report
- Hydrogeological Investigation
- Pedestrian Level Wind Study
- Preliminary Geotechnical Investigation
- Sun Shadow Study Supplemental Site Investigation
- Urban Transportation Considerations Report
- Project Data Sheet

The above listed reports/studies and drawings are available online at the Application Information Centre (AIC) at the following website link:

<http://app.toronto.ca/AIC/index.do?folderRsn=plEq0T0DBfhqjoO%2FUE5jTA%3D%3D>

Agency Circulation Outcomes

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

Statutory Public Meeting Comments

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

POLICY CONSIDERATIONS

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

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

The Provincial Policy Statement (2020)

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

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring that 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 recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

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

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All

comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe 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).

Planning for Major Transit Station Areas

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 MTSA's plan for the prescribed densities.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan, SASP No. 386, the ConsumersNext Secondary Plan, the Tall Buildings Urban Design Guidelines, the Avenues and Mid-Rise Buildings Study, the Mid-Rise Buildings Performance Standards Addendum, the Townhouse and Low-rise Apartment Guidelines, and the Growing Up Planning for Children in Vertical Communities Guidelines as follows:

Chapter 2 - Shaping the City

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation: The Official Plan states that future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, growth areas in the City are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2 of the Official Plan. The Official Plan approach to managing change in Toronto's neighbourhoods and green space system, emphasizes maintenance and enhancements of assets.

Official Plan Policies 2.4.3 and 2.4.4 state that planning for new development will be undertaken in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development. Furthermore, policy 2.2.3 requires that the City's transportation network be maintained and developed to support the growth objectives of the plan, by, among other matters, ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure. Furthermore, policy 3.1.1.17 identifies that new streets should be public streets.

The application is located on lands shown as Avenues (Blocks 1, 2, and 3) and Employment Areas (Block 5) on Map 2 Urban Structure of the Official Plan (see Attachment 9: Context Plan, page 15). The Avenues are important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Employment Areas are places for business and economic activities, and are an essential cornerstone of the City's diverse and thriving economy. Important elements of our civic economy, such as manufacturing and warehousing and goods distribution are located almost entirely in Employment Areas and provide for a broad range of jobs and a diverse economic base that helps our City through difficult cycles in the economy.

Public Realm

The public realm policies in Section 3.1.1 of the Official Plan acknowledge the importance of the public realm and quality urban design in creating great communities and building a great city. The public realm is comprised of the streets, parks, and open spaces of the City and is the framework with which development occurs. Among other matters, the policies aim to promote quality architectural, landscape and urban design; improve physical and visual access from public spaces of the City's natural features; and ensure that sidewalks and boulevards are designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians.

Policy 3.1.1.5 acknowledges that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. It directs that new and existing City streets incorporate a Complete Streets approach and be designed to perform their diverse roles by:

- "a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
 - i) the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;
 - ii) space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
 - iii) ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;
- b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
- c) reflecting differences in local context and character;
- d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
- e) serving as community destinations and public gathering places."

Policy 3.1.1.16 provides for development criteria for new streets, including that new streets be designed to provide connections with adjacent neighbourhoods, promote a connected grid of streets that offers safe and convenient travel options, extends sight lines and view corridors, divide larger sites into smaller development blocks; provide access and addresses for new development; allow the public to freely enter without obstruction; implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way; improve the visibility, access and prominence of unique natural and human-made features; and provide access for emergency vehicles.

Built Form

Section 3.1.2 Built Form: The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development will be located and organized to fit within its existing and/or planned

context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

The Built Form policies in Section 3.1.2 of the Official Plan direct that new development in the City fit harmoniously within the existing and/or planned context of the area. This includes locating and organizing new development to frame and support adjacent streets, parks, and open spaces; massing new development to define the edges of streets, parks and open spaces in a way that respects the existing and/or planned street proportion, and providing for amenity for adjacent streets and open spaces.

Policy 3.1.2.1 directs "new development to be located and organized to fit with its existing and/or planned context and frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:

- a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback;
- b) locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- c) providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and
- d) preserving existing mature trees wherever possible and incorporating them into landscaping designs."

Policy 3.1.2.2 directs "new development to locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- a) using shared service areas where possible within development block(s) including public and private lanes, driveways and curb cuts across the public sidewalk;
- b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- c) integrating services and utility functions within buildings where possible;
- d) providing underground parking where appropriate;
- e) limiting surface parking between the front face of a building and the public street or sidewalk; and
- f) integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces".

Policy 3.1.2.3 requires new development to be massed and its exterior façade to be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- d) providing for adequate light and privacy;
- e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2.4 requires that new development be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future uses of these areas.

As detailed in Policy 3.1.2.5, new development is to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- a) improvements to adjacent boulevards and sidewalks respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- b) co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- c) weather protection such as canopies, and awnings;
- d) landscaped open space within the development site;
- e) landscaped edges of surface parking lots along streets, parks and open spaces to define the edge and visually screen the parking lots from the public realm;
- f) safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible; and
- g) public art, where the developer agrees to provide this.

Section 3.1.3 includes Built Form policies for tall buildings, recognizing that tall buildings come with larger civic responsibilities and obligations than other buildings. Policy 3.1.3.1 outlines the main components of a tall building – base building, a middle portion, and a top building, with each having their own unique civic responsibility. The base buildings provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, and minimize the impact of parking and servicing uses. The middle portion should be designed so that smaller floor plate sizes and shapes have appropriate dimensions for the site, are located and oriented on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the policies of the plan. The top of tall buildings contribute to the skyline character and should integrate roof top mechanical systems into the design.

Policy 3.1.3.2 requires that tall buildings address key urban design considerations, including meeting the built form principles of this Plan, demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure; demonstrate how the proposed building and site design relate to the existing and planned context; taking into account the relationship of the site to topography and other tall buildings; providing high quality, comfortable and usable publicly accessible open space areas, and meeting the other goals and objectives of this Plan.

Amenity Space

Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development.

Housing

Section 3.2.1 of the Official Plan requires a full range of housing, in terms of form, tenure, and affordability across the City and within neighbourhoods to be provided and maintained to meet the current and future needs of residents. The existing housing stock is to be maintained and replenished, and new housing supply is encouraged through intensification and infill that is consistent with the policies of the Official Plan.

Policy 3.2.1.9 of the Official Plan states that on large sites, generally greater than 5 hectares in size, a minimum of 30% of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multiunit residential buildings; and where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20% of the additional residential units as affordable housing. This contribution may take the form of affordable housing constructed on site or the conveyance of land to the City for the purposes of affordable housing, or at the discretion of the City, an agreement with the developer to construct affordable housing near the proposed development site, conveyance of land near the development site or cash in lieu for the purposes of constructing affordable housing in or near the proposed development site.

New Neighbourhoods

Section 3.3 of the Official Plan speaks to the building of new neighbourhoods. New neighbourhoods are to have a comprehensive framework which reflects the Official Plan's city-wide goals as well as the local context. The framework should include the pattern of streets, development blocks, open spaces and other infrastructure, the mix and location of land uses, a strategy to provide parkland, a strategy to provide community services and local institutions and a strategy to provide affordable housing (policy 3.3.1).

The official plan directs that new neighbourhoods will be viable as communities, and should have a community focal point within easy walking distance of the neighbourhood's residents and workers, a fine grain of interconnected streets and pedestrian routes that define development blocks; a mix of uses and a range of building types; high quality parks, community recreation centres, open space and public buildings and services and facilities that meet the needs of residents, workers and visitors (policy 3.3.2).

As per policy 3.3.3, new neighbourhoods will be carefully integrated into the surrounding fabric of the City, and will have good access to transit and good connections to the surrounding streets and open spaces, uses and building scales that are compatible with surrounding development, community services and parks that are compatible with surrounding development; community services and parks that fit within the wider system, and a housing mix that contributes to the full range of housing.

Chapter 4- Land Use Designations

The subject site is organized into 5 Blocks in the applicant's Context Plan (see Attachment 9: Context Plan, page 15). Blocks 1, 2, and 3 are designated Mixed Use Areas and Block 5 is designated General Employment Areas on Map 19 – Land Use Plan (see Attachment 3a: Official Plan Land Use Map). Mixed Use Areas are made up of a broad range of residential, commercial, and institutional uses, in single or mixed use buildings, as well as parks and open spaces and utilities. Development in Mixed Use Areas will create a balance of high quality commercial, residential, institutional, and open space uses that reduces automobile dependency and meets the needs of the local community.

The development criteria for lands in the Mixed Use Areas are listed in Policy 4.5.2 and include the following:

- a) creating a balance of high quality commercial, residential, institutional and open space uses that reduces dependence on the automobile and meets the needs of the local community;
- b) providing for new jobs and homes for Toronto's growing population;
- c) locating and massing new buildings to: provide a transition between areas of different development intensity and scale; adequately limit shadow impacts on adjacent Neighbourhoods; and frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces; and
- d) providing an attractive, comfortable, and safe pedestrian environment.

General Employment Areas designation are places for business and economic activities. The designation permits all uses permitted in Core Employment Areas such as manufacturing, warehousing, wholesaling, distribution, storage, and offices as well as uses that are ancillary to and intended to serve the Core Employment Area, including parks and small-scale service uses. In addition, permitted uses in a General Employment Areas also include restaurants, all types of retail and service uses, and fitness centres.

Section 37

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the Planning Act to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies. The community benefits to be secured must bear a reasonable relationship to the increased height and/or density of the proposed development and have an appropriate geographic relationship with the proposed development. Section 37 may be used for developments with more than

10,000 square metres of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 square metres and/or increases the permitted height. The proposal is in excess of 10,000 square metres, exceeds the permitted density by more than 1,500 square metres and is seeking an increase in the permitted height. As such, should this application be approved, then Section 37 policies would apply.

Implementation

Section 5.2.1 of the Official Plan identifies that Secondary Plan policies adopt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan. Policy 5.2.1.1 recognizes that Secondary Plans set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Official Plan's objectives. Secondary Plans will promote a desired type and form of physical development resulting in highly functional and attractive communities and plan for an appropriate transition in scale and activity between neighbouring districts.

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

Site and Area Specific Policy 386

The application is subject to Site and Area Specific Policy 386 (SASP 386). SASP 386 was introduced into the Official Plan through OPA 231. This policy requires that an implementation plan be established as Official Plan policy to address matters including: an incentive program for Council adoption to encourage office development; the provision of amenities throughout the area to create an attractive environment for existing and new offices; development densities; and the creation of new streets and blocks. Furthermore, SASP 386 policy (d) requires that any redevelopment on the lands within Area "B" (which includes the site) that contains residential units, is required to also increase the existing non-residential gross floor area in Area "B" on lands designated Mixed Use Areas and/or as General Employment Areas. SASP 386 policy (c) states a Noise Impact Study is required to determine appropriate design and separation distances of residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recover Generation power plant at 500 Consumers Road. Policy (e) states that employment area uses in Area "B" are limited to those that are compatible with adjacent existing and planned residential uses in Area "A" and on the Mixed Use Areas land in Area "B". As with other portions of OPA 231, this policy is currently under appeal and not in full force and effect, but was adopted by City Council and approved by the Minister of Municipal Affairs and Housing. As such it does represent City Council's vision for the site and area.

More information about OPA 231 can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

ConsumersNext Secondary Plan (OPA 393)

The application is also located within the ConsumersNext Secondary Plan. The ConsumersNext Secondary Plan was approved by City Council (OPA 393) at its meeting on March 26th - 28th, 2018. The Secondary Plan was appealed to the OLT (formerly LPAT) by a number of appellants, including the applicant for this application. On April 26, 2021 the OLT (formerly LPAT) approved a settlement bringing into force the Secondary Plan including the lands subject to this application.

The ConsumersNext Secondary Plan contains a number of policies that apply to the site. The vision for the ConsumersNext Secondary Plan area is for a contemporary, vibrant business park that is a transit oriented location for employment investment and well-connected to a complete, walkable, mixed-use community along Sheppard Avenue East and Victoria Park Avenue. The Plan contains policies to manage anticipated growth in the employment area and residential populations to align with the implementation of appropriate infrastructure. Built form policies, including building type and related development criteria are the primary tools used to direct the scale and form of development within the Secondary Plan area. Built form controls will also ensure that appropriate pedestrian comfort is achieved by ensuring access to sunlight and wind conditions and amenity within the public realm.

The ConsumersNext Secondary Plan identifies Blocks 1, 2, and 3 as Mixed Use Areas and Block 5 as General Employment Areas on Map 38-6. The maximum permitted density on the lands designated Mixed Use Areas is 3.5 times the area of the site and the maximum permitted density for the lands designated General Employment Areas is 1.5 times the area of the site, as indicated on Map 38-4 (see Attachment 3b: ConsumersNext Secondary Plan). Larger sites may be designated both Mixed Use Areas and General Employment Areas. Development that includes residential units on the Mixed Use Areas portion of the site is required to increase the non-residential gross floor area on the site through redevelopment. This required non-residential development may be constructed on either the portion of the site designated Mixed Use Areas or on the portion of the site designated General Employment Areas. The Secondary Plan also includes policies that permit Council to enact Zoning By-law Amendments containing a Holding (H) symbol to ensure that non-residential development is constructed concurrent or prior to development containing residential units.

A noise impact study is required to determine an appropriate design and minimum separation distances of residential uses and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road prior to the approval of residential development in the Victoria Park Corridor District or the Sheppard and Victoria Park Node.

As per policies 3.7 and 3.7.2, the complementary uses of restaurants, workplace childcare, recreation and entertainment facilities as well as small and medium retail stores and services are permitted only on lower level floors of existing or new multi-storey buildings that include office uses or other Core Employment Area uses that are compatible with the complementary uses. Furthermore, above-grade parking structures are prohibited as stand-alone uses, however as per policy 3.9 above-grade parking structures are permitted as ancillary uses on sites which contain employment uses.

The Secondary Plan states that new public parks will be secured through redevelopment and will be strategically located on lands along the boundary between the Mixed Use Areas and Employment Areas land use designations to serve as an open space amenity for workers and residents, the Secondary Plan requires that parkland to be conveyed through the development review process will be located with generous public street frontage to provide the greatest possible benefit, safety, and visibility for those accessing the park. The dedication of land to meet parkland dedication requirements as generally shown on Map 38-2 is prioritized over the provision of cash-in-lieu of parkland or an off-site dedication. Regarding pedestrian connections, policy 4.26 states that within the Sheppard and Victoria Park Node, a diagonal mid-block pedestrian connection shall be provided to ensure the most direct route from lands within the business park to the transit facilities at Sheppard Avenue East and Victoria Park Avenue. With respect to public art, policy 4.29 states that public art will be provided in accordance with the City of Toronto's Percent for Public Art program, as coordinated through a Public Art Plan secured through development approvals.

The lands are within the Sheppard and Victoria Park Node, and for this particular site, the maximum permitted height for a tower building in the Mixed Use Areas designation is 137 metres, as identified on Map 38-10, subject to meeting the development standards related to density, streetwall and angular plane transitions as set out for the Sheppard and Victoria Park Node. The Sheppard and Victoria Park Node is a prominent intersection and transit interchange where the most intense levels of development can be located. The large sites within this node provide the greatest opportunity for the delivery of key city building outcomes including significant public parks and a large concentration of retail use along with new community services and facilities.

Regarding transportation and mobility, a Transportation Master Plan satisfying Phases 1 and 2 of the Municipal Class Environmental Assessment process was undertaken. It identified improvements and capital expenditures in order to improve the transportation network. New development will be reviewed to determine if there is available capacity within the transportation network and/or contributions required to expand and enhance the transportation network. Holding (H) by-law(s) may be enacted to require certain transportation improvements to be in place prior to residential developments being permitted at the permitted densities. Policies 9.6 to 9.11 and Map 38-14 describe the transportation network and the expansion and improvement thereto. The expansion of the street network in the Secondary Plan Area into a finer grid of streets and connections will occur incrementally with redevelopment through the direct construction and conveyance of new public streets on developments sites or contributions towards the acquisition of land and construction of transportation infrastructure off site as secured through the development approvals process.

Map 38-14 outlines Development Areas and new segments of the street network and other network improvements, as identified in the Transportation Master Plan. As per policy 9.8 if a network improvement forms part of a site under application for redevelopment, that improvement will be secured and/or constructed prior to development proceeding. The extension of Settlers Road to Victoria Park Avenue with the installation of a signal at this intersection, the introduction of a new north-south street that includes a right-in right-out from Sheppard Avenue East, and a new east-

west street through the site connecting to a Victoria Park Avenue as a right-in right-out connection, are all identified as network improvements for this site.

The Secondary Plan states that new public parks will be secured through redevelopment and will be strategically located on lands along the boundary between the Mixed Use Areas and Employment Areas land use designations to serve as an open space amenity for workers and residents. The Secondary Plan also promotes achieving a complete and inclusive community, including provision of a full range of housing in terms of tenure and affordability. As noted previously in this report, the Secondary Plan has been amended to include a site specific policy 10.1 that requires that a minimum of 30% of the total number of residential units be provided as 2-bedroom units, with a minimum of 25% of these 2-bedroom units having a minimum unit size of 87 square metres of gross floor area, and a minimum of 10% of the total number of residential units be provided as 3-bedroom units, with a minimum of 30% of these 3-bedroom units having a minimum unit size of 100 square metres of gross floor area. Additionally, development containing more than 150 residential units will also actively pursue at least 5% of the total residential gross floor area as affordable rental housing and at least 10% of the total residential gross floor area as affordable ownership housing, or a combination of the above.

In terms of implementation, the Secondary Plan requires that an acceptable Context Plan be endorsed by City Council concurrent with the adoption of an implementing zoning by-law for the development application. The context plan is intended to guide future development applications on adjacent lands and inform applications for site plan control for buildings that form part of the Context Plan.

The Secondary Plan also contains policies with respect to Section 37. Policy 9.19 directs that Section 37 of the Planning Act will be used to secure the following priorities for community benefits:

- new, non-profit child care to serve the projected residential growth;
- flexible multi-purpose community agency space to provide for a wide range of programs;
- above-base park improvements for new parks in the Secondary Plan area;
- new affordable housing, and
- contributions towards the expansion and/or retrofit of existing community facilities in the surrounding area taking into consideration relevant service plans of City Divisions and agencies.

Policy 9.20 of the Secondary Plan identifies that Section 37 will only apply to a proposed development that would permit a building or structure with residential gross floor area. The base value, in terms of residential gross floor area, from which increased height and/or density may be permitted in return for certain capital facilities will be zero (0) square metres.

The ConsumersNext Secondary Plan can be found here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/consumersnext/>.

The outcome of staff analysis and review of the relevant Official Plan policies and designations and ConsumersNext Secondary Plan are summarized in the Comments section of the Report.

Zoning

The site is zoned Industrial Office Business Park (MO) in the former City of North York Zoning By-law No. 7625 (see Attachment 4a: Zoning By-law 7625). The MO zone permits a number of uses including offices, manufacturing, financial institution, fitness centre, parks, personal service shops, restaurants, retail store, and service shop. The permitted maximum gross floor area is 150% of the area of the lot, however the maximum gross floor area of a retail store or service shop is 20% of the gross floor area of the largest floor of the buildings on the lot. There is no maximum height requirement in the MO zone.

The site is not subject to Zoning By-law 569-2013 (see Attachment 4b: Zoning By-law 569-2013). However, it is proposed to amend Zoning By-law 569-2013 in order to bring the lands into Zoning By-law 569-2013 and to create site-specific development standards for the proposed development.

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/>

Plan of Subdivision

An application for Plan of Subdivision is being processed concurrently under file number 20 232552 NNY 17 SB to secure the public streets and public park (see Attachment 6: Site Plan), but technical issues remain outstanding. It is recommended that Bills not be brought forward until the Plan of Subdivision application has received draft approval from the Chief Planner and Executive Director, City Planning.

Design Guidelines

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

- City-Wide Tall Building Design Guidelines;
- Mid-Rise Building Performance Standards and Addendum
- Townhouse & Low-Rise Apartment Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities Design Guidelines;
- Pet Friendly Design Guidelines for High Density Communities;
- Bird-Friendly Development Guidelines Best Practices; and
- Retail Design Manual

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

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Avenues and Mid-rise Buildings Study and Performance Standards

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

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

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Townhouse and Low-rise Apartment Guidelines

City Council adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003). The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>.

Design Review Panel

The Design Review Panel (DRP) is comprised of private sector design professionals – architects, landscape architects, urban designers and engineers – who provide independent, objective advice to City staff aimed at improving matters of design that affect the public realm. The proposed development was reviewed by DRP on two occasions, the first review was on May 28, 2020 and again on September 17, 2020. The following are summaries of the recommendations from the DRP from the two reviews:

Design Review Panel - May 28, 2020

- The holdout lot at the southwest corner of Sheppard Avenue East and Victoria Park Avenue should be brought into the development site.
- On sites like this one, where multiple highways insulate the neighbourhood, it is more crucial that the project be developed to be a complete community.
- The proposed buildings were not effectively framing the spaces.
- Built form needed to reinforce the public realm more effectively.
- An open space master plan should be developed to better redefine the landscape strategy, site plan, and public realm.
- The Panel questioned the decision to implement another default street system in the center of the proposed development.
- The consolidation of parking and loading was positive, the members advised removing some of the interior roads and having the loading and access off the minor roads.
- The parking structure was "unfortunate".
- Deep concerns regarding the chosen built form typology, specifically the townhouse typology.
- All glass towers are not sustainable. DRP hoped to see the introduction of more solid elements, such as spandrel panels.
- Further consideration about how a blank façade affects cyclists, pedestrians and moving vehicles.
- Landscape strategy should be more ambitious.
- Toronto is generally underserved in terms of parkland and this project presented a good opportunity to increase the amount of parkland.

Design Review Panel - September 17, 2020

- Consider making the parking structure smaller and the park larger.
- Embed the podium and tower architecture with more responsive diversity.
- Acknowledged that the Pizza Pizza site at the corner of Sheppard and Victoria Park was outside the control of the project.
- The increased amount of POPS space at the corner and the way the podiums had been pulled back was a good design response.
- Find a way to create more form to the streets to allow the passages to become much more urban in their character, while still allowing for people to sit, eat and interact with each other.
- Looking at the plaza adjacent to the intersection between Settler Road and the new east/west street, members felt this open space seemed less generous than it should be.
- The midblock connections and view avenues had been improved. The flow and porosity through the public realm would allow the site to be accessed from a number of different locations.
- One of the challenges of the updated proposal was whether there was enough building frontage on new east/west street to create an urban streetscape.
- Appreciate the way parking entrances and vehicular prominence of the previous design has been removed in favour of a more pedestrian focused plan.
- Buildings were starting to develop a similar "curving" or "flowing" architectural language. Massing needed to become a thinner form to achieve a refined sculptural effect.
- Creating different architectural identities for the different podiums.

- Appreciate the inclusion of an entire landscape package, not just a single landscape plan.

Comments from the DRP were considered by both staff and the applicant and used to improve elements of the proposal. Additionally, staff will further refine the design elements of the proposal through the site plan approval process for each block and building.

Site Plan Control

The proposed development is subject to Site Plan Control. An application for each phase will be required. An application for site plan control has not yet been submitted.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). The PPS (2020) provides for a coordinated and integrated approach to planning matters within municipalities. The PPS speaks to sustaining the health, livability, and safety of communities, and that land use should accommodate an appropriate range and mix of uses to meet long-term needs. Development which may cause environmental or public health and safety concerns are to be avoided. The PPS (2020) goes on to say that development that conserves biodiversity and considers the impacts of a changing climate should be promoted.

Policy 1.1.3.3 requires planning authorities to identify appropriate locations and promote opportunities for 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. These locations and areas are to be identified in the official plan and zoning by-laws in accordance with policy 4.7 of the PPS. The applicant's proposal is on lands designated in the Official Plan as Mixed Use Areas and General Employment Areas which are growth designations. The proposal is an appropriate scale, and in close proximity to planned higher order transit. In addition, the proposed building heights and massing are consistent with the built form outlined in the Official Plan and the Secondary Plan, can be accommodated on the site with minimal impacts upon the surrounding lands subject to implementing key elements such as public streets, a public park, and municipal infrastructure to accommodate the proposed development.

The implementation of the new proposed road network allows for safer movement of pedestrians and cyclist through the block and offers alternate modes of travel to the traditional car based movements. The applicant's proposal is consistent with the PPS (2020) in that it promotes efficient development and land use patterns by introducing a public road network and new pedestrian connections, a new public park, in addition to a range of building typologies and tenures.

The PPS and the Growth Plan 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. The City, through its Official Plan, has identified that Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for residents. The subject site is located on Sheppard Avenue East, an Avenue on Map 2 Urban Structure of the Official Plan and where growth is anticipated and directed. As part of the redevelopment of the Block, new public streets, a new public park, and municipal infrastructure will be provided to support the proposed development. The Site Plan as shown in Attachment 6 demonstrates the retention of two office buildings, construction of a new office building, four new mixed use towers, 6 storey and 4 storey residential buildings, new public streets, and a new public park. The proposed development is consistent with the policies of the PPS.

Policy 1.2.1 of the Growth Plan supports the achievement of complete communities that are designed to support healthy and active living and meet people's daily needs throughout an entire lifetime. The policies encourage a range and mix of housing options to serve all sizes, incomes, and ages of households. Policy 2.2.1.4 of the Growth Plan states that its policies are to be applied to support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; provide a diverse range and mix of housing options to accommodate people at all stages of life; and ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards. Compact built forms within complete communities can be achieved at different densities, heights, and building typologies that take the planned local context into account. The application proposes a mix of uses through the retention and construction of new office buildings and a range of residential unit types and tenures that meets the objectives of the policies as it contributes to the creation of a complete community. The proposal includes retail, parks, and open space uses.

The Growth Plan states that complete communities provide a diverse range and mix of housing options to accommodate households of all sizes and incomes. Policy 2.2.6.3 identifies that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The proposed development will include a range of dwelling types and sizes, as well as the provision of 160 affordable rental units, which conforms with the Growth Plan policies.

Policy 2.2.1.4 (d) of the Growth Plan states that complete communities will expand convenient access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation. The proposal introduces a new public road system, and public realm and pedestrian connections that will allow for safer use of active transportation through the site, the larger community, and to nearby higher order transit (see Attachment 9: Context Plan).

Section 2.2.5 of the Growth Plan (2020) states that Major office will be directed to, urban growth centres, MTSA's or other strategic growth areas with existing or planned frequent transit service. Major office is defined in the Growth Plan (2020) as a freestanding office building of approximately 4,000 square metres or larger, or with approximately 200 jobs or more. The Growth Plan (2020) also states that retail and office uses will be directed to locations that support active transportation and have existing or planned transit. Sheppard Avenue East is identified as a Higher Order Transit Corridor on Map 4 and in the Province's Regional Transportation Plan as a future higher order transit corridor.

The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan in order to delineate MTSA boundaries and to demonstrate how the MTSA's achieve appropriate densities. At the time of the MCR, municipalities can also make a request that the Province approve alternative targets to those set out in the Growth Plan provided criteria are satisfied. The MCR is a conformity exercise that is to be conducted by a municipality to bring its Official Plan into conformity with the Growth Plan 2020 and the approval authority for MCRs is the Minister.

When Council adopted the ConsumersNext Secondary Plan in March 2018, it also endorsed draft boundaries for two MTSA's to be considered in the context of the review of MTSA's during the MCR. The draft boundaries delineated for potential MTSA's at the Consumers Road and Victoria Park Avenue Sheppard East LRT transit stations and captures the lands designated for growth in the ConsumersNext Secondary Plan. Should these boundaries be adopted as part of the City's next MCR, the existing density on these lands would exceed the minimum density requirements of the Growth Plan. Although the City will be undertaking the delineation and creation of MTSA's as part of the MCR, the existing and planned context of the area would meet the Growth Plan requirements.

The proposed development supports the Growth Plan's directive to achieve complete communities by providing a mix of uses, employment options, contributing to a mix of housing, and providing a pedestrian-friendly environment in an area with convenient access to local stores and businesses, public service facilities, existing and planned public transportation. However, it is important that intensification is also supported with infrastructure, not just with hard infrastructure, such as public streets and municipal infrastructure, but also with "soft" infrastructure, such as community facilities to support the anticipated population from a proposed development. In this respect the proponent's Section 37 financial contribution towards the improvement of an existing public library is equally important to establishing the key community service facilities contemplated by both the PPS and Growth Plan, as well as the City's Official Plan.

The proposed development as outlined in the Context Plan (see Attachment 9: Context Plan) is a complete mixed use community that maintains and creates new office space, introduces residential uses and parks and open space, provides a range of residential unit sizes in a location that is directed to support growth and to optimize infrastructure, and provides new infrastructure. For the reasons indicated above, staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020).

Land Use

This application has been reviewed against the City of Toronto Official Plan and the ConsumersNext Secondary Plan policies described in the Policy Consideration Section of this report. The Official Plan policies related to Avenues, Employment Areas, and Mixed Use Areas are intended to accommodate future growth. The two existing office buildings at 2 Lansing Square and 2550 Victoria Park Avenue, the proposed mixed use Towers A, B, C, and D, and the proposed residential buildings F and G are on Blocks 1, 2, and 3 in the applicant's Context Plan (see Attachment 9: Context Plan, page 15), which are designated Mixed Use Areas in both the City's Official Plan and the ConsumersNext Secondary Plan. The Context Plan also shows Tower E, the new 18 storey office building, to be in Block 4 which is designated General Employment Areas in both the City's Official Plan and the ConsumersNext Secondary Plan. The location of the proposed uses comply with the policy direction in the Official Plan and the ConsumersNext Secondary Plan and are appropriate. Similarly, the proposed public park is located in Block 5 which is in the General Employment Areas designation. Parks are a permitted use in General Employment Areas.

As indicated in the Policy Considerations Section of this report SASP 386 policy (c) requires a Noise Impact Study to determine appropriate design and separation distances for residential units and sensitive non-residential uses from the Direct Fuel Cell-Energy Recover Generation power plant at 500 Consumers Road. The requirement to examine potential noise impact is carried forward to Section 3.6 of the ConsumersNext Secondary which specifies that possible noise impacts must be attenuated prior to any approval of residential development on lands in the Sheppard and Victoria Park Node. The applicant has submitted a Noise Impact Study by Gradientwind Engineers and Scientists in support of the proposed development. The Noise Impact Study has been peer reviewed and requires revision. At the time of writing this report the peer reviewer had yet to confirm appropriate noise mitigation. In the event Council approves the proposed development staff recommended that the final bills be withheld until the Noise Impact Study has been peer reviewed and appropriate mitigation is secured or alterations to the plan to the satisfaction of the Chief Planner and Executive Officer.

The proposal represents appropriate redevelopment, in line with the goals and objectives and permitted uses as laid out in the Official Plan and the ConsumersNext Secondary Plan. Given the existing and the planned context for the subject site and the surrounding area, the land uses proposed by the applicant are appropriate and can be supported by staff.

Context Plan

The implementation policy of the ConsumersNext Secondary Plan requires a Context Plan be provided and approved by Council as part of a development application. The purpose of the Context Plan is to ensure the orderly development of the site in accordance with the objectives of the Official Plan by providing direction for reviewing Site Plan Control applications on the lands subject to the Zoning By-law amendment. The Context Plan establishes a vision and guiding principles for the site also known as

Lansing Square as well as principles for built form, the public realm, and the development framework.

The applicant has submitted a Context Plan prepared by Bousfields Inc. in support of the rezoning application. The Context Plan organizes the subject site into five Blocks which are intended to accommodate various land uses and scales of development (see Attachment 9: Context Plan, page 15). Guiding principles regarding: structure; linkages, setbacks, heights, public realm, parks and privately owned, publically accessible open spaces, pedestrian connections, public art, built form, community facilities, commercial/office space, shared mobility and traffic demand management, implementation and phasing are provided in text, diagrams, and illustrations to guide the incremental development of the subject site. The Context Plan references the existing office buildings and the proposed new buildings as Towers A, B, C, D, E, and Buildings F and G (see Context Plan: Attachment 9, page 9).

2499 Sheppard Avenue East is located at the southwest corner of Sheppard Avenue East and Victoria Park Avenue and presently has a one-storey commercial building with a Pizza Pizza restaurant. 2499 Sheppard Avenue East is not part of the development site or the site and area specific policy in the ConsumersNext Secondary Plan. At such time as when 2499 Sheppard Avenue East is redeveloped the proposal must demonstrate compliance with the policies contained in the Official Plan and the ConsumersNext Secondary Plan.

Staff have reviewed the applicant's Context Plan and are of the opinion that the applicant's revised proposal and the associated Context Plan comply with the policies contained within the ConsumersNext Secondary Plan. Staff are able to support the Context Plan and recommend Council approval substantially in accordance with Attachment 9 attached to this report.

Site Organization and Building Location

The subject property is a 6.17 hectare site located in the ConsumersNext Secondary Plan area. Lansing Square is envisioned to be a contemporary transit-oriented mixed use community that contributes to the objectives of the ConsumersNext Secondary Plan. Redevelopment presents an opportunity to build on the existing public character and organize an area to support an increase in residential and employment population by creating an better environment for pedestrians and cyclist.

Built form Policy 3.1.2 of the Official Plan requires that new development be located and organized to fit with its existing and/or planned context. It should frame and support adjacent streets, parks and open spaces to improve safety, pedestrian interest, and casual views to these spaces. Vehicle parking and vehicular access should be located to minimize their impact on the property and surrounding properties.

There are currently no public streets within the site. The ConsumersNext Secondary Plan indicates that a network of public streets on this site is required as part of the structural components of the Context Plan and to satisfy the policies of the Official Plan. The Context Plan shows a network of new public streets in accordance with the policy direction of the Secondary Plan. The creation of a new road network allows for the two

existing office buildings at 2 Lansing Square and 2550 Sheppard Avenue East, and the seven new buildings to have an address on a public street and access for the buildings. Through the Context Plan, staff have worked with the applicant to ensure that the new and existing buildings will be designed so that they frame the edges of the new streets, as well as provide appropriate interfaces with the new public park at the centre of the site.

The built form policies of the Secondary Plan seek to create consistent building setbacks and a defined streetwall to improve the civic and pedestrian experience. A minimum setback of 5 metres is required along Sheppard Avenue East and Victoria Park Avenue. Along all other public streets the minimum building setback at grade is 3 metres, and adjacent to new or existing parks the minimum required setback is 5 metres. The application has demonstrated compliance with the policy direction of the Secondary Plan in Section 5.1.4 and of the Context Plan (see Attachment 9: Context Plan, page 18).

The applicant's Context Plan provides a manual for how the development will be organized by providing guiding principles for: public realm, built form, community facilities, shared mobility and traffic demand management, parking and servicing, and implementation. The impact of building typologies and massing with respect to the relationship and compatibility with future streets, parks, open space and surrounding existing and future buildings, has been addressed through the Context Plan and review of the application. Staff recommend that Council adopt the applicant's submitted Context Plan as shown in Attachment 9 to this report.

Staff have reviewed the applicant's revised proposal to ensure the siting and overall site organization meets the policies of the Official Plan and the ConsumersNext Secondary Plan. Staff will secure the site organization matters in the implementing Zoning By-law, including the building heights, setbacks, amount of amenity space, the number of parking spaces, and open space provisions. Staff will secure additional design details such as the POPS, landscape, paving details, and building materials incrementally through the Site Plan Control process as individual buildings are constructed. The new public road network and the public park will be secured through the corresponding draft plan of subdivision.

Density

The ConsumersNext Secondary Plan encourages an increase in office space and housing in the Sheppard and Victoria Park node which includes this site. Intensification has to be supported by community services and physical infrastructure. Policy 5.16.6 in the ConsumersNext Secondary Plan states that the Sheppard and Victoria Node will be developed to the greatest heights and densities within the secondary plan area. The maximum densities are generally located on the south side of Sheppard Avenue East, west side of Victoria Park. As outlined in the Policy Considerations section of this report the Secondary Plan identifies Blocks 1, 2, and 3 of the Context Plan as Mixed Use Areas and Block 4 as General Employment Areas on Map 38-6. Map 38-4 of the Secondary Plan sets out maximum densities in designated key development areas ranging between 1.25 and 3.5 FSI. Lands designated Mixed Use Areas may be

developed to 3.5 times the area of the site and the maximum permitted density for the lands designated General Employment Areas is 1.5 times the area of the site.

Towers A and B are mixed use buildings in Block 1, and Towers C and D are mixed use buildings in Block 2. Also located in Block 2 is the existing 12 storey office building at 2 Lansing Square and proposed Building F which is a 6 storey residential building. Block 3 will similarly contain the existing 8 storey office building at 2550 Victoria Park Avenue and proposed Building G which is a 4 storey residential building. The totality of the 8 existing and proposed buildings in Blocks 1, 2, and 3 is 143,114.3 square metres for a density of 3.5 FSI in the Mixed Use Areas which complies with the policy direction in the ConsumersNext Secondary Plan. The proposed development also includes a new 18 storey office building (Tower D) in Block 4. The new 18 storey office building will be 31,259.5 square metres for a density of 1.5 FSI in the General Employment Areas which complies with the policy direction in the ConsumersNext Secondary Plan.

Staff are of the opinion that the proposed density of 3.5 times the lot area for Mixed Use Areas (Block 1, 2, and 3) and the proposed density of 1.5 times the lot area for General Employment Areas (Blocks 4 and 5) are appropriate for this site and consistent with the policy direction in ConsumersNext Secondary Plan.

Height, Massing, and Separation Distances

The Sheppard and Victoria Park Node as identified in the ConsumersNext Secondary Plan is a prominent intersection and transit interchange where the most intense levels of development are to be located. The greatest heights are to be located at the intersection of Victoria Park Avenue and Sheppard Avenue East and should transition down to the east and south. Map 38-10 of the Secondary Plan identify potential locations for tall buildings as well as maximum heights. Potential locations for tall buildings and the most height permissions are located along Sheppard Avenue East and Victoria Park Avenue allowing for a maximum building height of 137 metres.

The maximum building heights suggested by the Context Plan follow those shown on Map 38-10 of the ConsumersNext Secondary Plan. The Context Plan Blocks 1, 2, and 3 are identified as locations for tall buildings with a maximum height limit of 137 metres. The existing office building at 2 Lansing Square is 12 storeys and the existing office building at 2550 Victoria Park Avenue is 8 storeys. The application proposes six additional buildings on Block 1, 2, and 3, of which four are towers that range from 25 to 40 storeys in height. The heights of the four towers are as follows:

Tower A = 137 metres (40 storeys)
Tower B = 95 metres (30 storeys)
Tower C = 79 metres (25 storeys), and
Tower D = 109 metres (35 storeys).

Towers B, C, and D meet the Secondary Plans policy direction with respect to maximum height but Tower A is 137 metres high plus 7 metres for a mechanical penthouse for a total height of 144 metres. Given that mechanical penthouses are not habitable this is an acceptable protrusion into the maximum heights outlined in the Secondary Plan policies. Proposed Tower E = 82 metres (18 storeys) and the public park are located in

Blocks 4 and 5, respectively, which is an area of the plan that does not have any height limit. The proposed development as shown in the site plan and the Context Plan meets the policy direction contained in the Secondary Plan. The maximum height permissions will be secured in the implementing Zoning By-law.

The Context Plan has demonstrated that the location of the proposed towers meet the Tall Building Design Guidelines which specify a minimum 25 metre separation distance. Towers A and B have a 28 metre separation distance, Towers C and D have a 25 metre separation distance, and Tower C and the existing office building at 2 Lansing Square have a 30 metre separation distance. The Tall Building Design Guidelines also specify a tower floor plate of 750 square metres for towers. The floor plates for the proposed mixed use Towers A, B, C, and D are as follows: Tower A = 783 square metres; Tower B = 784 square metres; Tower C = 787.5 square metres; and Tower D = 780 square metres.

The proposed tower floor plate sizes are generally in keeping with the Tall Building Design Guidelines and are appropriate in this instance as the site is identified as a location for tall buildings in the ConsumersNext Secondary Plan and in the Sheppard and Victoria Park Node where the most intense forms of development are to be located. Additionally, the proposal complies with Secondary Plan height and density requirements and meet and exceed minimum tower separation distances. In order to limit the overall massing and size of the tower floor plates and the associated shadow impact on Hickorynut Drive which is designated Neighbourhoods, staff have included a provision in the Zoning By-law to include balconies within the tower floor plate sizes indicated above.

The secondary plan directs that where tall buildings are provided for, the maximum height for base buildings along Sheppard Avenue East and Victoria Park Avenue will be six storeys. The applicant's site plan shows four storey base buildings that are 16 metres high for Tower A, B, C, and D, and a minimum 5 metre setback from the base building to the tower for buildings fronting onto Sheppard Avenue East and Victoria Park Avenue (see Attachment 6: Site Plan). The massing of the proposed mixed use towers comply with the Secondary Plan and are appropriate.

The scale of buildings and their height and massing becomes less in the interior of the site in accordance with the policy direction provided in the Secondary Plan. The applicant's Site Plan and Context Plan show a 6 storey residential building (Building F) on Block 2 with frontage onto the new local street. The Context Plan directs that Building F should have regard for the Avenues and Mid-Rise Buildings Study and addendum during detailed design. Similarly the applicant's site plan and Context Plan show a 4 storey residential building (Building G) in Block 3 with frontage onto the new local street. The Context Plan informs that Building G should have regard for the City's Townhouse and Low-Rise Apartment Guidelines during detailed design.

General Employment Areas within the ConsumersNext Secondary Plan area do not have any maximum height limits. The applicant's site and Context Plan show Tower E to have a 3 storey podium increasing to a 17 storey tower and a smaller element that goes to 18 storeys. The proposed building will be an 82 metre high office building with ancillary uses in the lower levels which complies with the Secondary Plan policies. The

height of the 18 storey office tower is appropriate. A six storey parking structure is connected to the easterly portion of Tower E, adjacent to the public park. The Parking structure is setback a minimum 5 metres from the public park as per Park, Forestry and Recreation Division's requirements. The applicant's site plan and Context Plan have demonstrated appropriate massing that can be supported by staff and be secured in the implementing Zoning By-law. The detailed design of individual buildings will be further reviewed incrementally through the Site Plan Control process.

The Public Realm

The public realm is made up of the streets, parks and open spaces which provide structure for development on the subject site. The proposed development as demonstrated in the applicant's Context Plan is defined by a series of new public realm elements including new public streets, pedestrian and bicycle connections, a new public park, and POPS. Improvements to the public realm will build upon the green landscaped character currently found in the landscaped setbacks and other open spaces in the Secondary Plan area. They will enhance the existing and planned network of connected and intensively landscaped streets, parks, and open spaces.

A network of new public streets, pedestrian and bicycle connections, a new public park, and (POPS) will provide access and connectivity through the overall development site and through the Blocks within the site. The pedestrian connections are intended to flank the edges of the new public streets. Mid-block connections have been identified in the Context Plan as directed in the Secondary Plan. These less formal routes will provide connections through the various development sites within the block in order to provide greater permeability through the site, through landscaped open areas, between buildings, and connecting entrances and amenities (see Attachment 9: Context Plan, page 17).

In accordance with Map 38-7 of the ConsumersNext Secondary Plan, a new central public park will be provided to increase accessibility for existing and new residents and employees (see Attachments 6 and 9: Site Plan and Context Plan). The new public park is centrally located on Block 5 which abuts the new 18 storey office tower in Block 4. The Public Park is also opposite Tower D in Block 2 and the 4 storey residential low rise in Block 3 being ideally positioned to serve the needs of the new residents and workers. The Open Space/Parkland section of this report provides greater detail with respect to the size of the park and how it will be secured.

Two POPS are proposed as illustrated in the Context Plan (see Context Plan: Attachment 9: Context Plan, page 23). A 530 square metre POPS is proposed east of Tower A fronting onto Sheppard Avenue East, and another 525 square metre POPS at the southwest corner of Sheppard Avenue East and the new north/south public road. The location of both POPS is shown on the site plan and the Context Plan. Staff consider the proposed POPS spaces to be a positive element of the proposal that conform with the policy direction of the ConsumersNext Secondary Plan. The POPS will provide opportunity for significant public realm enhancements and assist in the creation of a complete community. The general location and size of these POPS spaces will be secured as a matter of legal convenience in the Section 37 Agreement.

The new public street system is required in order to break up the large development site to provide addresses and access for the development blocks, and to provide additional vehicle, bicycle, and pedestrian connections from the new community to Sheppard Avenue East, Victoria Park Avenue and Settlers Road. The new public street network will provide vehicular, pedestrian, and bicycle connections into and through the site and creating permeability through the block to the existing public streets. All new public streets will be designed in accordance with the City's design standards. The new public streets are described as follows:

New N-S Street establishes a north-south connection through the block and runs from Sheppard Avenue East to Settlers Road (New) to the south. The proposed right-of-way width is 20 metres, and will include two lanes for vehicular traffic (one lane in each direction), a sidewalk and soft landscaped areas on both sides of the road.

New E-W street is a new east-west public street that extends from the existing Settlers Road at the western boundary of the site to Victoria Park Avenue. The proposed right-of-way width is 20 metres, and will include two lanes for vehicular traffic (one lane in each direction), a sidewalk and soft landscaped areas on both sides of the road.

Settlers Road (New) is an east-west public street that will connect from the existing Settlers Road at the western boundary of the site to Victoria Park Avenue where there will be a new signalized intersection. The ultimate right-of-way width is 27.0 metres of which the majority will be provided on the subject development site but requires a land conveyance of approximately 3.5 metres from the Direct Fuel Cell-Energy Recover Generation power plant at 500 Consumers Road to the south to complete the southern portion of the boulevard in the development site for the right-of-way. Settlers Road (New) will ultimately include four lanes for vehicular traffic (two lanes in each direction), bike lanes, sidewalks and soft landscaped areas on both sides of the road.

Staff have reviewed the pedestrian connections, new public street system, and the elements of the public realm as shown in the Context Plan and are satisfied that they comply with the policy direction of the ConsumersNext Secondary Plan. The new public streets will be secured in the corresponding plan of subdivision application. The final design of the POPs, linkages, and other elements of the public realm will be secured sequentially via the Site Plan Control process.

Sun and Shadow

As part of the Official Plan's complete application requirements a sun/shadow study is required for buildings that are 6 storeys/20 metres or higher. The applicant has submitted a sun/shadow study by WZMH Architects in support of the application. The sun/shadow study shows that the four mixed use towers will impact the low density residential neighbourhood on the north side of Sheppard Avenue East. During the spring and fall equinox, Towers A, C, and D will cast a shadow on Hickorynut Drive and Hickorynut Parkette from 9:18 AM to 11:18 AM. Building C will cast a shadow onto Hickorynut Parkette until 12:18 PM.

Given that this segment of Sheppard Avenue East is identified as a Priority Transit Corridor in the Growth Plan (2020), the policy objectives for Avenues and Mixed Use

Areas in the Official Plan, and the policy objectives for the Sheppard and Victoria Park node in the ConsumersNext Secondary Plan, the shadow impact of the proposed towers are minor and acceptable in this instance.

Wind Study

As part of the Official Plan's complete application requirements a pedestrian level wind study is required for buildings that are 6 storeys/20 metres or higher. The applicant has submitted a pedestrian level wind study by Gradientwind Engineers and Scientists that has been reviewed by City staff. The pedestrian level wind study concludes that wind conditions over the majority of pedestrian sensitive locations within and surrounding the site will be acceptable for the intended uses on a seasonal basis. Exceptions include several building entrance locations, where windier than desired conditions are predicted. The report makes recommendations to mitigate the sensitive areas that will be reviewed and implemented through the site plan control process where pedestrian wind tunnel testing will be required.

Community Services and Facilities

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

The Provincial Policy Statement 2020 (PPS) uses the term public service facilities and identifies that such facilities will be coordinated and integrated with land use planning so that they are financially viable and available to meet current and projected needs. The PPS supports the optimization and adaptive re-use of existing facilities.

The Growth Plan (2020) reinforces the PPS and further identifies that public service facilities form part of the achievement of complete communities and improve social equity and overall quality of life. The Growth Plan calls for facilities to be co-located where possible with preference given to locations in or near strategic growth areas easily accessible by active transportation and transit.

The City's Official Plan Policy 2.3.1.6 identifies that community and neighbourhood amenities will be enhanced where needed by improving and expanding facilities, creating new facilities and adapting existing services to changes in the needs of the neighbourhood. Section 3.2.2 of the Official Plan calls for adequate and equitable access to community services and local institutions, and sets out a policy framework that, among other things, encourages the inclusion of community service facilities as part of private development.

The subject site is located within the Sheppard and Victoria Park Node of the ConsumersNext Secondary Plan. Section 7 of the Secondary Plan includes a variety of policies that identify needed community service facilities improvements to support growth in the area. These policies include:

7.6 New and/or expanded community services and facilities will be provided in a timely manner to support and be concurrent with growth. Development applications will address the requirements for community services and facilities as identified through the City's review by providing:

- a) new, expanded or retrofitted space for a specific community facility on-site;
- b) new, expanded or retrofitted space off-site within an appropriate distance; and/or
- c) a contribution towards a specific community service or facility that meets identified needs.

A Community Services and Facilities Profile Report (2015) was prepared by the City to support the development of the ConsumersNext Secondary Plan. Among its finding, the Profile Report identifies the need for continued improvements to district and neighbourhood libraries to support growth anticipated in the Secondary Plan area. Through review of the proposed development the applicant has agreed to provide a financial contribution of \$2,700,000 to be used for capital improvements to Pleasant View library. The financial contribution will be secured in the Section 37 Agreement and paid prior to the issuance of any above grade building permit for the first building containing residential.

Affordable Housing

The Growth Plan (2020) contains policies 2.2.1.4, 2.2.4.9 and 2.2.6.3 to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes. Affordable Housing and Smart Urban Growth are also key Strategic Actions for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents. A key objective of the Official Plan is to ensure development contributes to livable, healthy and inclusive communities. Providing for a full range of housing and community services within neighbourhoods is a key component for achieving these objectives. A full range of housing includes a mix of built forms, unit sizes, tenures and affordability.

Official Plan policies 3.3.1, 3.3.2 and 3.3.3. direct that new neighbourhoods should include, amongst other matters, strategies to provide community services and affordable housing. The policies also highlight the need to carefully integrate these neighbourhoods into the surrounding fabric of the city, while having community services and parks that fit within the wider system and a housing mix that contributes to the full range of housing.

Policy 3.2.1.9, the Official Plan's "Large Site" policy, requires that a minimum of 30% of the new housing units be in forms other than single and semi-detached housing and that, as a first priority community benefit, the provision of 20% of the additional density be affordable housing. This affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing, or, at the discretion of the City with the agreement of the developer, affordable housing units constructed near the development site or elsewhere in the City: the conveyance of land to the City for the purpose of affordable housing near the proposed development site; or cash in lieu for the purpose of constructing affordable housing in or near the proposed development site.

The provision of affordable housing may vary depending on the specific characteristics of each proposal and is reviewed and considered by the City on a site-by-site basis. Given the diversity in the manner in which affordable housing can be provided, the established practice is to vary the level of affordable housing to be provided based on whether lands, units or permanent affordability are being achieved. The varying ratios reflect the cost to both the City and the developer in the delivery of the housing. Where land is being provided, the expectation is land sufficient to provide 20 percent of the units will be conveyed to the City. In the case of delivery of built units, where the developer will maintain ownership of the units, 10 percent of the units are to be provided. If units are to be conveyed to the City or directly to a non-profit housing organization for the purposes of long-term affordability, the affordable housing obligation is significantly reduced to recognize the additional value that ongoing affordability provides.

Section 7.4 of the ConsumersNext Secondary Plan states that on development sites containing more than 150 residential units, the City will actively pursue the development of new affordable housing units, including affordable rental and ownership housing at prescribed minimum percentages of the overall developments' gross floor area. As the subject application proposes a total of 1,591 residential units, the creation of new affordable housing is a top priority and will help to achieve the housing policy objectives of both the Official Plan and Secondary Plan.

The subject site is 6.17 hectares in size and qualifies as a "Large Site", as per Official Plan policy 3.2.1.9. The application proposes to include 160 new affordable rental dwelling units with a total Gross Floor Area of approximately 8,919 square metres, composed of a unit mix and unit sizes which reflect the unit mix and unit sizes of the proposed market units. The overall number of affordable rental dwelling units and the Gross Floor Area of the affordable rental dwelling units represent 10% of the total units and Gross Floor Area of the proposed development.

The applicant has agreed to construct and provide the affordable rental dwelling units as part of the Section 37 contribution, 60% of which will be one-bedroom units, 30% will be two-bedroom units and 10% will be three-bedroom units. The units will be secured with Affordable Rents for at least 15 years from the date of first occupancy. The term "Affordable Rent" is defined in the Official Plan of the City of Toronto as being rent where the total monthly shelter cost, including utilities – heat, hydro and hot water – but excluding parking and cable television charges, is at or below the average City of Toronto rent (average market rent or AMR) as reported annually by the Canada Mortgage and Housing Corporation in the Fall Market Report for the City of Toronto, by Unit Type.

The applicant will advertise and allocate the affordable rental dwelling units to households in need of affordable housing and will develop an access plan based on the City's affordable housing implementation practices at the time. The Affordable Rental Housing Terms and Conditions attached as Attachment No. 11 to this report detail the terms to be secured within the Section 37 Agreement.

The affordable rental dwelling units would be constructed and integrated within the private development blocks. There are three construction phases proposed for the development, all of which contain residential uses. The applicant has committed to providing at least 50% of the 160 affordable rental dwelling units within Tower B of the first phase of development and the remaining affordable rental dwelling units will be provided within Tower C of the second phase of development. Staff are satisfied with the proposed delivery of the 160 affordable rental dwelling units in the first and second phases of the development.

All occupants of the affordable rental dwelling units will have access to amenities of the proposed development, on the same basis as occupants of the market units. The provision of affordable housing will be secured in the implementing Zoning By-law as well as the Section 37 agreement. The provision of affordable housing is an important component of building complete, livable communities. The provision of 10% of the residential units as affordable rental housing supports the housing policy objectives of the Official Plan and the ConsumersNext Secondary Plan.

Unit Mix and Size

The housing policies in the Consumers Next Secondary Plan can be found in Section 7. The policies require developments containing more than 50 residential units to include a minimum of 30 per cent two-bedroom units, of which half will be at least 90 square metres, and a minimum of 20 per cent three-bedroom units, of which half will be at least 106 square metres.

The Council-adopted Growing Up: Planning for Children in New Vertical Communities Final Urban Design Guidelines provide guidance on the proportion and size of larger units recommended in new multi-unit residential developments. 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.

As previously noted, the applicant appealed the ConsumersNext Secondary Plan to permit a variation of the required residential dwelling unit types and sizes. As a result of the OLT (formerly LPAT) approved settlement of the appeal of the ConsumersNext Secondary Plan, the Official Plan Amendment application that sought to amend the ConsumersNext Secondary Plan policy is no longer required. The ConsumersNext Secondary Plan was amended for the subject lands to require a minimum of 30% of the total number of units to be two-bedroom units, with a minimum of 25% of the required two-bedroom units having minimum unit sizes of 87 square metres. The amendment to the Secondary Plan for the subject site also requires a minimum of 10% of the total of units be composed of three-bedroom units, with 30% of the required three-bedroom units having minimum unit sizes of 100 square metres.

Staff have reviewed the proposed unit mix and sizes of the proposed development and are satisfied that they meet the objectives of the PPS, Growth Plan, the Official Plan and the approved amendment to the ConsumersNext Secondary Plan, as they are

providing for a mix of unit types and sizes to support a diverse range of households. The minimum unit types and sizes will be secured in the draft Zoning By-law attached to this report (see Attachments 5a and 5b).

Open Space/Parkland

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with no population. Given the future expected growth both on the development site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

For sites that are 1 to 5 hectares in size, a cap of 15% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 4,843 square metres.

The ConsumersNext Secondary Plan identifies that the City will maximize its opportunities to provide a combination of public and private open space and recreation facilities on-site to meet future community needs. A new on site public park has been proposed that is 4,843 square metres in size, which will be located in the central portion of the Block with frontage on the new east/west public street, the new north/south public street, and the new east/west extension of Settlers Road (see Attachment 6: Site Plan). Parks, Forestry and Recreation staff have reviewed the proposed parkland dedication and have determined that it is of a satisfactory size, location, and configuration, and complies with Policy 3.2.3 of the Official Plan.

A 5 metre setback will apply to any building located next to the parkland dedication to achieve Ontario Building Code setbacks related to fire separation on the applicant's own site on the portions of the building that abut the park. Parks, Forestry and Recreation will not enter into any limiting distance agreement. The 5 metre setback will be secured in the draft Zoning By-laws (see Attachments 5a and 5b).

The parkland dedication shall be conveyed in the second phase of the development, prior to the issuance of the second above grade permit for either Tower C or Tower D. This will ensure that new residents in the first two residential buildings (Tower A and B) will have access to the new public park. The conditions for the parkland dedication, including its conveyance, base park improvements and above base park improvements, will be secured in the Section 37 Agreement.

Parks, Forestry and Recreation is interested in securing the design and construction, by the owner, of Above Base Park Improvements. There may be opportunities to use the Parks and Recreation component of the Development Charges for this work. Should this be agreeable, City Council approval of a development charge credit against the Parks and Recreation component of the Development Charges is required. In this respect the necessary authority is included in the recommendations.

Traffic Impact, Access, Parking, and Loading

Traffic Impact

An Urban Transportation Considerations report by the applicant's transportation consultant BA Group was submitted in support of the application. The applicant's transportation consultant estimates that the proposed development will generate approximately 1,655 and 1,750 two-way trips during the morning, and afternoon peak hours, respectively.

Total forecast trips made to and from the proposed site uses during the morning and afternoon peak hours are as follows:

- Auto-trips: 820 and 770 two-way trips (am/pm)
- Transit-trips: 345 and 295 two-way trips (am/pm)
- Walk trips: 315 and 510 two-way trips (am/pm)
- Cycling trips: 40 and 35 two-way trips (am/pm)

Transportation Services accepts the proposed road improvements including restricting the existing access on the north-south Settler's Road to a right-in/right-out, the installation of new traffic signals at Victoria Park Avenue and Settler's Road (east-west) intersection, and at the Settler's Road (east-west) and Settler's Road (north-south) intersection. Transportation Services requests that a review of traffic operations at the intersection at Settler's Road/Atria Boulevard (new east-west public road) and the new north-south public road/Settler's Road (east-west) be undertaken at each future Site Plan phase.

Access

With respect to site access, Section 5.7 of the Context Plan specifies that servicing areas should be located away from public view, and where possible, covered or located below grade. Access to servicing areas should be provided from a driveway leading to a public street. The Context Plan identifies the location of all residential and commercial loading access points for the four Blocks that contain buildings (see Attachment 9, Context Plan, page 28). Block 1 has two accesses for Towers A and B, from the new north-south and east-west local roads, respectively. The Tower A driveway is located approximately 40 metres south of Sheppard Avenue East and will be shared to service the primary loading and parking facilities of the block. The Tower B driveway is located approximately 35 metres west of Victoria Park Avenue and will provide access to a secondary loading facility to facilitate the residential moving activity of Tower B. The 5-level underground parking facility is accessed through Tower A and will service all residential uses in Block 1, and a portion of the non-residential uses proposed across the site.

The existing 2 Lansing Square loading facility accessed from Settlers Road has been re-located to the east side of the 2 Lansing Square office tower, into a loading courtyard, to internalize the associated loading manoeuvres and remove the existing curb cut from Settlers Road. Access to the re-located loading facility is provided through the proposed Block 2 internal driveway system. It is important to note that the relocated loading facility maintains the size of the existing loading facility.

Block 2 has three proposed access driveways from the surrounding public street network. Two of the accesses comprise a continuous L-shaped private driveway that connects to Settlers Road on the West (approximately 65 metres south of Sheppard Avenue East) and the new east-west local road to the south (approximately 115 metres east of Settlers Road). The Settlers Road access is restricted right-in right-out movements with the introduction of a centre median.

The internal driveway will provide access to the proposed loading courtyard servicing 2 Lansing Square and the proposed primary loading facility located in Tower C, as well as the loading facility and below-grade parking access located in Building F.

A third access is proposed directly into Tower D from the proposed north-south local road located approximately 60 metres south of Sheppard Avenue East and will provide access to a smaller loading facility to facilitate the residential moving activity of Tower D, and provide an additional access to the shared below-grade parking facilities.

Block 3 has 2 driveways along the western side of the existing 2550 Victoria Park Avenue building. The north driveway is accessed from the proposed east-west local road and is located approximately 65 metres west of Victoria Park Avenue. The south driveway is accessed from the new Settlers Road extension and is located approximately 75 metres west of Victoria Park Avenue. The north driveway will provide access to the loading facilities of Block 3 and the south driveway will provide access to the existing 1-level underground parking facility beneath the 2550 Victoria Park Avenue office building, and the proposed 1-level underground parking facility of Building G. The existing parking garage will continue to service the existing 2550 Victoria Park Avenue office building, and the new parking facility will service Building G.

Block 4 has 2 vertically aligned driveways, where the northern driveway is accessed from the new east-west local road to the north and the southern driveway is accessed from the new Settlers Road extension to the south. The driveways are located approximately 55 metres east of Settlers Road and will provide access to the loading and the parking facility of the block. The parking facility will service all non-residential uses across the site. The proposed parking facility contains an 8-level parking garage, with two levels underground and the remaining six parking levels located at and above-grade.

Additional comments regarding design and configuration of the proposed driveways will be reviewed as individual buildings come in for Site Plan Control approval.

Parking and Loading

Transportation Services has reviewed the proposed development and advise that parking is to be provided in accordance with the following minimum requirements:

Residential Use

Bachelor Units	0.6 spaces per unit
1-Bedroom Units:	0.7 spaces per unit

Bachelor Units	0.6 spaces per unit
2-Bedroom Units:	0.9 spaces per unit
3+ Bedroom Units:	1.0 spaces per unit
Townhouse :	1.0 spaces per dwelling unit
Visitor Spaces:	0.1 spaces per unit

Non-residential Use

Retail or Personal Service Shop Uses	1.0 spaces per 100 m2 of Gross Floor Area
Commercial/Office Uses	1.0 spaces per 100 m2 of Gross Floor Area
Day Nursery	0.4 spaces per 100 m2 of Gross Floor Area

Loading will be provided accordingly:

Tower A – (Block 1)	1 Type 'G' space (shared with retail and Tower B)
Tower B – (Block 1)	1 Type 'B' space (shared with retail)
Tower C – (Block 2)	1 Type 'G' space (shared with retail and Towers F and Tower D)
Tower D – (Block 2)	1 Type 'B' space (shared with retail)
Tower F – (Block 2)	1 Type 'B' (shared with retail)
Building G – (Block 3)	1 Type 'G'
Tower E – Office (Block 4)	2 Type 'B' spaces (shared with retail); 3 Type 'C' spaces
2 Lansing Square (Block 2)	Existing number of loading spaces to be maintained for remaining buildings

Tower A – (Block 1)	1 Type 'G' space (shared with retail and Tower B)
2550 Victoria Park Avenue (Block 3)	Existing number of loading spaces to be maintained for remaining buildings

Five accessible parking spaces plus 1 space for every 50 parking spaces in excess of 100 parking spaces are required to be dedicated as accessible spaces. The above parking and loading standards will be secured in the implementing Zoning By-law.

Based on the Transportation Memo prepared by BA Group, the proposed Transportation Demand Management (TDM) measures for the subject site include a financial contribution of \$100,000 to the City's Bike-Share program for two bike share stations, four (4) publicly accessible car-share vehicles and serviced parking spaces on site including a post-occupancy monitoring program to monitor the car-share usage provided on the site, interim shuttle service between the subject site and Don Mills Subway Station prior to the easterly extension of higher order transit on Sheppard Avenue East, transportation information screens in publicly accessible areas, and unloaded Presto cards for all first-time residential unit renters. These TDM measures will be secured in the Section 37 Agreement as a legal convenience.

Servicing and Solid Waste

Engineering and Construction Services has reviewed the Functional Servicing Report for the Context Plan area to determine whether there is adequate capacity in the existing municipal infrastructure to accommodate the storm water runoff, sanitary flow, groundwater discharge, and water supply demand resulting from the proposed development. Staff are satisfied that sufficient capacity exists and no upgrades are required to the surrounding water and sewer systems to permit the proposed development. Notwithstanding, detailed servicing design for each block will be reviewed through the corresponding draft plan of subdivision application file number 20 232552 NNY 17 SB, and for individual buildings via site plan control.

The City's Solid Waste Management division will confirm final design and solid waste pick-up at the site plan control stage.

Tree Preservation

Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. City Council has adopted policies that call for an increase in the amount of tree canopy coverage. The applicant has submitted a tree preservation plan and landscape plan that show the development proposes the removal of seven City-owned trees. If approved a Tree Amenity Value in the amount of \$14,389.00 is required for the seven City trees proposed for removal.

The tree preservation plan and landscape plan also show the removal of 102 privately-owned trees. Of the 102 private trees proposed for removal, 67 are in poor condition. The removal of the subject trees is required to facilitate construction for the proposed development and for the construction of the new roads. Permits were issued by Urban

Forestry on February 10, 2020 for the removal of 72 private trees. These permits are linked to the demolition of 4 and 6 Lansing Square. One hundred thirty (130) replacement trees were required for the removal of 72 private trees. The applicant has opted to pay cash-in-lieu in the amount of \$75,790.00 (\$583.00 per tree) for the 130 replacement trees. None of the identified 72 trees will be removed until the proposed development has been approved by City Council. Urban Forestry will comment further on replacement trees during through the Site Plan Control process.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources. A portion of the subject site along Sheppard Avenue East is identified as having archaeological resource potential and an archaeological assessment has been completed and submitted in support of the application. The Stage 1-2 archaeological assessment by Amick Consultants Limited concluded that there are no further archaeological concerns regarding the subject property. The City's Heritage Preservation staff have reviewed the archaeological assessment and concur with this determination.

Schools

The Toronto District School Board (TDSB) reviewed the application in 2020 and advises that there is insufficient space at the local schools to accommodate students anticipated from the proposed development and it may be necessary for students to be accommodated in facilities outside of the area. The School Board has requested that as a condition of approval, the applicant enter into an agreement to put up signs advising that students may be accommodated in facilities outside the area until adequate funding or space becomes available and also include warning clauses in all offers of purchase and sale of residential units, to the effect that students may be accommodated in facilities outside the area and the TDSB's policies on bussing. These conditions are to be included in conditions of site plan approval and all offers of purchase and sale/lease/rental/tenancy agreements of residential units for a period of ten (10) years.

The Toronto Catholic District School Board (TCDSB) advises that the proposed development falls within the elementary school boundary of Saint Gerald Catholic School. The closest Secondary schools serving this area are Senator O'Connor College School and Mary Ward Catholic Secondary School.

The Toronto Catholic District School Board advises that students from this development are planned to be accommodated in the local schools. If the elementary and secondary schools which serve this area are oversubscribed, students from this development may need to be accommodated in portable classrooms or redirected to a school located outside the area.

Similar to the TDSB, the TCDSB requests that the applicant put up signs advising that sufficient accommodation may not be available for all anticipated students at local schools. Students from this development may be accommodated in facilities outside of the community depending on availability of space. These conditions are to be included

in all appropriate planning agreements and all offers of purchase and sale/lease/rental/tenancy agreements of residential units.

Toronto Transit Commission

The Toronto Transit Commission (TTC) has reviewed the proposed development and advise that they are exploring a new bus bay on Victoria Park Avenue, adjacent to the northeast corner of the subject site. The TTC has requested a rectangular 6 x 2 metre easement for a possible bus shelter on the development site, adjacent to the bus bay. Further discussion is required to determine the feasibility of a bus shelter at the identified location and the TTC will have an opportunity to explore this issue further through the circulation of the corresponding draft plan of subdivision application.

Public Art

The policies with respect to public art can be found in section 4.29 of the ConsumersNext Secondary Plan. The policy states that public art will be provided in accordance with the City of Toronto's Percent for Public Art Program as coordinated through a Public Art Plan secured through development approvals. The specific location of public art pieces will be determined through the creation of a Public Art Plan.

Section 5.2.5 of the applicant's Context Plan shows locations where public art could be provided (see Attachment 9: Context Plan, page 25). As part of the Section 37 contribution that includes 160 affordable housing units and a financial contribution towards the improvement of Pleasant View Library, the applicant is also contributing \$500,000 for public art. The contribution will be secured to the satisfaction of the Chief Planner and Executive Director of City Planning, prior to the necessary bills proceeding to Council.

Phasing Plan

The proposed development will not be constructed all at once and will be built out over time in phases including: parks, streets, POPS, linkages, office space, and affordable housing. The applicant has provided an anticipated phasing plan of how the ultimate build out would occur, as outlined below. Each phase would include the necessary public infrastructure to support the development (see Attachment 10: Phasing Plan).

Phase 1

- Construction of the new north/south public street;
- Construction of the easterly portion of the new east/west local public street;
- Construction of new east/west Settlers Road;
- Construction of Tower E the 18-storey office building;
- Construction of Tower A the 40 storey residential building;

- Construction of Tower B the 30-storey residential building;
- Construction of the 530 square metre POPS, east of Tower A; and
- Construction of at least 80 affordable housing units.

Phase 2

Construction of the westerly portion of the new east/west local public street;
Construction of Tower C the 25-storey residential building;
Construction of Tower D the 35-storey residential building;
Conveyance of the 4,843 square metre public park;
Construction of Building F the 6 storey residential building;
Construction of 80 affordable housing units; and
Construction of the 525 square metre POPS, east of Tower C

Phase 3

Construction of Building G the 4 storey residential building.

This phasing plan would ensure that office space is replaced early in the development, the provision of affordable housing units, public streets, and the public park are constructed in the first two phases of development and that the appropriate range of infrastructure will be provided in a timely manner as the new resident population arrives. Up to 800 residential households, of which a minimum of 80 units will be affordable housing, will have the opportunity to move into Towers A and B at the end of Phase 1. The phasing plan is included in Section 5.8 of the applicant's Context Plan (see Attachment 9: Context Plan, page 29) and will be secured in the implementing Zoning By-law and the Section 37 Agreement.

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. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. The applicant's Site Plan and Context Plan have been reviewed for compliance with the TGS. Performance measures for the Tier 1 development features will be secured through the Zoning By-law, Section 37 agreement, and incrementally via site plan control applications. TGS performance measures are also secured through the associated draft plan of subdivision and as each building comes in through the Site Plan Control process.

Community Consultation

A Community Consultation Meeting in an open house format was hosted by City Planning staff on June 26, 2019 for the official plan and rezoning amendment applications. There were approximately 50 members of the public in attendance. The local ward Councillor and staff of the adjacent ward (Ward 22, Scarborough-Agincourt) were also in attendance.

Many members of the public in attendance were familiar with the previous planning study that led to the creation of the ConsumersNext Secondary Plan and had commented that they were pleased to see a development application come forward that

was aligned with the Secondary Plan policies. Other issues raised included the following:

- Too much additional traffic in the area;
- Too much existing traffic;
- Too much additional density and high rise development in the area;
- Concern that too much development is proceeding in advance of the higher order transit anticipated to come to Sheppard Avenue East thereby adding more traffic congestion to the area; and
- Overload on electrical system and electricity capacity in the area.

Similar concerns were also raised through emails received by City Planning staff from the community.

Section 37

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

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

1. The owner is to provide the following facilities, services and matters pursuant to Section 37 of the Planning Act, prior to the issuance of the first above grade building permit for Towers A, B, C, D, or Buildings F or G:

(a) Prior to the issuance of any above grade building permit on the lands, except for Tower E, the owner is to provide a financial contribution to the City of two-million and seven-hundred thousand dollars (\$2,700,000) to be used for the improvement of Pleasant View Library. The financial contribution set out above shall be indexed to the Statistics Canada Non-Residential Construction Price Index for Toronto calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the owner to the City.

(b) The owner shall prepare, at its expense, a Public Art Plan (the “Public Art Plan”) for the provision of Public Art on the site or adjacent City-owned land and shall submit the Public Art Plan to the City, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Toronto Public Art Commission, and to City Council for approval, in accordance with the terms of the Section 37 Agreement.

(c) Prior to the issuance of any above grade building permit on the lands, except for Tower E, the owner shall make a Public Art contribution to the City in the amount of five hundred thousand dollars (\$500,000) on public art program terms set out in the Section 37 Agreement and to the satisfaction of the Chief Planner and Executive Director, City Planning, which amount shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto, calculated from

the date of execution of the Section 37 Agreement to the date of issuance of the first above-grade building permit.

(d) The owner shall design, construct and operate at least 160 affordable rental dwelling units comprised of approximately 8,919 square metres of residential Gross Floor Area within the approved development at 2, 4, 6 Lansing Square and 2550 Victoria Park Avenue, in accordance to the Terms outlined in Attachment 11, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

(i) The owner agrees that no building permits shall be issued for Phase 2, until an above grade building permit has been issued and obtained for Tower B in Phase 1 containing at least 80 affordable rental housing units (at least 50% of the affordable rental dwelling units to be provided on the site);

(ii) The owner agrees that no building permits shall be issued for Phase 3, until an above grade building permit has been obtained and issued for Tower C in Phase 2 containing the remaining affordable rental housing units;

(iii) The owner agrees that prior to the issuance of the first above grade building permit for the last phase of the development (Phase 3), the 160 affordable rental dwelling units shall be ready and available for occupancy;

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

(a) The owner agrees that construction shall proceed in accordance with the Phasing Plan in Attachment 10 to the report (June 3, 2021) from the Acting Director, Community Planning, North York District.

(b) The owner agrees that no above grade building permits shall be issued for Towers A, B, C, or D, or Buildings F or G, in Blocks 1, 2, and 3, until an above grade building permit has been issued and obtained for the office Tower E in Block 4;

(c) The owner agrees that prior to any above grade building permits being issued for Phase 2 (any of Towers C, D or Building F), an occupancy permit shall be issued for the office Tower E.

(d) The owner shall construct and maintain, at its own expense, an area of not less than 530 square metres east of Tower A as shown in the Context Plan - Attachment 9 to the report (June 3, 2021) from the Acting Director, Community Planning, North York District, for use by the general public as Privately-Owned Publicly accessible Open Space (POPS) with the specific location, configuration and design to be determined and secured through site plan approval to the satisfaction of the Chief Planner and Executive Director, City Planning;

(e) The owner shall construct and maintain, at its own expense, an area of not less than 525 square metres at the southwest corner of Sheppard Avenue East and the new north/south public road as shown in the Context Plan - Attachment 9 to the report (June 3, 2021) from the Acting Director, Community Planning, North York District, for use by

the general public as Privately-Owned Publicly accessible Open Space (POPS) with the specific location, configuration and design to be determined and secured through site plan approval to the satisfaction of the Chief Planner and Executive Director, City Planning;

(f) The owner agrees that prior to the issuance of the first above-grade building permit, the owner shall prepare all documents and convey, on terms set out in the Section 37 Agreement, an access easement in favour of the City in perpetuity, including support rights as applicable, for public use of the privately-owned publicly accessible open space (POPS) indicated in items 2.(d) and 2.(e) above, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor;

(g) The owner agrees that prior to issuance of the first Above-Grade Building Permit for any portion of the Site, the owner shall make a one-time contribution to the City in the amount of One Hundred Thousand Dollars (\$100,000.00) towards the installation of two bike-share stations on the site.

(h) The owner shall provide and maintain, as part of Site Plan Approval, a minimum of 4 publicly accessible car-share parking spaces in locations satisfactory to the Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Transportation Services.

(i) The owner shall introduce a monitoring program for the usage of the car-share vehicles and spaces provided on the site prior to Site Plan Approval of any Tower/Building in Phase 2, including the collection of baseline data to establish a base condition and subsequent data collection program to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and the General Manager, Transportation Services

(j) At first residential use for any Building in Phase 1, the owner shall provide and maintain shuttle service between the Site and Don Mills Subway Station during the interim condition prior to the easterly extension of higher order transit on Sheppard Avenue East, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and the General Manager, Transportation Services.

(k) The owner shall provide and maintain real-time transportation screens in locations, through Site Plan Approval, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Transportation Services.

(l) The owner shall provide proof of purchase and distribution of unloaded PRESTO cards to all first-time residential unit owners/renters to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

3. Parkland Dedication be secured through the Section 37 Agreement as a matter of legal convenience to support the development, to the satisfaction of the General Manager, Parks, Forestry and Recreation, and include the following:

(a) The owner shall convey an on-site parkland dedication pursuant to Section 42 of the Planning Act having a minimum size of 4,843 square metres (the "Parkland Dedication"), with the exact location and configuration of the Parkland Dedication to be to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.

(b) The owner shall design and construct base and above-base park improvements, on terms and conditions set out in the Section 37 Agreement.

(c) The owner agrees that the Parkland Dedication to be conveyed to the City shall be free and clear, above and below grade, of all easements, encumbrances, and encroachments and in acceptable environmental condition and is to be conveyed to the City prior to the issuance of the second above grade building permit for either Tower C or Tower D to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.

Conclusion

The revised proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Toronto Official Plan and the ConsumersNext Secondary Plan. Staff are of the opinion that the revised proposal is consistent with the PPS (2020), conforms with the Growth Plan (2020), and conforms with the Official Plan. The proposal conforms to the ConsumersNext Secondary Plan policies including sections related to land use and economic development, built form, housing, and community services and facilities. The Context Plan establishes further guidance on how to implement a planning framework for this quadrant, including new public streets which contribute to a larger public network as well as lands towards a new, centrally located public park. The proposed Section 37 benefits will include 160 new affordable rental dwelling units, as well as a cash contribution of \$2.7 million dollars towards the improvement of an existing public library and \$500,000 for Public Art. Staff recommend that Council support approval of this application.

CONTACT

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SIGNATURE

John Andreevski, Acting Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3a: Official Plan Land Use Map
Attachment 3b: ConsumersNext Secondary Plan
Attachment 4a: Existing Zoning By-law Map 7625
Attachment 4b: Existing Zoning By-law Map 569-2013
Attachment 5a: Draft Zoning By-law 7625
Attachment 5b: Draft Zoning By-law 569-2013

Applicant Submitted Drawings

Attachment 6: Site Plan
Attachment 7a: East Elevation on Victoria Park
Attachment 7b: West Elevation on Settler's Road
Attachment 7c: South Elevation on Settler's Road
Attachment 7d: North Elevation on Sheppard Avenue East
Attachment 7e: East Elevation on new N-S Street
Attachment 7f: West Elevation on new N-S Street
Attachment 7g: South Elevation on new E-W Street
Attachment 7h: North Elevation on new E-W Street
Attachment 8a: 3D View - Northeast
Attachment 8b: 3D View - Southwest
Attachment 9: Context Plan
Attachment 10: Phasing Plan
Attachment 11: Affordable Rental Housing Terms and Conditions

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 2, 4 & 6 Lansing Square and 2550 Victoria Park Ave
 Date Received: May 1, 2019
 Application Number: 19 147759 NNY 17 OZ
 Application Type: Rezoning

Project Description: Zoning By-law Amendment for a new master planned community with four new development blocks, new streets and new public park. Three blocks are in the lands designated Mixed Use Areas and one block is designated as General Employment Areas. The existing office buildings at 2 Lansing Square (12 storey) and 2550 Victoria Park Avenue (8 storey). The lands in the Employment Areas designation includes a new 18-storey office tower connected to an above grade parking garage and a new 4,843 square metre public park. Total amount of residential units: 1,591.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC. 3 Church Street, Toronto, ON M5E 1M2	BOUSFIELDS INC. 3 Church Street, Toronto, ON M5E 1M2	WZMH Architects 95 St. Clair Ave West Toronto, ON M4V 1N6	2509225 ONTARIO INC 2235 Sheppard Avenue East Toronto, ON M2J 5B5

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:
 Zoning: MO Heritage Designation: N
 Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m): 61,729 Frontage (m): 279 Depth (m): 207

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):	8,252	2,559	13,781	16,340
Residential GFA (sq. m):			111,052	111,052
Non-Residential GFA (sq. m):	40,370	28,726	34,596	63,322

Total GFA (sq. m):	40,370	28,726	145,648	174,374
Height - Storeys:	12	12	40	40
Height - Metres:			137	137

Lot Coverage Ratio (%)	26.47	Floor Space Index:	2.82
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Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	111,051.6	780
Retail GFA:	3,336.7	
Office GFA:	59,985.5	
Industrial GFA:		
Institutional/Other GFA:	773	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,591	1,591
Other:				
Total Units:			1,591	1,591

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			956	478	157
Total Units:			956	478	157

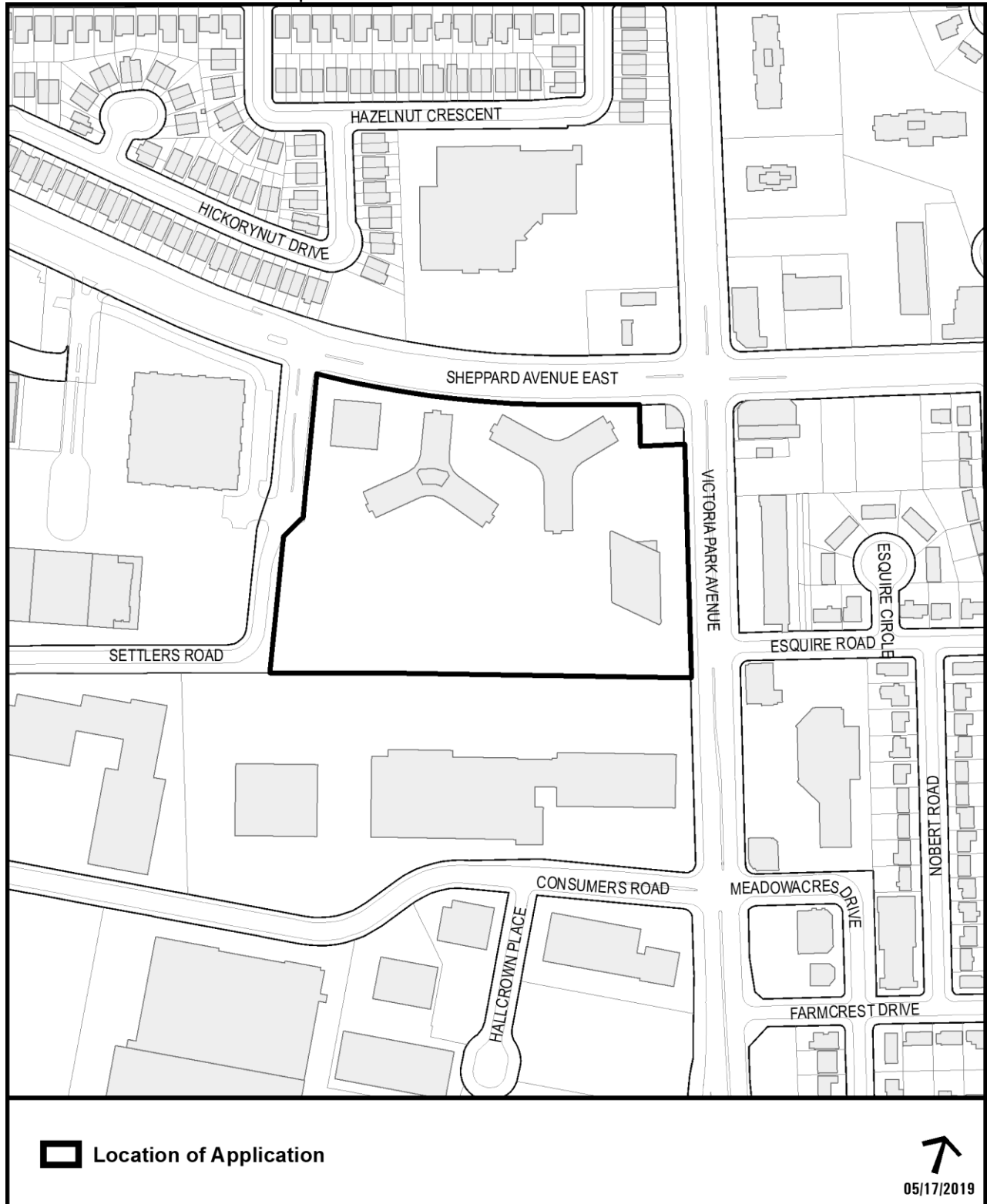
Parking and Loading

Parking Spaces:	2,446	Bicycle Parking Spaces:	1,400	Loading Docks:	11
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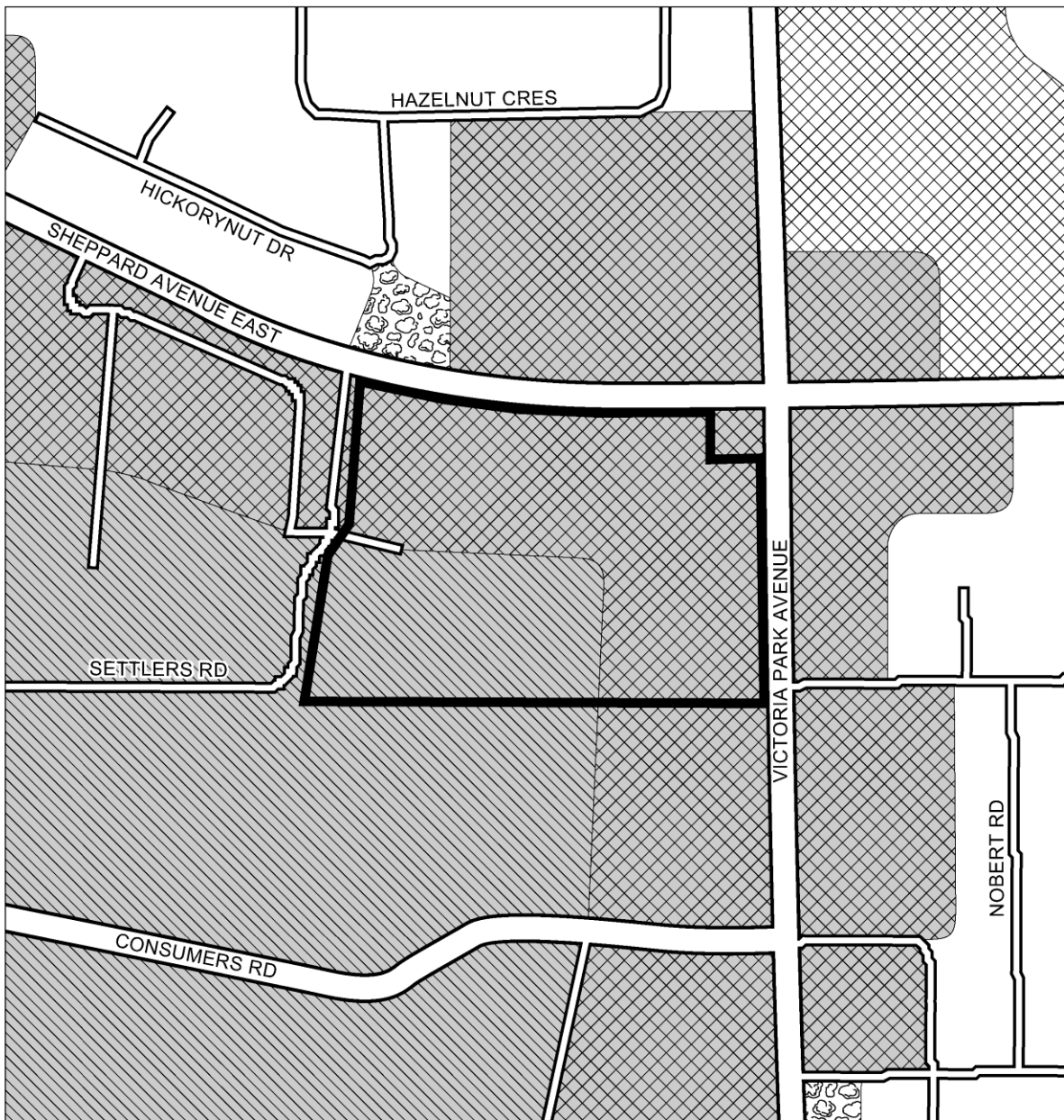
CONTACT:

Derrick Wong, Senior Planner
(416) 392-0776
derrick.wong@toronto.ca

Attachment 2: Location Map



Attachment 3a: Official Plan Land Use Map



2550 Victoria Park Avenue & 2, 4, 6 Lansing Square Official Plan Land Use Map #19

File # 19 147759 NNY 17 02

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



Not to Scale
05/17/2019



ConsumersNext Secondary Plan

Map 38-4 Potential Tall Building Locations and Maximum Densities

2550 Victoria Park Avenue & 2, 4, 6 Lansing Square

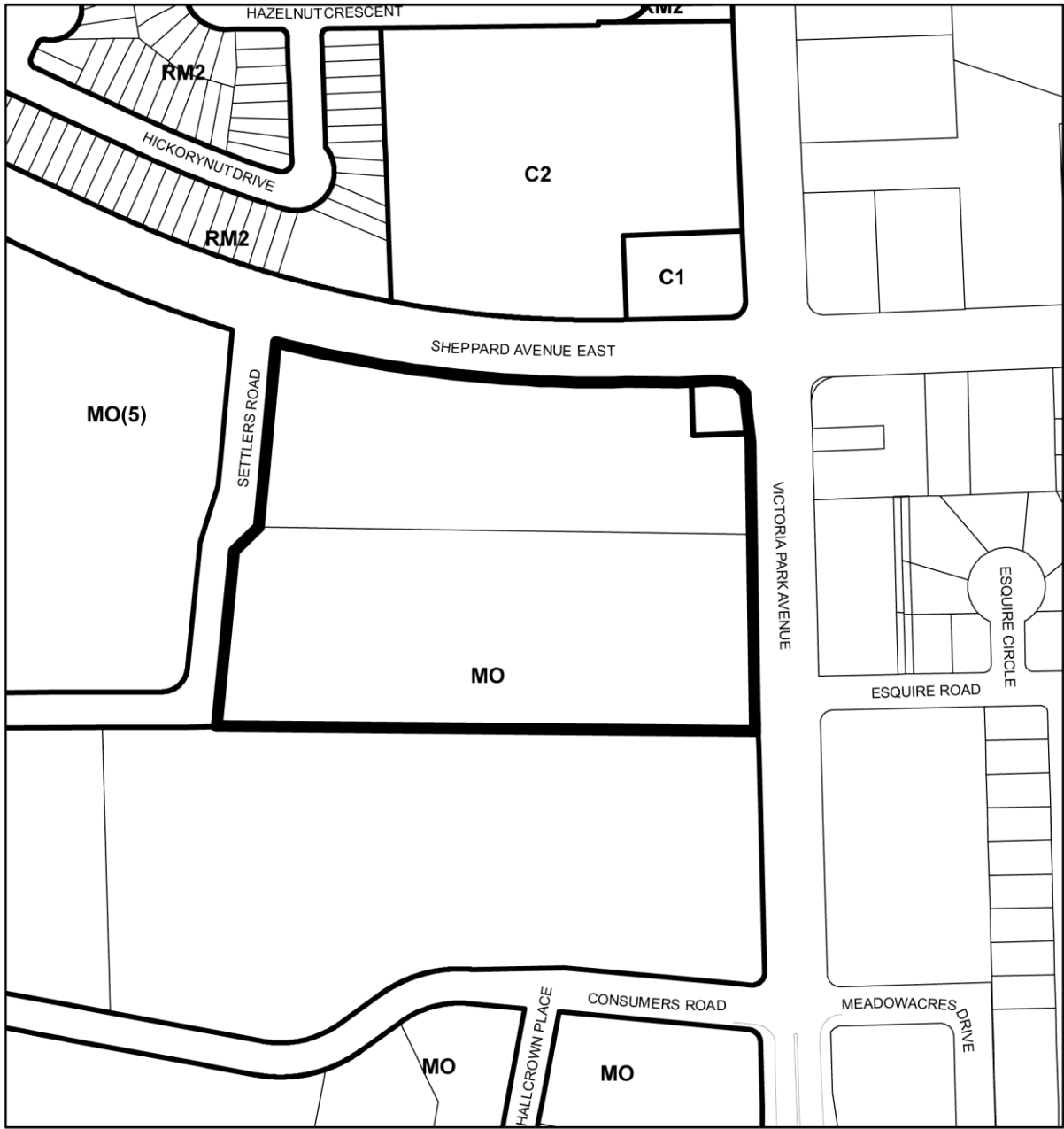
File # 19 147759 NNY 17 0Z

-  Location of Application
-  Secondary Plan Boundary
-  Maximum permitted FSI



Not to Scale
06/05/2019

Attachment 4a: Existing Zoning By-law Map 7625



Zoning By-law 7625

2550 Victoria Park Avenue & 2, 4, 6 Lansing Square

File # 19 147759 NNY 17 0Z



Location of Application

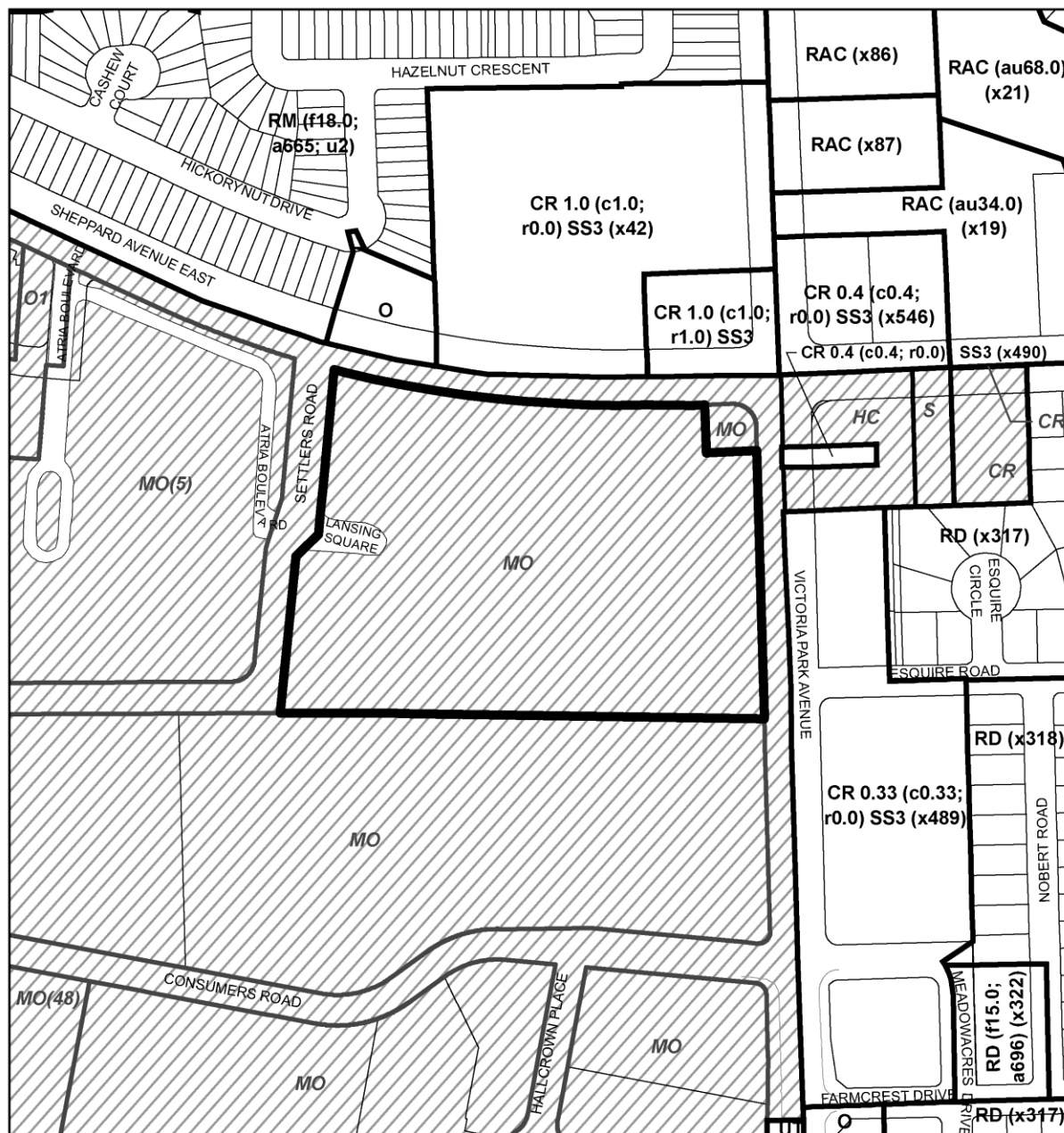
RM2 Multiple-Family Dwellings Second Density Zone
C1 General Commercial Zone

C2 Local Shopping Centre Zone
MO Industrial-Office Business Park Zone



Not to Scale
Extracted: 06/02/2021

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



2550 Victoria Park Avenue & 2, 4, 6 Lansing Square

Zoning By-law 569-2013

File # 19 147759 NNY 17 02



Location of Application

RD Residential Detached
RM Residential Multiple
RAC Residential Apartment Commercial

CR Commercial Residential
O Open Space
UT Utility and Transportation



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

C1 General Commercial Zone
MO Industrial-Office Business Park Zone
O1 Open Space Zone

See Former City of Scarborough Sullivan Community By-law No. 10717

S Single-Family Residential
CR Commercial-Residential
HC Highway Commercial



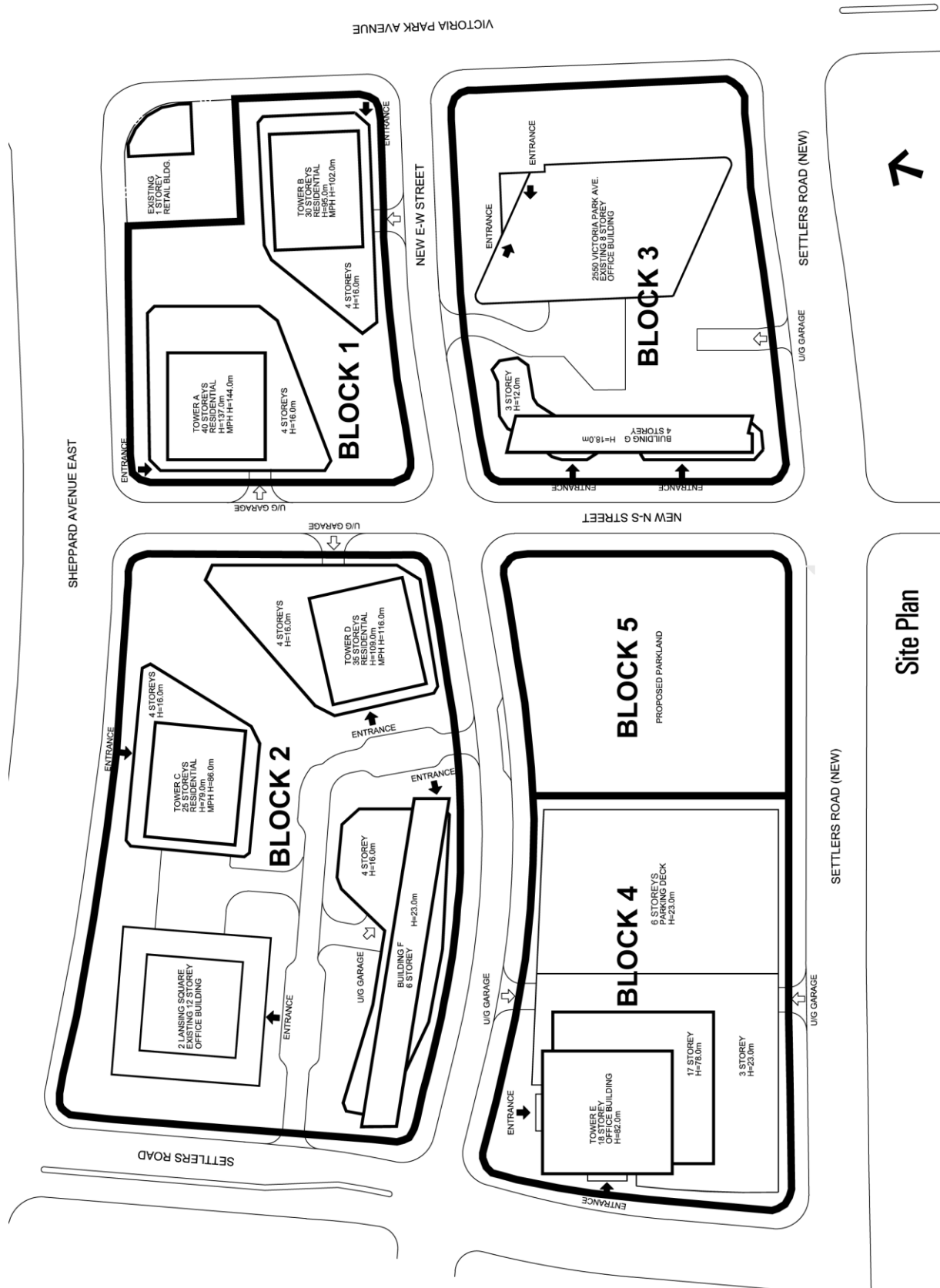
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Extracted: 05/17/2019

Attachment 5a: Draft Zoning by-law 7625

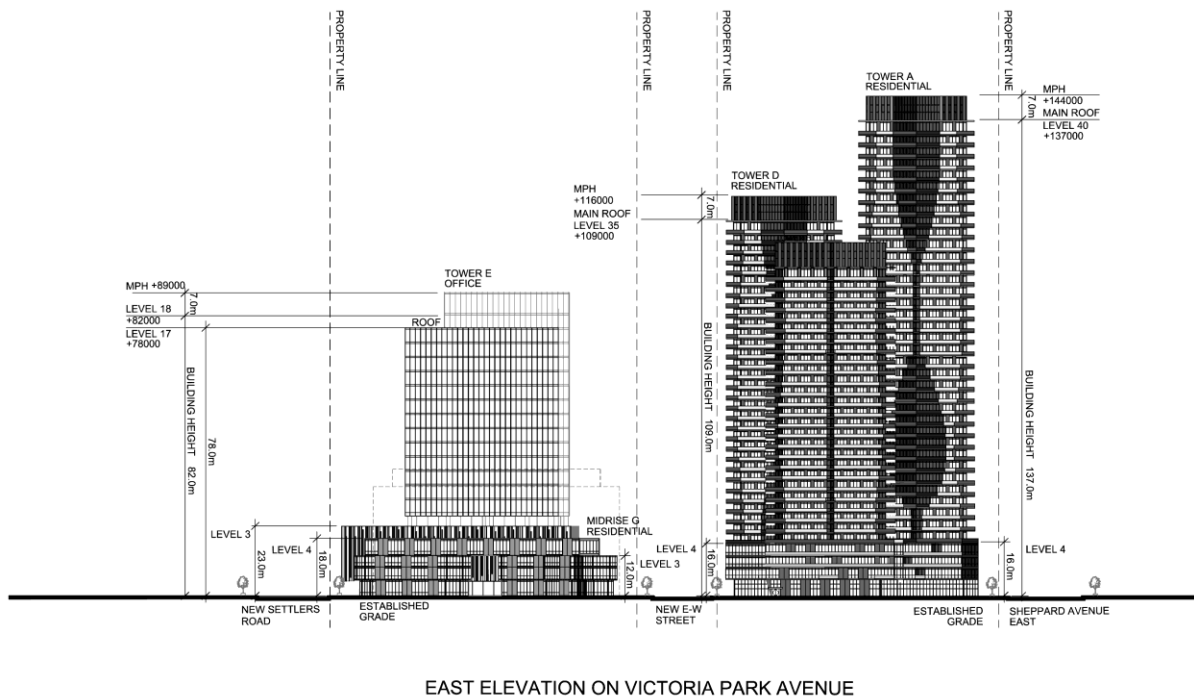
See separate attachment

Attachment 5b: Draft Zoning by-law 569-2013

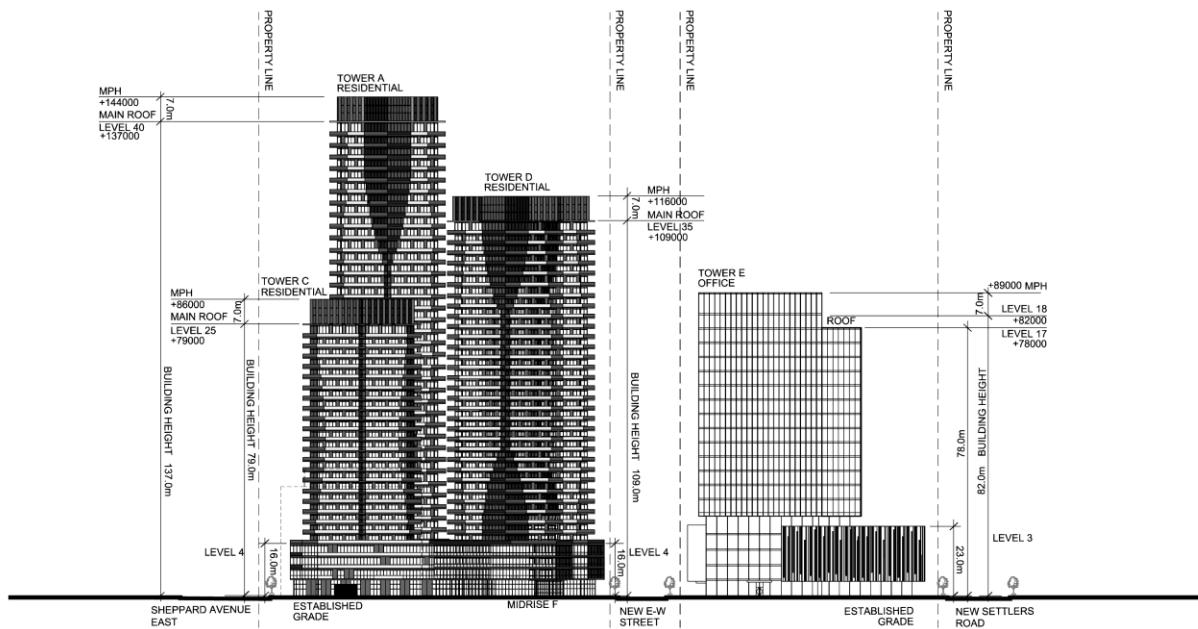
See separate attachment



Attachment 7a: East Elevation on Victoria Park

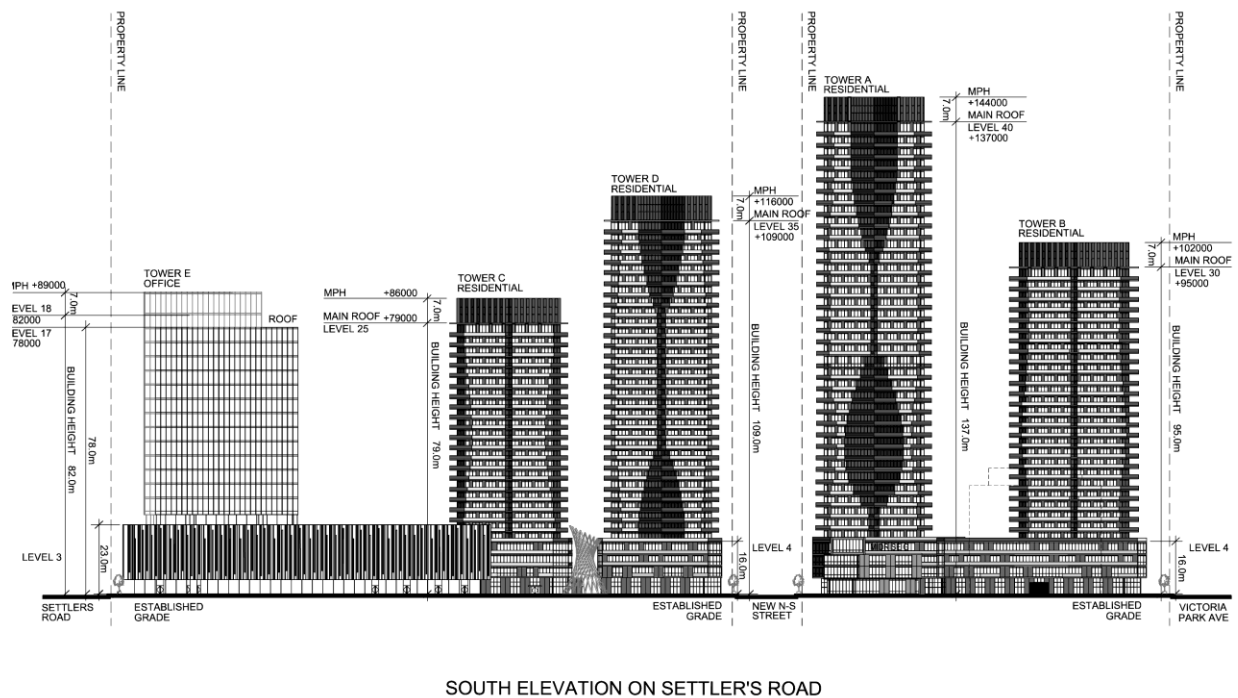


Attachment 7b: West Elevation on Settler's Road

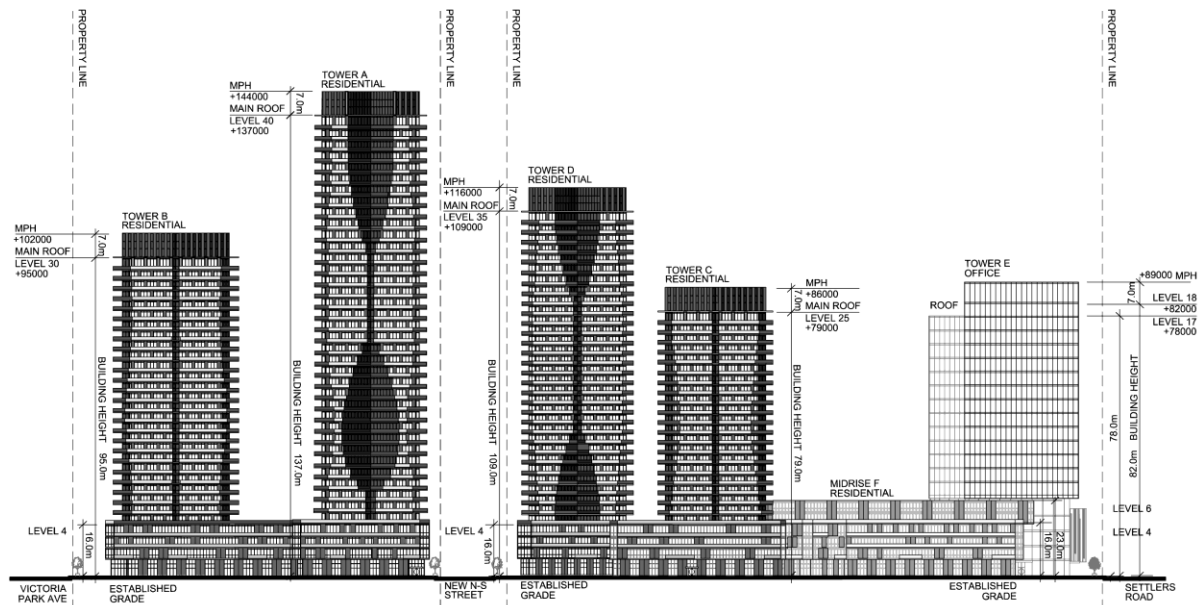


WEST ELEVATION ON SETTLER'S ROAD

Attachment 7c: South Elevation on Settler's Road

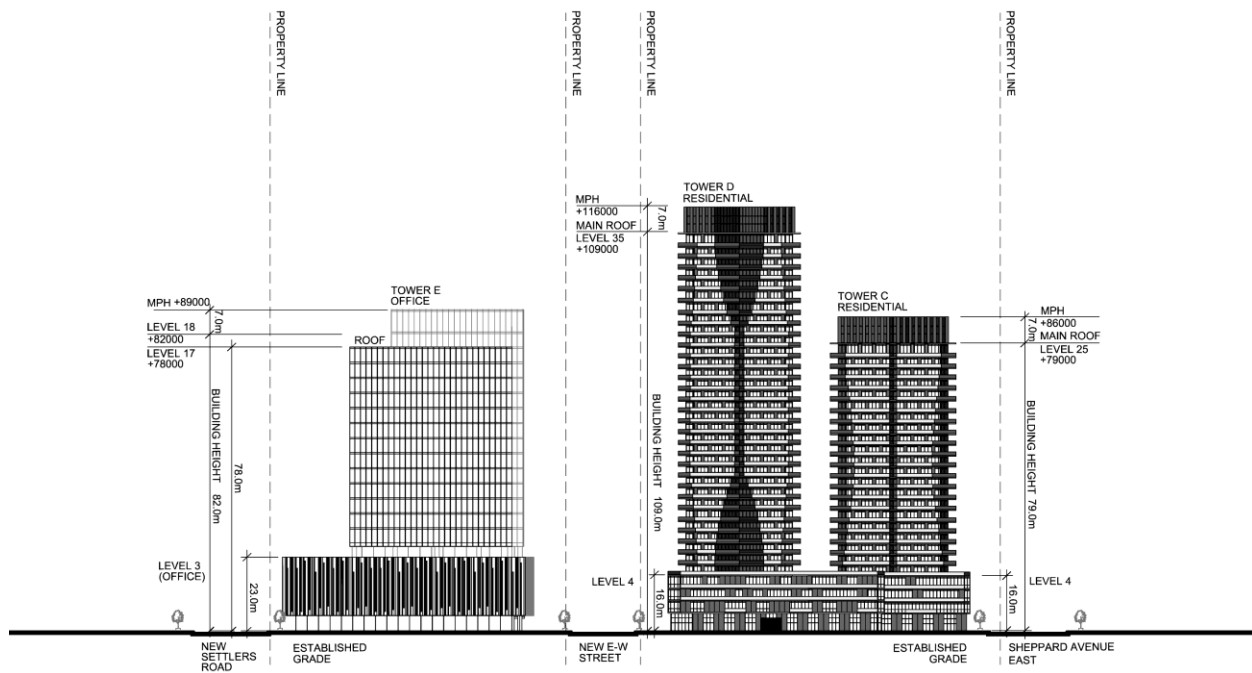


Attachment 7d: North Elevation on Sheppard Avenue East



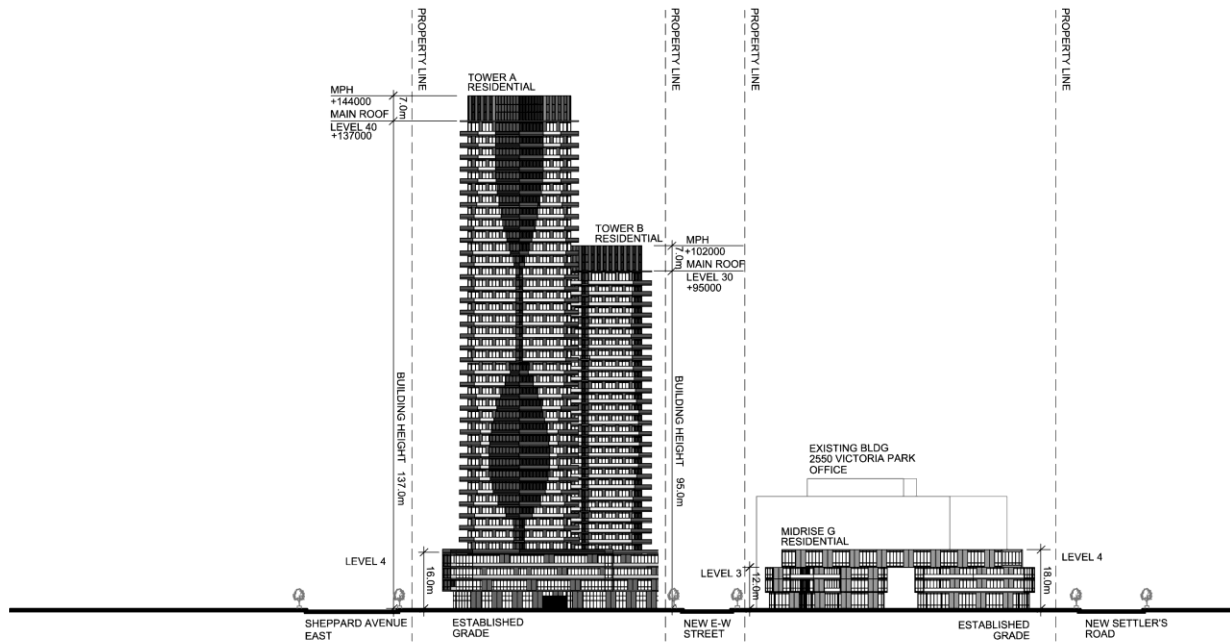
NORTH ELEVATION ON SHEPPARD AVENUE EAST

Attachment 7e: East Elevation on new N-S Street



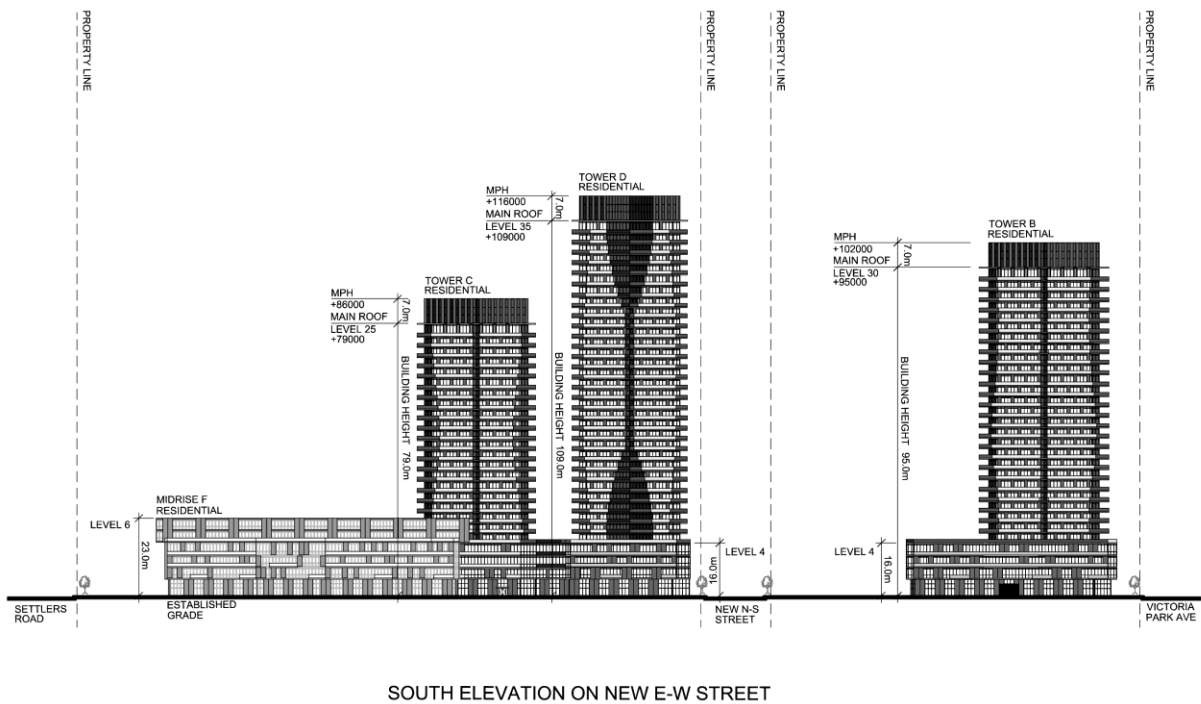
EAST ELEVATION ON NEW N-S STREET

Attachment 7f: West Elevation on new N-S Street

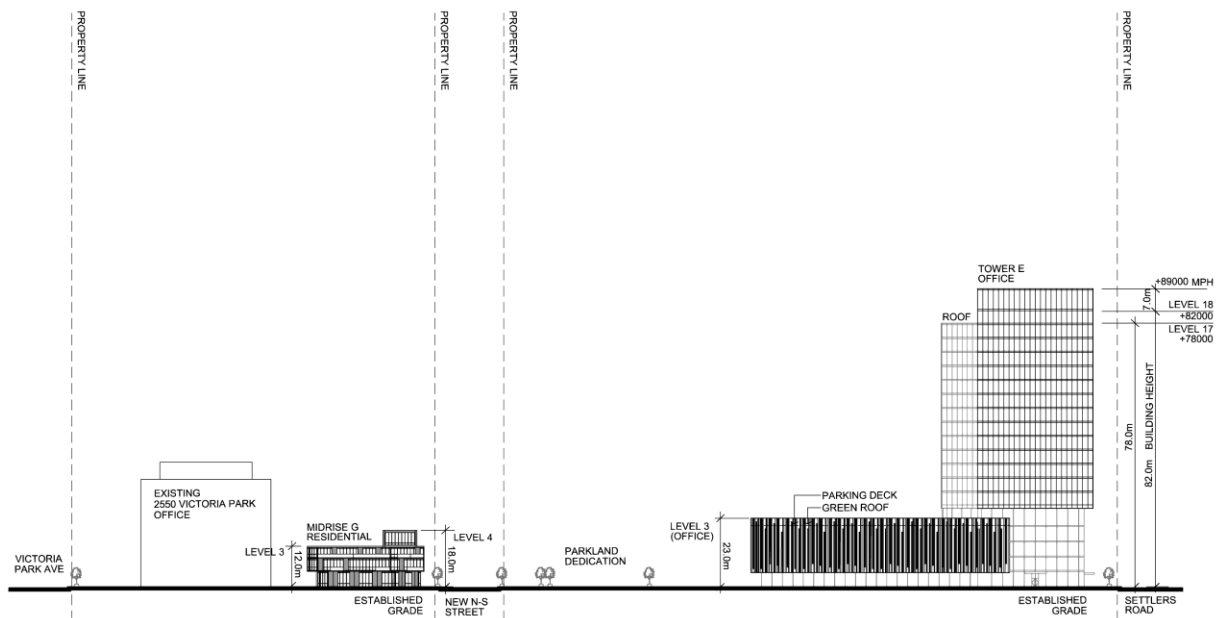


WEST ELEVATION ON NEW N-S STREET

Attachment 7g: South Elevation on new E-W Street

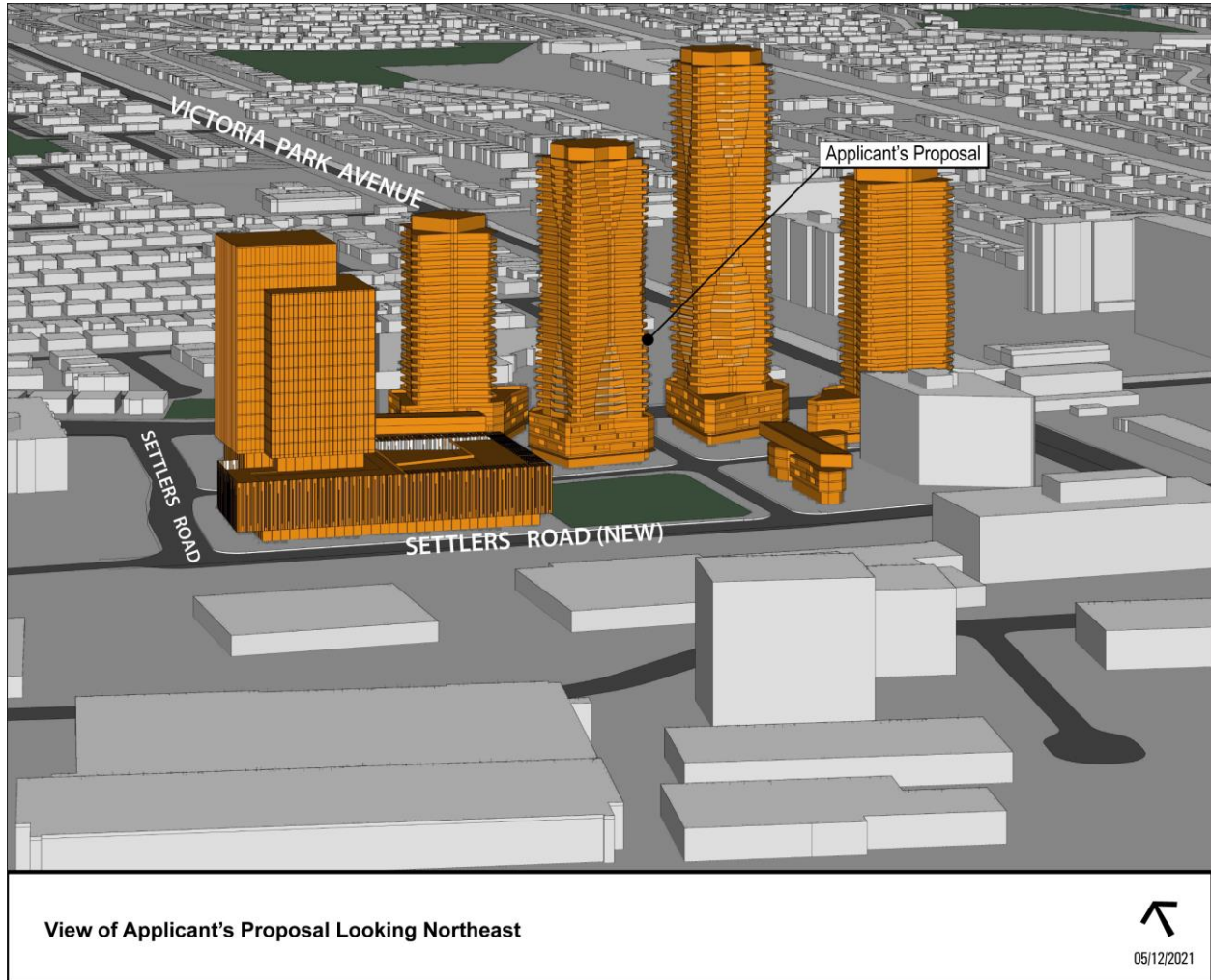


Attachment 7h: North Elevation on new E-W Street

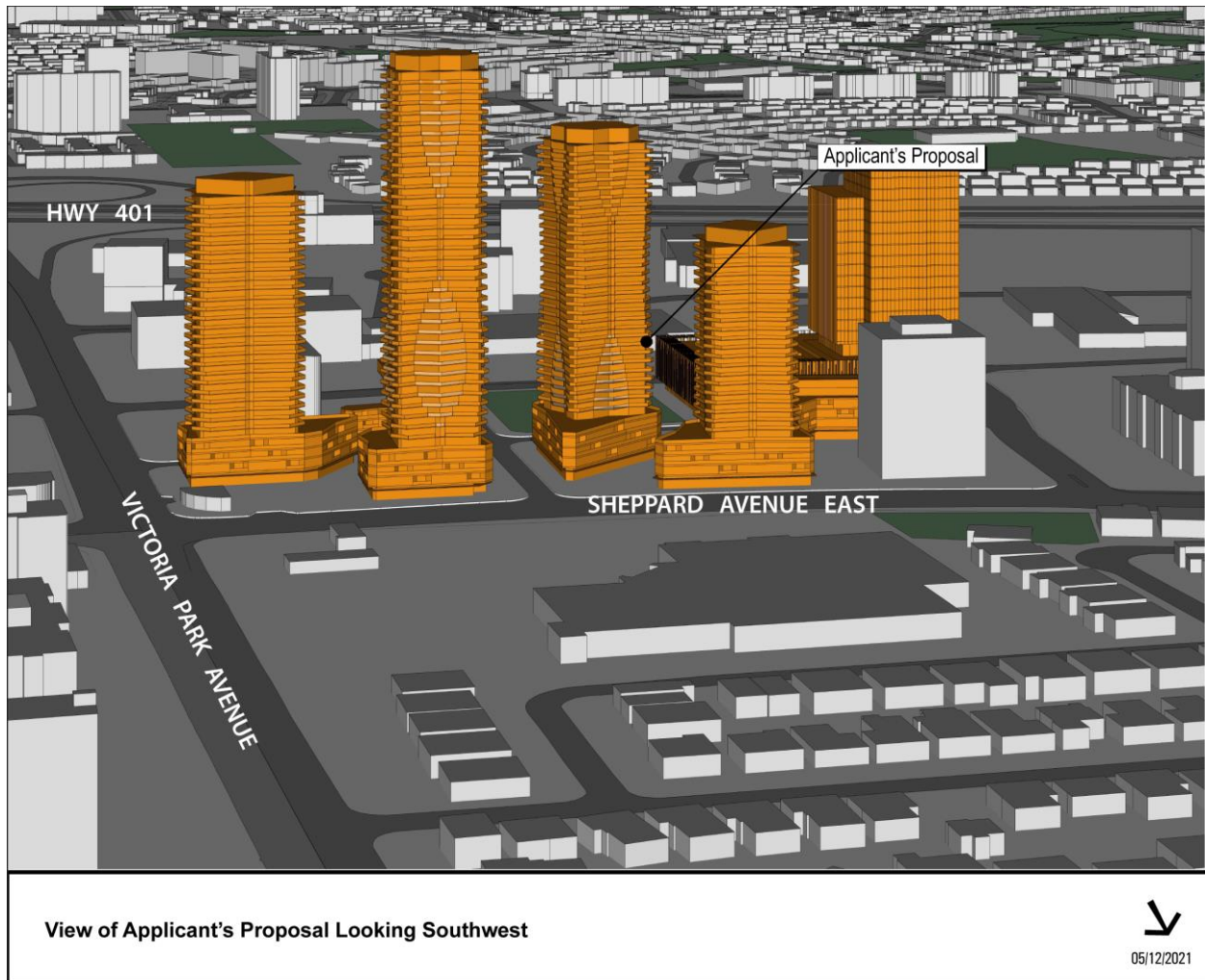


NORTH ELEVATION ON NEW E-W STREET

Attachment 8a: 3D View - NorthEast



Attachment 8b: 3D View - Southwest



Attachment 9: Context Plan

See separate attachment

Attachment 10: Phasing Plan

Phase 1

Construction of the new north/south public road;
Construction of the easterly portion of the new east/west local public road;
Construction of new east/west Settlers Road;
Construction of Tower E the 18-storey office building;
Construction of Tower A the 40 storey residential building;
Construction of Tower B the 30-storey residential building;
Construction of the 530 square metre POPS, east of Tower A; and
Construction of at least 80 affordable housing units.

Phase 2

Construction of the westerly portion of the new east/west local public road;
Construction of Tower C the 25-storey residential building;
Construction of Tower D the 35-storey residential building;
Conveyance of the 4,843 square metre public park;
Construction of Building F the 6 storey residential building;
Construction of 80 affordable housing units; and
Construction of the 525 square metre POPS, east of Tower C

Phase 3

Construction of Building G the 4 storey residential building.



LEGEND

	NEW ROADS
	NEW OFFICE
	NEW RESIDENTIAL
	NEW LANDSCAPE



BLOCK 1					
TOWER A	1B	1B+D	2B	3B	TOTAL
2ND - 40TH FLOOR	138	138	138	45	459
TOWER B					
2ND - 30TH FLOOR	102	102	102	35	341
BLOCK 2					
TOWER C	1B	1B+D	2B	3B	TOTAL
2ND - 25TH FLOOR	80	80	80	26	266
TOWER D					
2ND-35TH FLOOR	116	116	116	38	386
TOWER F					
2ND-6TH FLOOR	30	30	30	9	99
TOTAL BLOCK 1, 2 RESIDENTIAL UNITS					1551

BLOCK 4				
TOWER E	OFFICE	RETAIL		
	SM	SF	SM	SF
BELOW GRADE	100	1,076		
GROUND	838	9,015	1,838	19,784
2ND-3RD	1,880	20,236		
4TH	1,344	14,467		
5TH-17TH	24,349	262,090		
18TH	911	9,805		
TOTAL	29,421.5	316,690	1,838	19,784
TOTAL BLOCK 4 NON-RESIDENTIAL GFA		31,259.5 sm / 336,474 sf		

PHASE 2 - BLOCK 2 + BLOCK 5 (PARK) + EAST-WEST ROAD (WESTERLY PORTION)

LEGEND

	NEW ROADS
	NEW OFFICE
	NEW RESIDENTIAL
	NEW LANDSCAPE



BLOCK 1					
TOWER A	1B	1B+D	2B	3B	TOTAL
2ND - 40TH FLOOR	138	138	138	45	459
TOWER B					
2ND - 30TH FLOOR	102	102	102	35	341
BLOCK 2					
TOWER C	1B	1B+D	2B	3B	TOTAL
2ND - 25TH FLOOR	80	80	80	26	266
TOWER D					
2ND-35TH FLOOR	116	116	116	38	386
TOWER F					
2ND-6TH FLOOR	30	30	30	9	99
BLOCK 3					
TOWER G	1B	1B+D	2B	3B	TOTAL
GRD-4TH FLOOR	12	12	12	4	40
TOTAL BLOCK 1, 2 & 3 RESIDENTIAL UNITS					1591

BLOCK 4				
TOWER E	OFFICE		RETAIL	
	SM	SF	SM	SF
BELOW GRADE	100	1,076		
GROUND	838	9,015	1,838	19,784
2ND-3RD	1,880	20,236		
4TH	1,344	14,467		
5TH-17TH	24,349	262,090		
18TH	911	9,805		
TOTAL	29,421.5	316,690	1,838	19,784
TOTAL BLOCK 4 NON- RESIDENTIAL GFA		31,259.5 sm / 336,474 sf		

PHASE 3 - BLOCK 3

Attachment 11: Affordable Rental Housing Terms and Conditions

General

The Units will be integrated within the residential components of the Proponent's development. The proposed locations of all Units shall be to the satisfaction of the Chief Planner and Executive Director, City Planning Division. The Units are not to have a separate entrance, unless approved by the Chief Planner and Executive Director, City Planning Division.

The terms and conditions identified in this Attachment will be secured through a Section 37 agreement.

Other general provisions include:

- All affordable rental housing units will have either dedicated laundry rooms, or en-suite laundry provided, with no extra charges for appliances;
- Tenants of the affordable rental housing shall have access to the indoor and outdoor amenity spaces associated with the units with no separate charges except for the customary charges for private bookings. A tenant association for the building will be permitted to book the amenity space at no charge at a maximum of once per month to facilitate tenant meetings;
- A minimum number of storage lockers will be provided to satisfaction of the Chief Planner and Executive Director, City Planning Division. The maximum monthly charge to the tenants in the 1st year of the building's occupancy will be agreed to at the time of application, and annual increases thereafter will be limited to the same percentage for annual rent increases as the Guideline increase permitted under provincial legislation;
- The tenants will have access to permanent and visitor bicycle parking/bicycle lockers which shall generally be on the same basis as the market units;
- Parking will be provided consistent with the by-law requirements and is not included as a part of rent. The maximum monthly parking charge to the tenants in the 1st year of the building's occupancy will be agreed to at the time of application, and annual increases thereafter will be limited to the same percentage for annual rent increases as the Guideline increase permitted under provincial legislation.

Units

At least 160 units, with a total Gross Floor Area of approximately 8,919 square metres (exclusive of amenity space), will be constructed and provided in the first two phases of development. At least 50% of the affordable rental housing units will be provided in Tower B of Phase 1 and the remaining affordable rental housing units will be provided in Tower C of Phase 2. The units will be constructed and provided as follows:

60% of the units will be one-bedroom units, with average unit sizes of 46.5 square metres;

30% of the units will be two-bedroom units, with average unit sizes of 65 square metres; and

10% of the units will be three-bedroom units, with average unit sizes of 83.6 square metres.

The final unit breakdown and sizes will be to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

Tenure

The Units shall be maintained as rental housing for at least a 15-year period and the owner shall not apply to convert any of the Rental Units to any non-Rental Housing purposes, nor to demolish the Rental Housing without replacement as Rental Housing on the Site, during this period. The owner shall also not apply for approval of a Description with respect to any portion of the Rental Housing, nor register any of the Rental Housing under the Condominium Act or for any other form of ownership tenure, such as but not limited to, life lease or co-ownership as defined in c.667 of the Toronto Municipal Code that provide a right to exclusive possession of a unit. When the 15 year period has lapsed, the owner may apply to the City to remove the rental restrictions, however this does not constitute an automatic approval. Approval will be subject to the policies and regulations in place if and when an application is made.

Rents

Rents will be set at affordable rents, as defined in the Official Plan of the City of Toronto as rents where the total monthly shelter cost (including heat, hydro and hot water, excluding parking and internet/cable charges) is at or below one times the Average Market Rent for the City of Toronto, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation in the Fall Market Report, for any first or new tenant for a 15-year period. If utilities are not included in the rent and are to be paid by the tenant, then the rent will be adjusted downward using objective cost data, to the satisfaction of the Chief Planner in writing. At the expiry of the 15-year period, rents can be set in accordance with the Residential Tenancies Act.

Renting of Units

The owner has agreed to work with the City to advertise and allocate the affordable rental dwelling units to households in need of affordable housing and will develop an access plan based on the City's affordable housing implementation practices at the time. When entering into a tenancy agreement for a Unit, a tenant's household income cannot exceed four times the annual equivalent of the rent for the Unit.