

1184 Wilson Avenue - Zoning By-law Amendment Application – Final Report

Date: May 30, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 6 - York Centre

Planning Application Number: 19 254744 NNY 06 OZ

SUMMARY

This application proposes to construct a 12-storey (36.0 metre high) residential building at 1184 Wilson Avenue. The building would have 262 residential units and 263 parking spaces, including 39 visitor parking spaces, in a two and a half level parking structure. Overall the proposal has a Gross Floor Area of 22,541.1 square metres which would result in a Floor Space Index (FSI) of 5.37 times the lot area.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

This report reviews and recommends approval of the application to amend the Zoning By-law. The proposed building represents an appropriate level of intensification on the site and along an Avenue overlay with direct access to good public transit, and the proposal transitions appropriately to the *Neighbourhoods* area to the north.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the former City of North York Zoning By-law 7625, for the lands at 1184 Wilson Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013, for the lands at 1184 Wilson Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

4. City Council authorize the City Solicitor to submit the necessary bill(s) to implement the foregoing recommendation(s), provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will issue until such time as the Section 37 Agreement is executed and registered.

5. City Council require the owner to enter into an Agreement pursuant to Section 37 of the Planning Act, as follows:

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

i. an indexed cash contribution of \$1,100,000.00 to be paid by the Owner prior to the issuance of the first above-grade building permit for the new residential building, to be allocated towards capital improvements to parkland, community facilities and/or public realm located within the vicinity of the site and/or Ward 6, provided that purpose is identified in the Toronto Official Plan and will benefit the community, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor;

ii. the cash contribution set out in subsection i. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment of the cash contribution by the owner to the City; and

iii. In the event the cash contribution in Subsection i. above has not been used for the intended purpose within three (3) years of the by-law coming into full force and effect, the cash contribution may be redirected for another purpose(s), at the discretion of the Chief Planner and Executive that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the site.

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

i. The Owner shall construct the development in accordance with the accepted Travel Demand Management (TDM) Plan, including the provision of Pre-loaded Transit Passes, a Car-share Vehicle and Space, Bike Repair Station(s), and a Real-time Transportation Screen, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

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

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

A pre-application meeting was held on September 11, 2019. The current application was submitted on November 27, 2019 and deemed complete on December 20, 2019 as of the date of application submission.

A Preliminary Report dated January 16, 2020 on the application was adopted by North York Community Council on February 5, 2020 authorizing staff to conduct a Community Consultation Meeting. The Community Council decision can be found here:

[Agenda Item History - 2020.NY13.4 \(toronto.ca\)](#)

Community consultation is summarized in the Comments section of this Report.

PROPOSAL

This application proposes to amend the Zoning By-law to permit a 12-storey (36.0 metres high) excluding mechanical penthouse, condominium apartment building containing 22,541.1 square metres of gross floor area and 262 dwelling units with 268 parking spaces in a below-grade structure for the property at 1184 Wilson Avenue (see Attachment 2: Location Map). Of the 262 dwelling units, 9 of them would be townhouses integrated along the south side of the building facing Wilson Avenue. The resulting density would be 5.37 times the lot area.

Access to the site would be provided by a two-way driveway from Wilson Avenue which is located at the west end of the site. Servicing areas, including a loading area and garbage staging area, would be provided at grade inside the building.

The proposed unit mix is as follows:

Bedroom Count	Total Units (Percentage of Total)
1-bedroom	192 units (73.3%)
2-bedroom	38 units (14.5%)
3-bedroom	23 units (8.8%)
Townhouse(2 & 3-bedroom)	9 units (3.4%)
Total	262 units (100%)

The proposal would have 575 square metres of indoor amenity space provided in various amenity rooms on the second floor. A total of 580 square metres of outdoor amenity space would be provided including an at-grade courtyard and landscaped area along the north side of the building.

The applicant is proposing 263 parking spaces with 223 parking spaces for residents, 39 spaces for visitors, one carshare parking space and nine parking spaces of the total number of parking spaces being accessible.

Bicycle parking would be provided as follows: 118 long term spaces at grade, 18 short term spaces at grade, 40 long term spaces at the P1 level and 22 parking spaces at the P2 level of parking, for a total 198 bicycle parking spaces.

Refer to Attachment No. 1 for the project data.

Site and Surrounding Area

The subject site is located on the north side of Wilson Avenue, west of Agate Road. The site is 4,199.80 square metres, regular in shape with a frontage of approximately 80 metres on Wilson Avenue and a lot depth of approximately 56 metres of depth. There is currently a two-storey detached dwelling and an attached accessory structure on the site with a single driveway access to the lot from Wilson Avenue. The site is heavily treed with an increase in grade from Wilson Avenue towards the north property boundary and from the east property boundary towards the west. Surrounding uses include:

North: to the immediate north is a low density residential neighbourhood comprised of one- to one and a half storey semi-detached dwellings along Wintergreen Road and beyond;

South: to the south of the site, across Wilson Avenue, is the 12-storey Humber River Regional Hospital site located on the 26 hectare Provincial Campus, which also contains the Chief Coroner's Office and Forensics Science Centre as well as some provincial offices;

East: to the immediate east are two detached residential dwellings (1170 and 1172 Wilson Avenue) on lots which front onto Wilson Avenue with a 15-storey apartment building (1154 Wilson Avenue) beyond located at the northwest corner of Agate Road and Wilson Avenue. On the east side of Agate Road are two 11-storey apartment buildings (1130 Wilson Avenue and 5 Agate Road); and

West: to the immediate west is a single storey detached residential dwelling lot (1192 Wilson Avenue) that fronts onto Wilson Avenue with St. Theresa Day Care Centre of Carmelite Missionary Sisters (1196 Wilson Avenue) beyond, and a 5-storey cooperative housing building (1206 Wilson Avenue) further west.

Reasons for Application

Amendments to the City of Toronto Zoning By-law 569-2013 and the former City of North York Zoning By-law 7625 are required to permit the proposed height and density and set appropriate development standards to facilitate the proposal.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Planning Justification Report
- Architectural Plans
- Landscape and Lighting Plans
- Avenue Segment Study
- Arborist Report
- Sun/Shadow Study
- Pedestrian Level Wind Study
- Community Facilities and Services
- Transportation Impact Study
- Parking Study
- Site Grading and Drainage
- Servicing Report
- Servicing Report Groundwater Summary
- Civil and Utilities Plan
- Functional Servicing and Stormwater Management Report
- Geotechnical Study
- Hydrogeological Report
- Energy Efficiency Report

- Toronto Green Standards
- Public Consultation Strategy

The plans, reports and studies submitted by the applicant are available on the City's Application Information Centre (AIC): <https://www.toronto.ca/city-government/planning-development/application-information-centre>.

Agency Circulation Outcomes

The application together with the applicable materials 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 the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning.

The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

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

The PPS 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).

Toronto Official Plan

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

Chapter 2 - Shaping the City

The Official Plan sets out principles for steering growth and change, while protecting our neighbourhoods and green spaces from development pressures. Infrastructure is needed to provide clean water to everyone, to manage sewage and stormwater and treat it before it goes into Lake Ontario. Water and waste water are important foundations for growth in the City, as well as for maintaining the quality of life in all areas of the City.

The Official Plan indicates that the City's transportation network will be maintained and developed to support the growth management objectives of this Plan by protecting and developing the network of rights-of-way shown on Map 3 - Right-of-Way Widths Associated with Existing Major Streets by acquiring over time the additional property

needed to achieve the designated width. Map 3 identifies the Wilson Avenue right-of-way as being planned for 36 metres in this location. The conveyance of land for widening may be required for nominal consideration from abutting property owners as a condition of zoning by-law amendment, subdivision, severance, minor variance, and condominium or site plan approvals.

In addition, the Official Plan states that the City's servicing for water, wastewater and stormwater management infrastructure will be maintained and developed to support the city building objectives by providing adequate facilities to support new development and maintain the infrastructure in a state of good repair.

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

The Official Plan identifies the subject site as being on an *Avenue* on Map 2 - Urban Structure (see Attachment 4). The *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 appearance of the street, shopping opportunities and transit service for community residents.

Section 2.3.1: Healthy Neighbourhoods

Policy 2.3.1.3 states that developments in *Mixed Use Areas, Regeneration Areas* and *Apartment Neighbourhoods*, that are adjacent or close to *Neighbourhoods* will: "provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards, and setbacks from, those *Neighbourhoods*, maintain adequate light and privacy for residents in those *Neighbourhoods*, and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*." The lands to the immediate north are designated *Neighbourhoods* in the Official Plan.

Chapter 3 - Building a Successful City of Toronto

The Built Form policies of the Official Plan require new development to be located and organized to fit with its existing and/or planned contexts. Buildings should generally be located parallel to the street and locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk. Vehicular parking, access and service areas should be located and screened to minimize their impact on the public realm and provide parking underground when possible. In order to fit harmoniously into the existing and/or planned contexts, buildings should create transitions in scale to neighbouring existing and/or planned buildings and to provide adequate light and privacy.

Section 3.1.3.4 states that mid-rise buildings will be designed to have heights generally no greater than the width of the right-of-way, building massing will step back generally at a height equal to 80% of the adjacent right-of-way width and allow for daylight and privacy on occupied floor units through building massing.

Policy 3.1.3.6 states that mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

Chapter 4 - Land Use Designations

The subject lands are designated *Apartment Neighbourhoods* on Map 16 of the Official Plan (see Attachment 3). *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that service the needs of area residents. *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. While *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities may exist for additional townhouses or apartments on underutilized sites. The Official Plan sets out development criteria to evaluate these situations.

The Official Plan requires that development should locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing setbacks from, and/or a stepping down of heights towards lower-scale *Neighbourhoods* and locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes. The Official Plan also requires that new buildings frame the edges of streets with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Buildings should include sufficient off-street motor vehicle and bicycle parking for residents and visitors and locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and properties. Every significant multi-unit building should provide indoor and outdoor recreation space for building residents and include the preservation or replacement of significant landscape features.

Chapter 5 - Implementation: Making Things Happen

This chapter outlines a variety of tools that the City can utilize to implement the Official Plan vision.

Section 5.1.1: Height and/or Density Incentives

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. Under Toronto's Official Plan, developments that exceed a threshold of 10,000 square metres of gross floor area, and where the applicant increases the permitted

density by at least 1,500 square metres, and/or significantly increases the permitted height, a Section 37 Agreement may be used. As the proposed increase in height and density meets these thresholds for the use of Section 37, community benefits will be required and will be secured in a Section 37 Agreement.

Section 5.3.2: Implementation Plans and Strategies for City-Building

The Official Plan provides a long term vision based on principles that are durable, but detailed action-oriented plans, programs and strategies will be needed to implement the Plan and to adapt to changing circumstances and challenges over the life of the Plan. Implementation plans and strategies are not amendments to the Plan but they are needed for its effective implementation and must be consistent with it. They help to ground the Plan's policies and vision and bring balance to decision making to ensure priorities are addressed over the life of the Plan. They provide more detailed guidance and precision about implementation that cannot be captured in the Plan itself as well as the ability to respond to changing circumstances and priorities over time. The *Avenues and Mid-Rise Buildings Study* Performance Standards which are intended to provide a more detailed framework for built form are appropriately applied to this particular development.

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

Official Plan Amendment 320

The Local Planning Appeal Tribunal issued an Order on December 7, 2018 to approve and bring into force OPA 320. The approved policies reflect the policies endorsed by Council at its meetings of June 26 to 29, 2018 and July 23 to 30, 2018 in response to mediation and settlement offers from OPA 320 Appellants.

OPA 320 was adopted as part of the Official Plan Five Year Review and contains new and revised policies on Healthy Neighbourhoods, Neighbourhoods and Apartment Neighbourhoods. The approved amendments uphold the Plan's goals to protect and enhance existing neighbourhoods that are considered stable but not static, allow limited infill on underutilized *Apartment Neighborhood* sites and help attain Tower Renewal Program goals.

In its Order that approved OPA 320, the LPAT found that the OPA 320 policies are consistent with the Provincial Policy Statement (2014) and conform with the Growth Plan for the Greater Golden Horseshoe (2017).

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

Zoning

The site is subject to both former City of North York Zoning By-law 7625 and City of Toronto Zoning By-law 569-2013.

Under Zoning By-law 7625, as amended, the site is zoned One-Family Detached Dwelling Fifth Density Zone (R5)(see Attachment 5a). This zoning permits single family detached buildings and accessory buildings in addition to Home Occupations, Recreational and Institutional uses. The maximum permitted height for a building in this zone is 8 metres and 2 storeys for a building with a flat roof and 8.8 metres and 2 storeys for any other type of roof. The minimum required frontage is 15.0 metres and the minimum required lot area in this zone is 550 square metres.

The site is subject to the Downsview Airport Hazard Map Schedule 'D' to the former City of North York By-law 7625 which permits a maximum building height of 60.96 metres.

The site is zoned RD (f15.0, a550)(x5) by City of Toronto Zoning By-law 569-2013 (see Attachment 5b) which is currently under appeal. The RD zone permits detached residential dwelling units and a limited number of institutional and recreational uses. The minimum frontage for a lot in this zone is 15 metres with a minimum lot area of 550 square metres. A site specific provision stipulates that the minimum side yard setback is 1.8 metres. The maximum permitted height for a building in this zone is 10 metres or 2 storeys.

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

Design Guidelines

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

- Avenues and Mid-Rise Building Study (2010);
- Mid-Rise Building Performance Standards Addendum (2016);
- Growing Up Guidelines - Planning for Children in New Vertical Communities (2020);
- Bird Friendly Guidelines; and
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

The City Design Guidelines may be found here: [Design Guidelines – City of Toronto](#)

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/bqrd/backgroundfile-92537.pdf>.

Growing Up: Planning for Children in New Vertical Communities

In July 2020, Toronto City Council adopted the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals of 20 or more residential units.

The object of the Growing Up Guidelines is to consider the needs of children and youth in the design and planning of vertical neighbourhoods which in turn, will enhance the range and provision of housing for households across Toronto. Implementation of the Guidelines also presents the opportunity to address housing needs for other groups, including roommates forming non-family households, multi-generational households and seniors who wish to age-in-place.

The Growing Up Guidelines include performance standards to accommodate the growing demand for family-oriented housing in vertical communities. The Guidelines recommend that a building provide a minimum of 25% large units: 10% of the units should be 3-bedroom units and 15% of the units should be 2-bedroom units. The Guidelines outline a range of unit sizes to represent a diversity of bedroom sizes while maintaining sufficient common space to ensure their functionality. Two-bedroom units should have a floor area of 87 to 90 square metres and 3-bedroom units should have a floor area of 100 to 106 square metres.

The Growing Up Guidelines (2020) are available at:

[Growing Up: Planning for Children in New Vertical Communities – City of Toronto](#)

Pet-Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The City of Toronto has completed the Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings. The purpose of this document is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide

needed pet amenities for high density residential communities. These guidelines are to be used by the development industry in the preparation of development applications, by architects to inform the size, location and layout of pet friendly facilities, and by city staff in the various stages of development application review to identify best practices and help inform decisions that will support pet friendly environments.

The Guidelines are to be used in conjunction with other policies and guidelines. They are not intended to be prescriptive, but rather are intended to provide an additional degree of information. All residents, both pet-owners and non-pet-owners, will benefit from the Guidelines as they encourage design that demonstrate considerations for pets and reduces the impact that they have on our parks, open spaces and the environment.

The Pet-Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings are available at:

[PET FRIENDLY DESIGN GUIDLINES AND BEST PRACTICES FOR NEW MULTI-UNIT BUILDINGS \(toronto.ca\)](https://www.toronto.ca/pet-friendly-design-guidelines-and-best-practices-for-new-multi-unit-buildings)

Site Plan Control

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

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020).

Provincial Policy Statement and Provincial Plans

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

The PPS and the Growth Plan (2020) encourage intensification and redevelopment in urban areas and direct planning authorities to identify appropriate locations for growth. Intensification and redevelopment is to be provided in areas that take into account the existing building stock or area, and availability of infrastructure and public service facilities that meet projected needs.

Within this framework, Policy 4.6 of the PPS recognizes that the Official Plan is the most important vehicle for the implementation of the PPS and assists in implementing the Growth Plan by setting out appropriate land use designations and policies.

The City of Toronto Official Plan establishes areas for intensification and includes policies to encourage intensification, provided that this can occur in the context of other applicable policies. The City's Official Plan contains clear, reasonable and attainable policies that protect provincial interest and direct development to suitable areas while taking into account the existing building stock and protects the character of the areas consistent with the direction of the PPS.

Section 1.1.3.3 of the Provincial Policy Statement stipulates that Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. In the Official Plan, the City has identified *Downtown, Centres, Avenues and Employment Areas* where intensity is appropriate. The subject site is located in an *Apartment Neighbourhoods* designation along an *Avenue* where some modest infill development is anticipated. Most of Toronto's existing apartment buildings are located within built up *Apartment Neighbourhoods* which are stable areas where only limited infill development is anticipated. The applicant's proposal for a 12-storey building on a lot presently containing a detached dwelling fronting on Wilson Avenue is an appropriate location for intensification and is consistent with the PPS.

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

The City has done this through its Official Plan policies and supporting guidelines discussed in this report. The site is on an *Avenue* and is designated *Apartment Neighbourhoods* which are intended to support infill development and intensification. Together, the policies and guidelines provide a planning framework that enables new development and intensification on the site in a manner that achieves a number of city building objectives and positively contributes to the surrounding context in conformity with the Growth Plan.

The Growth Plan identifies that municipalities are obligated to undertake integrated planning to manage forecasted growth to the horizon of the Growth Plan which provides direction for urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact urban form. Complete communities are identified by the Growth Plan (Policy 2.2.1.4) as places such as mixed-use neighbourhoods that offer and support opportunities for people of all ages and abilities to conveniently access most of the

necessities for daily living. Complete communities are age-friendly, and may take different shapes and forms appropriate to their contexts. The creation of a walkable neighbourhood that is characterized by a well-connected network of streets, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along public streets that encourages active transportation is required for this site.

The proposal provides a compact built form and enhances the public realm through an active street wall that promotes pedestrian activity, vibrancy and eyes on the street for safety and security complementing the reurbanization of this segment of Wilson Avenue. Through a detailed review of the application, staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020).

Official Plan

This application has been reviewed against the Official Plan policies described in the Policy Consideration Section of the Report as well as the policies of the Toronto Official Plan as a whole.

Land Use

The subject site is designated *Apartment Neighbourhoods* in the Official Plan. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. On a City-wide basis, *Apartment Neighbourhoods* are stable areas where significant growth is not anticipated. However, opportunities may exist for limited development on underutilized sites. The subject property also has an *Avenue* overlay on Map 2 of the Official Plan, where reurbanization is anticipated and encouraged to create new housing opportunities (Section 2.2.3). The proposed introduction of residential uses and the overall intensification of this underutilized site on Wilson Avenue implements the Official Plan direction noted above.

The proposed land use comprising a mid-rise residential apartment building conforms to the applicable Official Plan designation of *Apartment Neighbourhoods* and addresses anticipated intensification on a property with an *Avenue* overlay.

Massing and Height

Apartment Neighbourhoods are distinguished from low rise *Neighbourhoods* because a greater scale of building is permitted and different scale-related criteria are needed to guide development. Opportunities may exist for redevelopment of underutilized or vacant sites within some *Apartment Neighbourhoods* for additional townhouses or apartment buildings on underutilized sites. The subject site currently has a detached dwelling on it so this is one of those underutilized sites within an *Apartment Neighbourhoods* areas. The Official Plan sets out criteria to evaluate these situations.

New buildings should be located and massed to provide a transition between areas of different development intensity and scale, as necessary through means such as providing setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*. The *Avenues and Mid-Rise Building Study* (The Mid-Rise Guidelines) has been used to evaluate this proposed development given the subject lands are within an *Avenue* overlay on Map 2 Urban Structure Map in the Official Plan.

The site slopes gently upward from Wilson Avenue to the northern property line and from the east property line to the west property line. The building design proposes stepping down towards the semi-detached dwellings to the north of the site along Wintergreen Road (see Attachment 8: Site Plan). The setbacks will accommodate amenity terraces for the associated dwelling units. The building is setback from the rear (north) lot line by 9.063 metres. However, because of the higher site elevation at the north of the site, the application of a 45 degree angular plane from the northern property boundary over the site illustrates that the proposed building (not including the mechanical penthouse) falls under the angular plane, thus demonstrating appropriate transition to the *Neighbourhoods* area to the north (see Attachment 9c).

Staff have worked with the applicant to provide appropriate side yard setbacks. Closer to Wilson Avenue, side yard setbacks of 5.5 metres have been provided for the ground floor. There are no residential units on the ground floor save for the townhouses which face Wilson Avenue. Given the grading of the site, parking will be provided at ground level towards the north end of the site within the building envelope where it will not be visible to neighbours. Loading and servicing will also occur within the building envelope, unseen from Wilson Avenue or the abutting properties. Residential units will be provided on the second floor along the east side of the building. These units will have inset balconies. Commencing at the third floor, residential units will be provided along the west, north and east building faces. Residential units which face the east and west property lines towards the northern half of the site will be setback 7.5 metres from the adjacent lot lines. Proposed balconies along the east and west lot lines will be inset from the third floor up to the eighth floor to recognize the implications of future development on adjacent properties to the east and west. Between the two wings of the building, a separation distance of a minimum of 24 metres has been proposed.

The 12-storey massing of this new building along Wilson Avenue is compatible in scale and character to what would be anticipated in terms of development along this *Avenue* and the proposed building fits appropriately within the existing and planned context.

In terms of the proposed building height, the Mid-Rise Guidelines call for a one to one relationship of the maximum proposed building height (exclusive of the mechanical penthouse) to the adjacent right-of-way. In this location, Wilson Avenue is anticipated to be 36 metres ultimately and the proposed building should therefore not exceed 36 metres in height. The proposed building complies in this regard (see Attachments 9a to 9d).

City Planning staff consider the proposed building height and massing appropriate for this site. The development achieves a transition down in height towards the low density *Neighbourhoods* areas to the north along Wintergreen Road.

Unit Mix and Average Unit Sizes

The Growing Up Guidelines provide direction on the recommended mixture of residential unit types and unit sizes for multi-unit developments. The Growing Up Guidelines includes performance standards, which represent tangible measures to accommodate the growing demand for family-oriented housing in vertical communities. The Guidelines recommend that a building provide a minimum of 25 percent large units with fifteen (15) percent of the units being two-bedroom units and ten (10%) percent of the units being three-bedroom units.

The submission proposes a total of 262 dwelling units. Of these, the majority are 1-bedroom units (73.3%). Of the nine-townhouses proposed at the base of the building fronting Wilson Avenue, all but one will be 3-bedroom units. The remaining townhouse unit will contain 2-bedrooms. In total, including the proposed townhouses, 39 of the proposed units (14.88%) are proposed to be 2-bedroom units and 31 of the units (11.8%) are proposed to be 3-bedroom units. City Planning staff are of the opinion that the proposed unit mix supports the objectives of the Growing Up Guidelines in terms of unit mix and the applicable provincial and Official Plan policies, and recommends that the larger units be secured in the zoning by-law.

The Growing Up Guidelines contains guidance on the various unit elements that are important in considering the provision of family-sized housing. Unit elements include components such as the entrance and storage, laundry, kitchen and dining, living room, bedrooms, balcony and terraces, and unit flexibility. The Guidelines provides an ideal unit size for two- and three-bedroom units based upon the sum of desirable unit elements previously noted. The ideal unit size is 90 square metres for a 2-bedroom unit and 106 square metres for a three bedroom. The Guidelines also set out unit size ranges for 2-bedroom and 3-bedroom unit sizes. The applicant will be expected to address the average unit sizes for larger family-sized units to the extent possible.

Amenity Space

The Built Form policies of the Official Plan state that new indoor and outdoor amenity spaces are to be provided as part of multi-unit residential developments and are to consider the needs of residents of all ages and abilities over time and through the year. Official Plan policy 4.2.2.f) states that in *Apartment Neighbourhoods*, development will provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The application proposes 575 square metres of indoor amenity space (2.2 square metres per unit) and 580 square metres of outdoor amenity space (2.2 square metres per unit) within the new building. Staff consider the amount of both the indoor amenity and outdoor amenity spaces proposed acceptable. Staff will secure the amenity spaces in the zoning by-law and recommend the detailed design of the amenity areas to be determined and secured through the site plan approval process.

Sun, Shadow, Wind

This application has been reviewed against the Official Plan policies described in the Policy Consideration Section of the Report with respect to sun, shadow and wind. Policy 4.2.2.b of the Official Plan states that development in *Apartment Neighbourhoods* will locate and mass new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes. Additionally, new buildings should be located and massed to frame the edge of streets with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets (Policy 4.2.2.c).

The applicant submitted a shadow study resulting from the proposed development. During the spring and fall equinoxes, the adjacent properties in the *Neighbourhoods* area to the north will be free of shadows caused by the development from late morning, onward for the remainder of the day during the spring and fall equinoxes.

A Pedestrian Wind Assessment was submitted by the applicant in support of the proposal to identify the potential pedestrian level wind impact of the proposed development. The assessment was based on the local wind climate, the current design of the proposed development, the existing surrounding buildings and the firm's experience with wind tunnel testing of similar buildings.

The study found that the proposed building is taller than the existing surroundings to the west through the north and will, therefore, cause an increase in wind speeds around the development. It is anticipated that given the building design, the predicted wind conditions during the summer will result generally in comfortable conditions for passive and active uses, both at grade around the building and within common outdoor amenity areas and at upper levels of private terraces. During the winter months, conditions will be more undesirable along the south and west building faces given the prevailing winds and particularly on upper level terraces. Uncomfortable wind impacts can be mitigated with wind control measures and building design, both during the summer and winter seasons, which will moderate the potential wind impacts on the surroundings and around the building.

At a higher level to reduce wind impacts, the building has its longer axis aligned with the prevailing west and east winds, reducing wind exposure and the U-shaped building plan divides the north-facing façade into three narrower portions, thereby reducing the effective width and area available for winds to be downwashed and redirected around the building. The terracing along the north elevation at the rear of the building disrupts

wind flow at high elevations, and effectively reduces the severity of the downwashing winds. The proposed large frame-feature surrounding the vestibule for the main entrance is expected to create suitable wind conditions immediately around the entrance and the proposed landscaping on and around the site will further reduce the wind activity. At a more detailed level, further techniques will be explored through the Site Plan Control application process.

Given the existing and planned context for the subject property, staff expect the building to perform reasonably well with respect to shadow impacts, sun exposure and wind conditions. Based upon a review of the submitted studies the sun, shadow and wind impacts can be supported by staff.

Traffic Impact, Access, Parking and Loading

Traffic Impact

The Applicant's transportation consultant submitted a Transportation Impact Study (TIS) in support of the proposal. The report estimates that the proposed development will generate approximately 79 and 76 two-way trips during the weekend AM and PM peak hours, respectively. Transportation Services generally agrees with the conclusion of the submitted study.

Driveway Access/Site Circulation

The proposed site access would be located at the southwest corner of the site via an all-moves driveway connection onto Wilson Avenue. In general, Transportation Services accepts the proposed configuration. A Functional Plan has been provided showing the modified pavement marking and signage on Wilson Avenue within the frontage of the site. The applicant will need to provide a satisfactory Cost Estimate for the required work shown on the functional plan. The design details of the proposed access will be determined at the Site Plan Control approval stage.

Parking

The parking requirements for the project are governed by the applicable parking provisions contained in the former North York Zoning By-law 7625 and City of Toronto Zoning By-law 569-2013. However, Zoning By-law 569-2013 was developed by City staff to update the parking requirements for new developments. The parking provisions contained in this By-law have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information when compared to the former City of North York Zoning By-law. As a result, Transportation Services requires that parking for this project be provided in accordance with Zoning By-law 569-2013, as outlined in Policy Area 4.

The applicant is proposing a total of 263 parking spaces, including 223 residential spaces and 39 visitor spaces. One car-share space is provided on the ground floor.

Chapter 200.15.10 under By-law 569-2013 requires a minimum of 5 accessible parking spaces for the first 100 spaces, plus 1 space per 50 spaces above 100 spaces. As per the By-law, the proposed development requires 8 accessible parking spaces while 9 accessible parking spaces are proposed.

Bicycle Parking

The applicant is proposing to provide a total of 198 bicycle parking spaces on site as follows: 118 long term spaces and 18 short term spaces at grade, 40 long term spaces at the P1 level and 22 spaces at the P2. The details of the bicycle parking infrastructure will be determined at the site plan control application stage.

Loading

The loading space requirements for the development are governed by former North York Zoning By-law No.7625 and the City of Toronto Zoning By-law 569-2013. One Type G loading space is required, and 1 Type G loading space is proposed. Vehicle Maneuvering Diagrams were submitted for review, and are acceptable.

Road Widening

In order to satisfy the Official Plan requirement of a 36.0 metre right-of-way for this segment of Wilson Avenue a 2.76 metre road widening dedication along the Wilson Avenue frontage of the subject site is required and is proposed to be conveyed to the City with this application.

Streetscape

The Official Plan requires that new buildings enhance the existing streetscape by massing new development to define edges of streets with good proportion. The Official Plan requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable and functional for pedestrians through landscaping and setbacks that create attractive transitions from the public to private realm.

The proposed development has a building setback from the new Wilson Avenue frontage (after the required road widening has been taken) of 1.686 metres. A new 2.1 metre sidewalk along Wilson Avenue will be provided. In addition to the driveway access, a total of nine (9) townhouses will be provided at grade facing the Wilson Avenue frontage and the front doors to the townhouse units will be accessed directly from the new public sidewalk and provide some on-street activity and oversight from the units themselves. Each townhouse unit will be provided with a patio area adjacent the front door of the unit.

Site Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report, Geotechnical Study and Hydrogeological Assessment Report were submitted in support of the application. The objectives of these reports is to identify the municipal servicing and stormwater requirements for this development and to demonstrate how each service would be accommodated by the existing infrastructure.

These submitted reports have been reviewed and accepted by Engineering and Construction Services.

Parkland

Public parks and open spaces perform a variety of critical functions that improve and maintain community and environmental health. They offer recreational opportunities which support active lifestyles, host spaces for social events and organizations and accommodate natural infrastructure which provide vital ecosystem services and help mitigate the effects of climate change. In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike.

The 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 12 - 28 square metres of parkland per person, which is less than the city-wide average provision of 28 square metres of parkland per person (2016).

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

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

Additionally, given the current rise in dog-owning populations, the applicant is expected to provide on-site dog amenities with proper disposal facilities such as dog relief stations to accommodate future residents' needs. This will also help alleviate pressure on existing parks. Such measures will be finalized through the Site Plan Control review.

Tree Preservation

Toronto's urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of our environment. The City's Official Plan recommends policies that have been adopted by City Council that call for an increase in the amount of tree canopy coverage. City Council has adopted the objective of increasing the existing 28 percent tree canopy coverage to 40 percent. As such the planting of large growing shade trees on both public and private lands should be an important objective for all development projects.

The early co-ordination of utilities and other infrastructure elements with the soil volume and air space required to permit the growth of large growing trees is particularly important. The conditions for tree preservation and planting must be considered integral to the design, planning and construction of projects. The applicant submitted a Tree Inventory and Preservation Plan as part of their application which has been reviewed by staff.

Trees on City Property

The plans and report show that the development proposes removal of seven (7) city owned trees inventoried as trees 1-7. A tree amenity value will be required for each tree and planting of a replacement tree at a 1:1 ratio. A Tree Security Deposit of \$4,081.00 will be required and will be held for a period of two years following planting.

Trees on Private Property

Based on standard requirement, Urban Forestry requires a total of ninety (90) new large growing native shade trees to be planted on private property to replace the thirty (30) private trees proposed for removal at a replacement ratio of 3:1. The Landscape Plan proposes the planting of twenty (20) large growing deciduous replacement trees on site. The spacing and location of the proposed conifer trees are not being counted as acceptable replacement trees at this time. More detail will be required prior to Site Plan Approval.

Under the provision of Section 813-16 (B), of the City of Toronto Municipal Code, Chapter 813, Trees, Article III, the subject trees meet the criteria for protection under the City of Toronto's Private Tree By-law. Urban Forestry requires the submission of a complete "Application to Injure or Destroy Trees" and an application fee of \$377.67 per tree for city or privately owned trees and \$790/.63 for boundary or neighbouring trees. The permit application and fee are to be submitted during the site plan control review.

Toronto Green Standard

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

The applicant is required to construct and maintain the development 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 2040 or sooner. Performance measures for the Tier 1 development features such as cycling infrastructure and bicycle parking spaces will be secured through the Zoning By-law process.

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Community Services Assessment

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

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of, and investment in, community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The applicant submitted a Community Services and Facilities Study (November 2019) to support the application. Staff have reviewed the study and provided comments in response to the applicant. There is a need for financial contributions to local Community Services and Facilities in this neighbourhood and the following list contains some priority destinations for financial contributions.

- Additional local non-profit child care;
- Contribute towards the relocation/colocation of Downsview Neighbourhood library branch;
- Repurpose the aging and underutilized outdoor pool at Roding Community Centre into a facility in demand;
- Contribute towards the revitalization or replacement of Fallstaff Community Centre; and
- Contribute towards community agency space.

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. For development that exceeds a threshold of 10,000 square metres of gross floor area, and where the application increases the permitted density by at least 1,500 square metres, and/or significantly increases the permitted height, a Section 37 Agreement may be used. As the proposed increase in height and density meets these thresholds for the use of Section 37, community benefits will be required and will be secured in a Section 37 Agreement. 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 benefit recommended to be secured in the Section 37 Agreement is \$1,100,000.00 to go towards capital improvements to parkland, community facilities and/or public realm located within the vicinity of the site and/or Ward 6, in consultation with the local Councillor.

For legal convenience, the following items related to the accepted Transportation Demand Management (TDM) Plan would also be secured in the Section 37 Agreement, as follows:

- Pre-loaded Transit Passes - Pre-loaded PRESTO card with value of \$25 to each apartment unit;
- Car-share Vehicle and Parking Space - The provision of 1 car-share parking space on the ground floor;
- Bike Repair Station - install and maintain an appropriate number of bike repair stations in or near bicycle parking areas on site; and
- Real-time Transportation Screen - install and maintain a real-time transit/transportation service display board in the lobby.

Finally, for legal convenience, the Section 37 Agreement would require the applicant to construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for the building on the site.

In the subsequent phase of the planning process, the applicant will have to provide proof of an agreement with a car-share service provider to provide a car-share vehicle and services on site.

Community Consultation

A Community Consultation meeting was hosted by City Staff on Tuesday, February 11, 2020 at Pierre Laporte Middle School in conjunction with the Ward Councillor to discuss the proposal. In addition to feedback received as a result of the meeting, staff received comments through the Application Information Centre. Concerns raised included the overall scale of the building, privacy and overlook for the residents who live on Wintergreen Road immediately north of the development site, traffic impacts on the local roads and retaining existing on-site trees. As a result of community concerns raised at the meeting, the Councillor's office set up a Working Group which met occasionally through the planning process. City staff attended the working group meetings as required to provide support.

Staff worked with the applicant to address and resolve the following key concerns that came out of the Community Consultation Meeting and the Councillor's Working Group process. The applicant has reduced the building height in order to comply with the planned right-of-way width of Wilson Avenue and increased the proposed building setbacks from the north, west and east to address the Avenues and Mid-Rise Buildings Study (Mid-Rise Guidelines). The below grade garage structure has been reconfigured in the northwest corner of the site to protect a group of existing on-site trees as a result of a request from residents along Wintergreen Road for the applicant to attempt to preserve some on-site trees. As a result, the applicant has agreed to preserve a clump of trees in the northwest corner of the site.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to the *Apartment Neighbourhoods* policies and the intent of the *Avenues* overlay.

The proposal addresses the intent of the Avenues and Mid-Rise Building Study by providing an appropriate built form transition to the *Neighbourhoods* area to the north.

The building falls under a 45 degree angular plane from the north property line and meets the intent of the Mid-Rise Guidelines in terms of setbacks from the west, north and east lot lines. The proposal is transit supportive and compatible with the Official Plan designation of neighbouring properties along Wilson Avenue. The proposal contributes to the existing housing opportunities in the community and enhances the ultimate re-urbanization of Wilson Avenue in this location. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

David Sit, MCIP, RPP, Director
Community Planning, North York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map 16
- Attachment 4: Official Plan Map 2 Urban Structure
- Attachment 5: Existing Zoning By-law 569-2013 Map
- Attachment 6: Draft Zoning By-law Amendment (former City of North York Zoning By-law 7625)
- Attachment 7: Draft Zoning By-law Amendment (City of Toronto By-law 569-2013)

Applicant Submitted Drawings

- Attachment 8: Site Plan
- Attachment 9a: South Elevation (Wilson Avenue)
- Attachment 9b: North Elevation
- Attachment 9c: East Elevation
- Attachment 9d: West Elevation
- Attachment 10a: Massing View looking Northwest from Wilson Avenue
- Attachment 10b: Massing View looking Southwest

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 1184 WILSON AVE Date Received: November 27, 2019

Application Number: 19 254744 NNY 06 OZ

Application Type: Rezoning

Project Description: Zoning Bylaw Amendment application to permit a 12-storey, 262-unit condominium apartment building containing 22,541.1m² of gfa and 268 parking spaces.

Applicant	Agent	Architect	Owner
First Avenue, 5451 Highway 7, Suite 200, Woodbridge, ON L4L 0B2	Adam Grossi, c/o First Avenue	Architecture Unfolded, 368 Dufferin Street, Unit 201b, Toronto, M6K 1Z8	1977366 ONTARIO INC., 5451 Highway 7, Suite 200, Woodbridge, ON L4L 0B2

EXISTING PLANNING CONTROLS

Official Plan Designation: Apartment Neighbourhoods RD (f15.0; a550) Site Specific Provision: N

Zoning: (x5) Heritage Designation: N

Height Limit (m): 10 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 4,200 Frontage (m): 80 Depth (m): 53

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	126		3,555	3,555
Residential GFA (sq m):	151		17,813	17,813
Non-Residential GFA (sq m):				
Total GFA (sq m):	151		17,813	17,813
Height - Storeys:	2		12	12
Height - Metres:			36.6	36.6

Lot Coverage Ratio (%) 84.65 Floor Space Index: 5.37

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	17,813	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	1			
Condominium:			262	262
Other:				
Total Units:	1		262	262

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			192	38	32
Total Units:			192	38	32

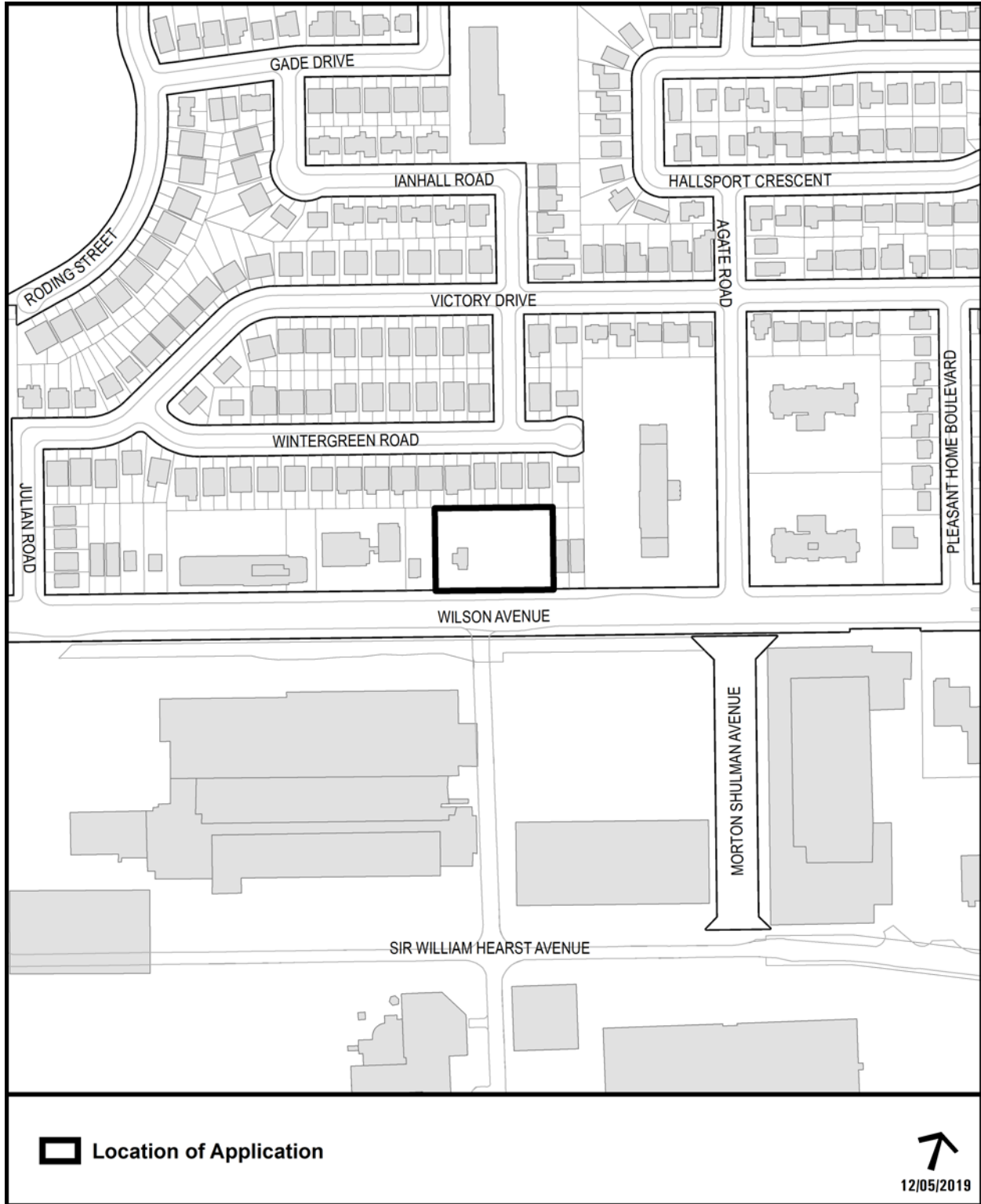
Parking and Loading

Parking Spaces:	268	Bicycle Parking Spaces:	268	Loading Docks:	1
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CONTACT:

Cathie Ferguson, Senior Planner
(416) 395-7117
Cathie.Ferguson@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



1184 Wilson Avenue

Official Plan Land Use Map #16

File # 19 254744 NNY 06 0Z

- Location of Application
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Roads not currently shown on Land Use Map

↑
Not to Scale
12/05/2019

Attachment 4: Official Plan Map 2 Urban Structure



1184 Wilson Avenue

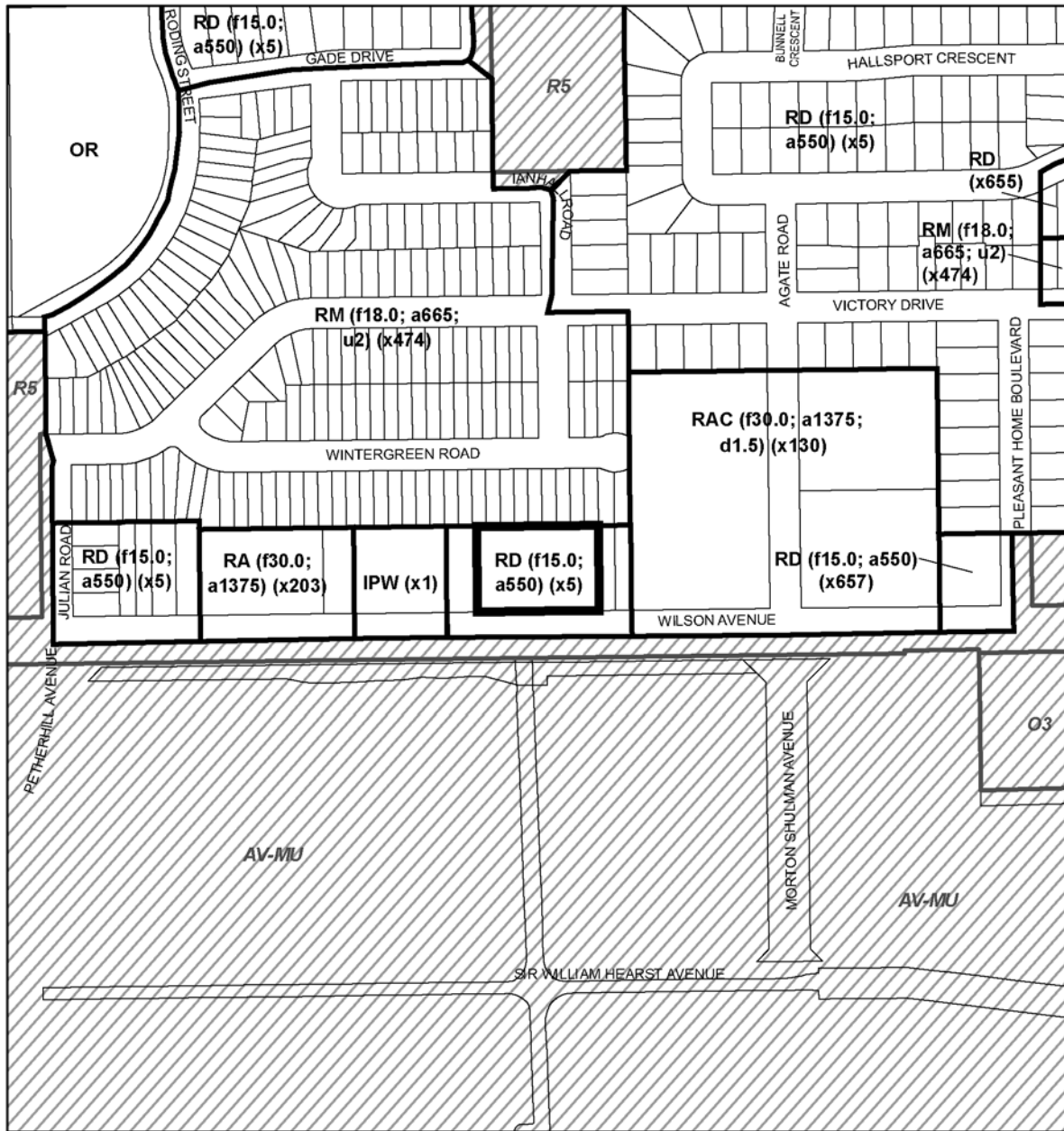
Map 2 - Urban Structure

File # 19 254744 NNY 06 0Z

-  Location of Application
-  Avenues
-  Employment Areas
-  Green Space System


Not to Scale
12/05/2019

Attachment 5: Existing Zoning By-law 569-2013 Map



Zoning By-law 569-2013

1184 Wilson Avenue

File # 19 254744 NNY 06 0Z

Location of Application

- | | | | |
|----|-----------------------|-----|----------------------------------|
| RD | Residential Detached | RAC | Residential Apartment Commercial |
| RM | Residential Multiple | IPW | Institutional Place of Worship |
| RA | Residential Apartment | OR | Open Space Recreation |



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

- | | |
|-------|---|
| R5 | One-Family Detached Dwelling Fifth Density Zone |
| AV-MU | Avenue Mixed Use |
| O3 | Semi-Public Open Space Zone |



Not to Scale
Extracted: 12/05/2019

Attachment 6: Draft Zoning By-law Amendment (former City of North York Zoning By-law 7625)

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~
BY-LAW No. ~-20~

To amend former City of North York Zoning By-law No. 7625, as amended, with respect to the lands municipally known in the year 2021 as 1184 Wilson Avenue

WHEREAS authority is given to Council by Section 34 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules 'B' and 'C' of By-law No. 7625 for the former City of North York are amended in accordance with Schedule 1 of this By-law.
2. Section 64.20-A of By-law No. 7625 of the former City of North York is amended by adding the following subsection:

64.20-A(279) RM6(279)

DEFINITIONS

(A) For the purposes of this exception the following definitions will apply:

(i) "Apartment House Dwelling" shall mean a building containing more than four (4) dwelling units, each having access either from an internal corridor system or direct access at grade, or any combination thereof.

(ii) "Bicycle Parking" shall mean an area at or below established grade that is equipped with bicycle racks, bicycle hangers or lockers for the purpose of parking and securing bicycles.

(iii) "Bicycle Parking space, long term" shall mean a bicycle parking space for use by the occupants or tenants of a building.

(iv) "Bicycle Parking space, short term" shall mean a bicycle parking space for use by visitors to a building.

(v) "Building Height" shall mean the vertical distance between the Established Grade and the highest point of the building or structure, exclusive of all accessory components such as, but not limited to, mechanical penthouse, tower structure, cupolas, steeples, antennae, parapets, landscape open structure, ornamental structures and mechanical equipment.

(vi) "Car Share" shall mean the operation of a car sharing programme either by an existing car share company or one established by a Condominium Corporation.

(vii) "Established Grade" shall mean 172.00 metres above sea level based on Geodetic Survey of Canada 1929 mean sea level vertical datum (pre-1978 Southern Ontario Adjustment).

(viii) "Gross Floor Area" shall mean the aggregate of all the floors of a building above established grade, measured from the outside of the exterior walls, but excluding:

- (a) Parking, loading and bicycle parking below established grade;
- (b) Required loading space(s) and required bicycle parking spaces, at or above established grade;
- (c) Storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
- (d) Indoor residential amenity space required by this By-law;
- (e) Elevator shafts;
- (f) Garbage shafts;
- (g) Mechanical floor area and mechanical penthouses; and
- (h) Exit stairwells in the building.

(ix) "Mechanical Floor Area" shall mean floor area within a building or structure used exclusively for the accommodation of mechanical equipment necessary to physically operate the building, such as heating, ventilation, air conditioning, electrical, plumbing, fire protection and elevator equipment.

(x) "Residential Recreational Amenity Space" shall mean spaces that are communal and available to all occupants of a building or a group of buildings within a zone for social and recreational purposes including indoor or outdoor space, playgrounds, exercise or entertainment rooms and other similar uses.

(xi) "Site" shall mean the lands zoned "RM6(279)" as shown on Schedule 1 for the purpose of Schedule 'A' of this exception.

(xii) "Type 'G' Loading Space" shall mean a loading space that is a minimum of 4.0 metres wide, a minimum of 13.0 metres long and has a minimum vertical clearance of 6.1 metres.

PERMITTED USES

(B) The following uses shall be permitted:

- (i) Apartment House Dwelling;
- (ii) Art Gallery;
- (iii) Artist Studio;
- (iv) Custom Workshop;
- (v) Professional Office;
- (vii) Personal Service Shop;
- (viii) Retail Store; and
- (ix) Service Shop.

USE QUALIFICATIONS

(C) Required Residential Recreational Amenity Space may be located on balconies, private terraces or roof top terraces.

(D) Non-residential uses shall be restricted to the first storey of an Apartment House Dwelling and such uses shall have an entrance directly from Wilson Avenue.

(E) Non-residential uses shall have an aggregate area of no more than 375 square metres.

EXCEPTION REGULATIONS

LOT COVERAGE

(F) The provisions of Section 20-A.2.2 (Lot Coverage) of By-law No. 7625 shall not apply.

DWELLING UNITS

(G) A maximum of 262 dwelling units shall be permitted.

(H) A minimum of 25% of the total number of dwelling units constructed on the lands shown on Schedule "RM6(279)" shall contain two or more bedrooms.

(I) A minimum of 10% of the total number of dwelling units constructed on the lands shown on Schedule "RM6(279)" shall contain three or more bedrooms.

YARD SETBACKS

(J) Notwithstanding Section 20-A.2.4 (Yard Setbacks), the minimum yard setbacks for buildings and structures above established grade shall be as shown on Schedule "RM6(279)".

DISTANCE BETWEEN BUILDINGS AND/OR PORTIONS OF BUILDINGS FORMING COURTS

(K) Notwithstanding Section 20-A.2.4.1 (Distance between Buildings and/or Portions of Buildings Forming Courts), the minimum distance between buildings and structures above established grade shall be as shown on Schedule "RM6(279)".

PERMITTED PROJECTIONS INTO MINIMUM YARD SETBACKS

(L) Notwithstanding Section 6(9)(f) of By-law No. 7625, canopies for weather protection at residential main entrances shall be permitted to project into required yard setback areas not more than 1.6 metres but no closer to the side lot line than the minimum side yard setback for the main building.

GROSS FLOOR AREA

(M) Notwithstanding Section 20-A.2.5 (Gross Floor Area) of By-law No. 7625, the maximum total gross floor area shall be 17,814 square metres and the maximum total gross floor area of non-residential uses shall be 375 square metres.

BUILDING HEIGHT

(N) Notwithstanding Sections 6(13) (Schedule D Height Limit), 20-A.2.6 (Building Height) and Schedule 'D' of By-law No. 7625, the maximum permitted height for all buildings and structures shall be the number of metres above established grade and/or the number of storeys as shown on Schedule "RM6(279)".

LANDSCAPING

(O) The provisions of Section 15.8 (Landscaping) of By-law No. 7625 shall not apply.

RESIDENTIAL RECREATIONAL AMENITY SPACE

(P) A minimum of 2.0 m² per dwelling unit of indoor residential recreational amenity space shall be provided.

(Q) A minimum of 2.0 m² per dwelling unit of outdoor residential recreational amenity space shall be provided.

PARKING

(R) Notwithstanding Section 6A(2) (Parking Requirements) of By-law No.7625, residential parking shall be provided as follows:

Apartment House Dwelling Unit Type	Minimum Parking Rate	Maximum Parking Rate
1-Bedroom	0.8 spaces per unit	1.2 spaces per unit
2-Bedroom	0.9 spaces per unit	1.3 spaces per unit
3-Bedroom	1.1 spaces per unit	1.6 spaces per unit
Visitor Parking	0.15 spaces per unit	No maximum

(S) A minimum of one (1) Car Share parking space shall be provided.

(T) Sections 6A(6)(g) (Non-residential Parking Regulations) and 6A(8)(e) (Parking Regulations for RM Zones) of By-law No. 7625 shall not apply.

SIZE OF PARKING SPACES

(U) A parking space shall have the following minimum dimensions:

(i) The minimum dimensions of a parking space, accessed by a one-way or two-way drive aisle having a width of 6.0 metres or more measured at the entrance to the parking space shall be:

- (1) 5.6 metres in length;
- (2) 2.6 metres in width; and
- (3) 2.0 metres in vertical clearance;

except that the minimum required width of a parking space shall be increased by 0.3 metres for each side of the parking space that is obstructed in accordance with Section (U)(iii) below;

(ii) The minimum dimensions of a parking space, accessed by a one-way or two-way drive aisle having a width of less than 6.0 metres measured at the entrance to the parking space, shall be:

- (1) 5.6 metres in length;
- (2) 3.0 metres in width; and

- (3) 2.0 metres in vertical clearance;

except that the minimum required width of a parking space shall be increased by 0.3 metres when one or both sides of the parking space is obstructed in accordance with Section (U)(iii) below;

(iii) For the purposes of this By-law, the side of a parking space is obstructed when any part of a fixed object such as, but not limited to, a wall, column, bollard, fence or pipe, is situated:

- (1) within 0.3 meters of the side of the parking space, measured at right angles; and
- (2) more than 1.0 metre from the front or rear of the parking space.

BICYCLE PARKING

(V) Bicycle parking shall be provided on the lands shown on Schedule "RM6(279)" in accordance with the following:

- (i) Residential: 0.68 long term bicycle parking spaces per dwelling unit and 0.07 short term bicycle parking spaces per dwelling unit.
- (ii) Non-residential : 3 short term bicycle parking spaces plus 0.25 short term bicycle parking spaces per 100 square metres of non-residential gross floor area and 0.013 long term bicycle parking spaces per 100 square metres of nonresidential gross floor area.

LOADING SPACE

(W) Notwithstanding Section 6A(16) (Loading Requirements) of By-law No. 7625, a minimum of one (1) Type 'G' loading space shall be provided on the lands shown on Schedule "RM6(279)".

MINIMUM DISTANCE OF APARTMENT HOUSE DWELLINGS FROM R AND RM2 ZONES

(X) Section 15.6 (Minimum Distance of Apartment House Dwellings from R and RM2 Zones) of By-law No. 7625 shall not apply.

OTHER PROVISIONS

(Y) The main entrance to each building or unit shall, if the entrance faces an existing public right-of-way, be at an elevation no greater than 0.8 metres above or below the grade of the existing public right-of-way at the property line.

LAND DIVISION

(Z) Notwithstanding any severance, partition or division of the lands shown on Schedule "RM6(279)", the provisions of this By-law shall apply to the whole of the lands as if no severance, partition or division occurred.

3. SECTION 37 PROVISIONS

(A) Pursuant to Section 37 of the Planning Act, and subject to compliance with this By-law, the increase in height and/or density of the development is permitted beyond that otherwise permitted on the lands shown on Schedule "RM6(279)" in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A hereof and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor.

(B) Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters and enter into an agreement prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.

(C) The Owner shall not use, or permit the use of, a building or structure erected with an increase in height and/or density pursuant to this By-law unless all provisions of Schedule A are satisfied.

4. Within the lands shown on Schedule "RM6(279)" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

(A) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

(B) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY, JOHN ELVIDGE,
Mayor City Clerk

(Corporate Seal)

Schedule "A"
Section 37 Provisions

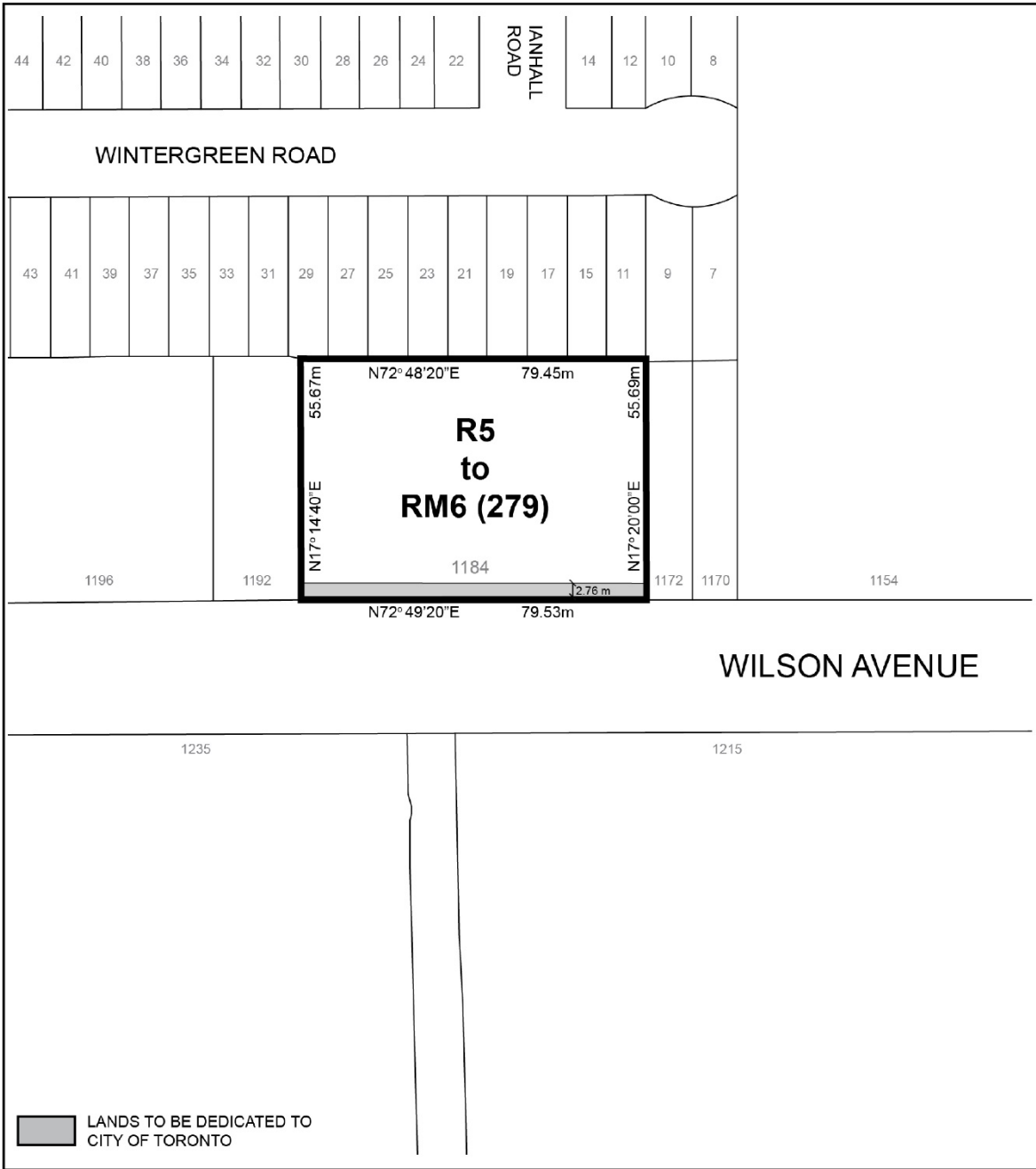
The owner shall enter into an agreement to the satisfaction of the City Solicitor pursuant to Section 37 of the Planning Act as it read on the day before section 1 of Schedule 17 to the COVID-19 Economic Recovery Act, 2020 came into force to secure the community benefits below.

- i. an indexed cash contribution of \$1,100,000.00 to be paid by the Owner prior to the issuance of the first above-grade building permit for the new residential building, to be allocated towards capital improvements to parkland, community facilities and/or public realm located within the vicinity of the site and/or Ward 6, provided that purpose is identified in the Toronto Official Plan and will benefit the community, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor;
- ii. the cash contribution set out in subsection i. above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment of the cash contribution by the owner to the City.
- iii. In the event the cash contribution in Subsection i. above has not been used for the intended purpose within three (3) years of the by-law coming into full force and effect, the cash contribution may be redirected for another purpose(s), at the discretion of the Chief Planner and Executive Director that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the site.

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

- i. The Owner shall construct the development in accordance with the accepted Travel Demand Management (TDM) Plan, including the provision of Pre-loaded Transit Passes, a Car-share Vehicle and Space, Bike Repair Station(s), and a Real-time Transportation Screen, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
- ii. The Owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green

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

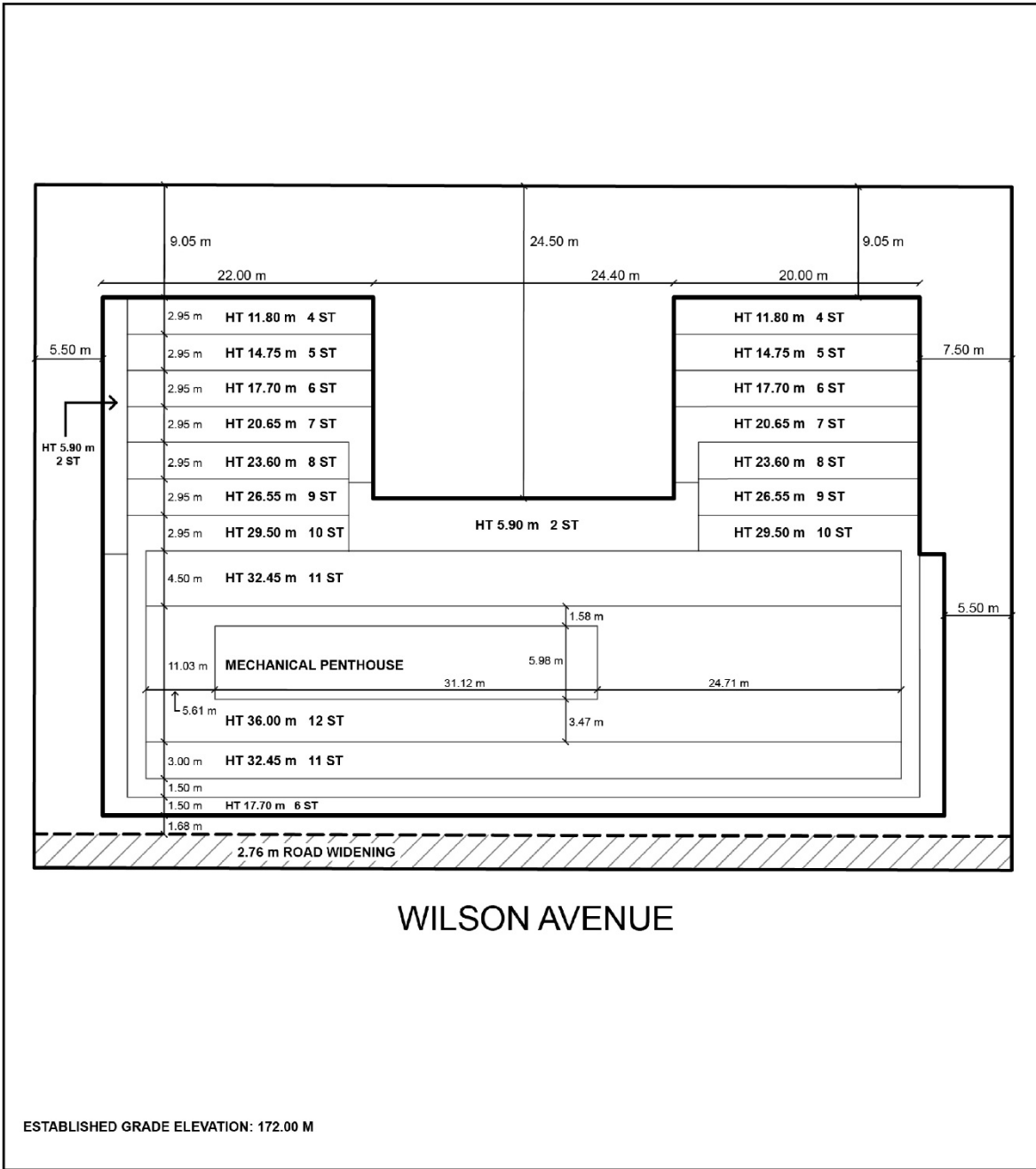


 **TORONTO**
Schedule 1

1184 Wilson Avenue

File # 19 254744 NNY 06 0Z


Former City of North York By-law 7625
Not to Scale
06/01/2022



 **TORONTO**
Schedule RM6(279)

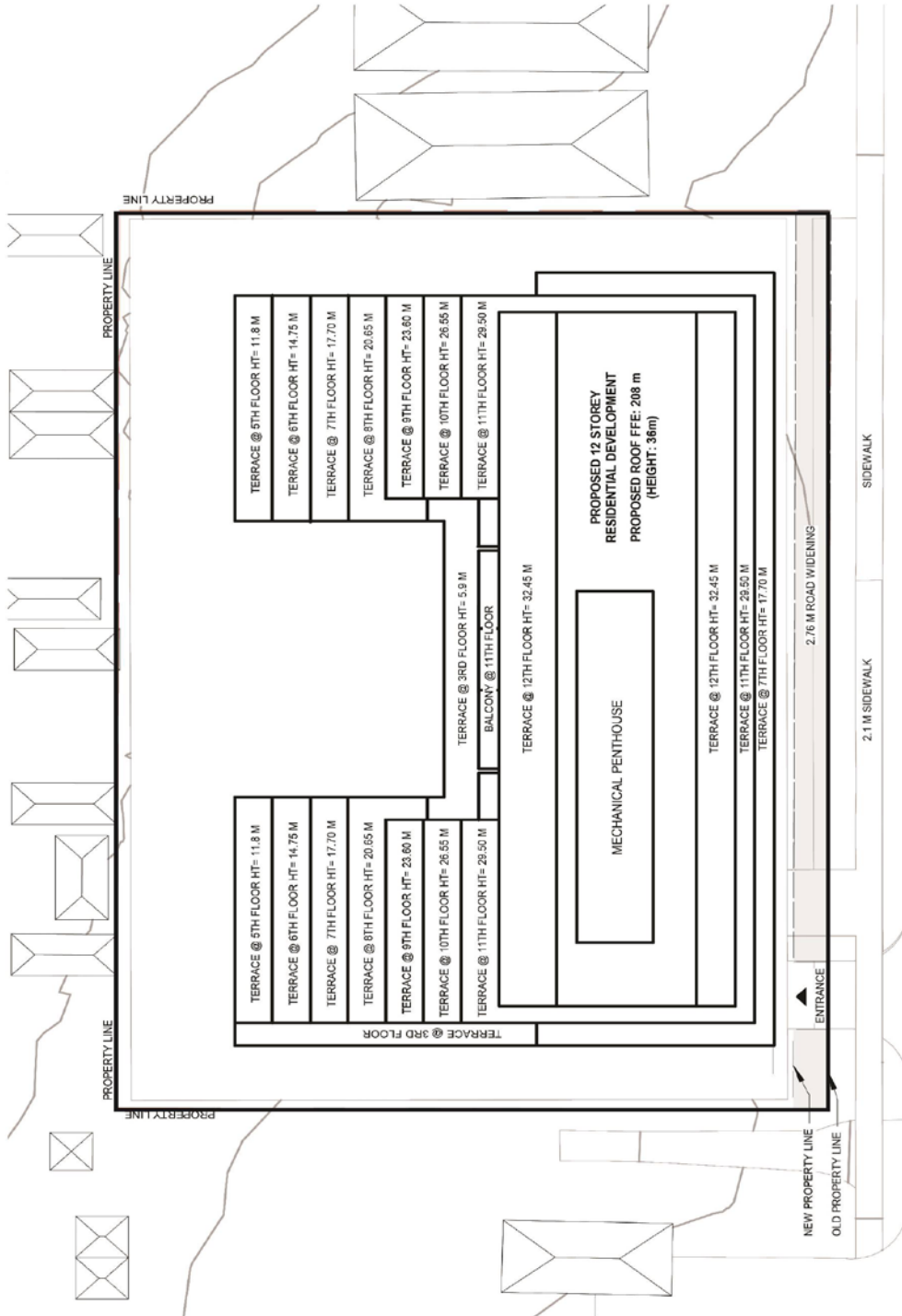
1184 Wilson Avenue

File # 19 254744 NNY 06 02


Former City of North York By-law 7625
Not to Scale
06/01/2022

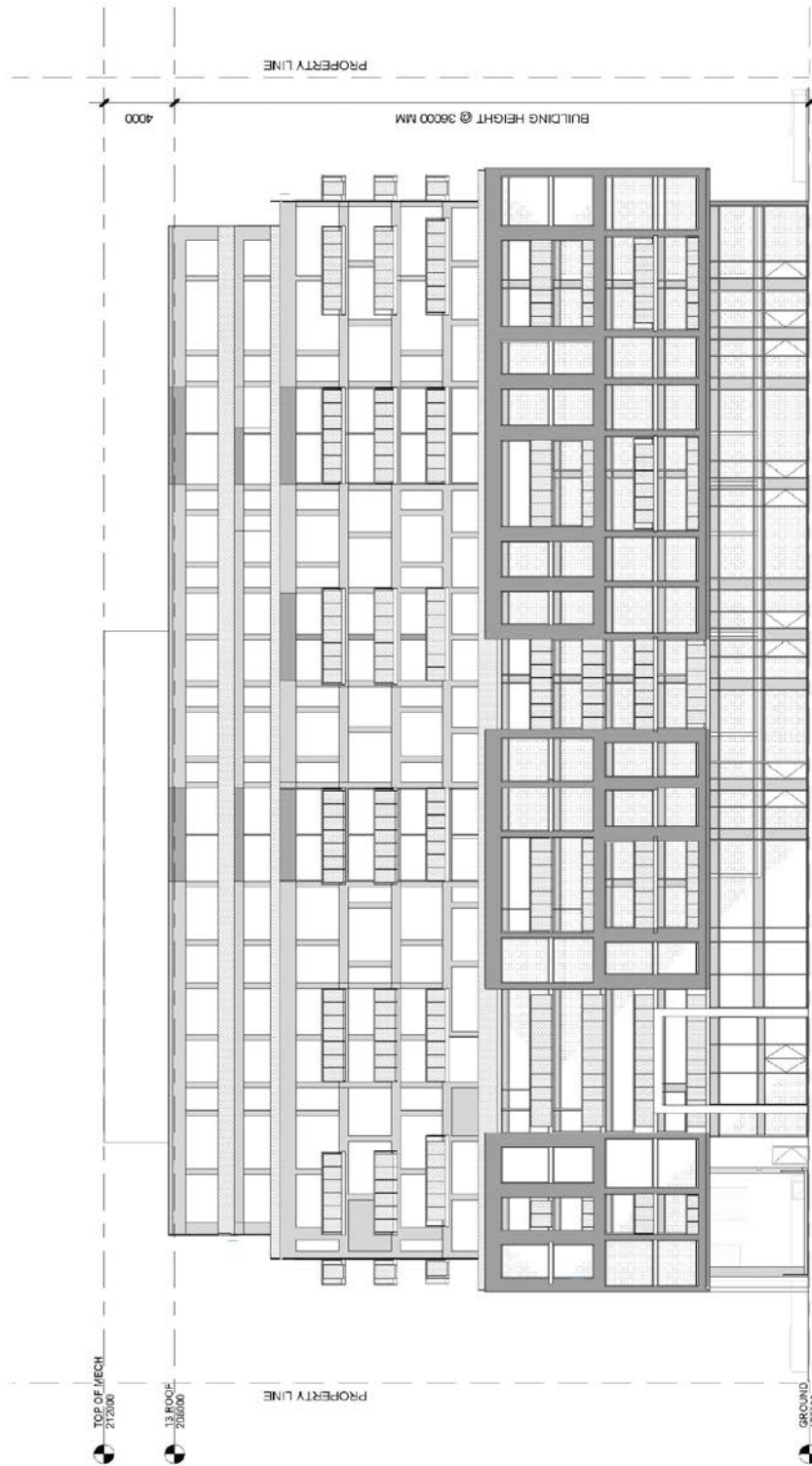
Attachment 7: Draft Zoning By-law Amendment (City of Toronto By-law 569-2013)
(to be made available prior to Community Council)

Attachment 8: Site Plan



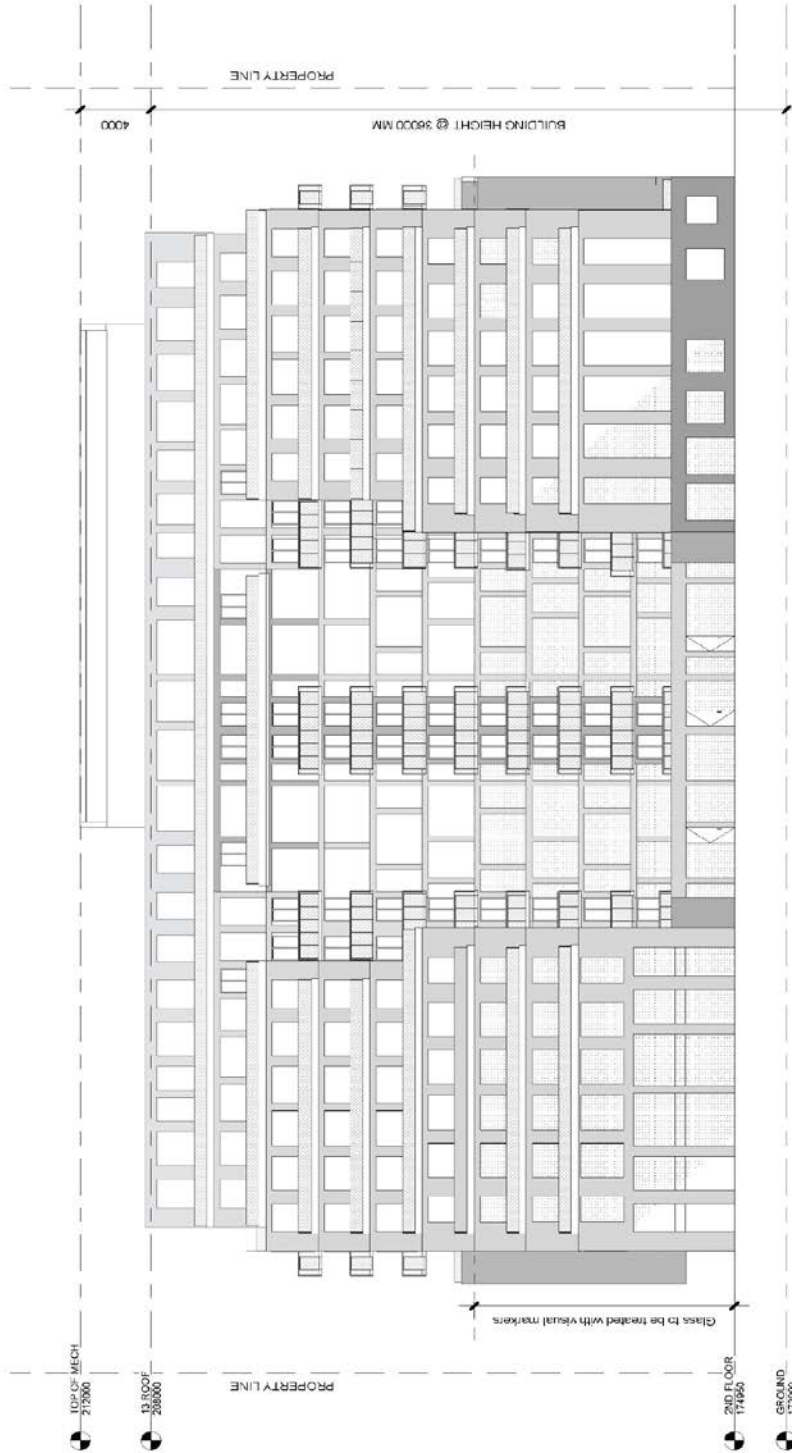
Site Plan

Attachment 9a: South Elevation (Wilson Avenue)



South Elevation

Attachment 9b: North Elevation



North Elevation

Attachment 9c: East Elevation

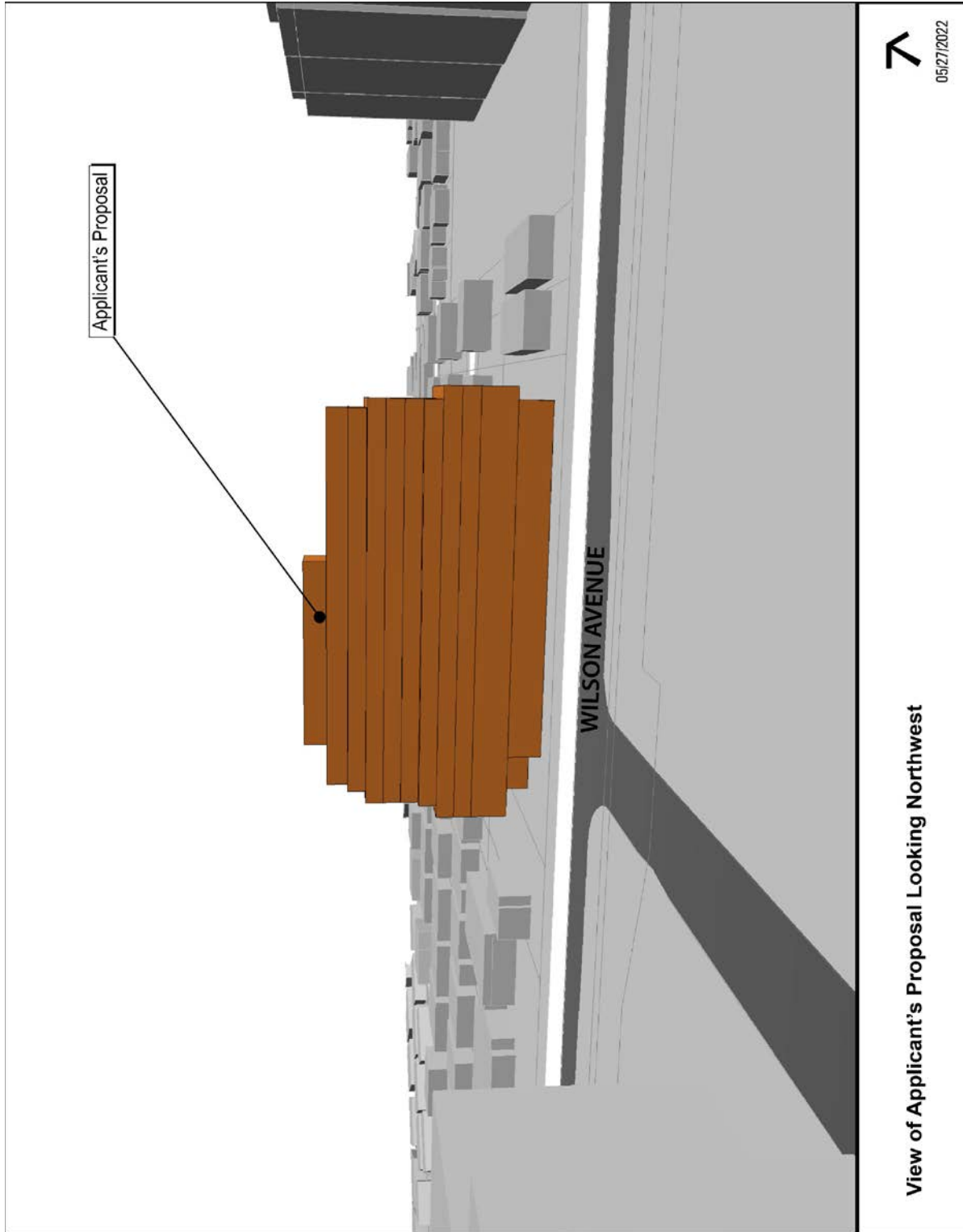


Attachment 9d: West Elevation



West Elevation

Attachment 10a: Massing View looking Northwest from Wilson Avenue



View of Applicant's Proposal Looking Northwest

Attachment 10b: Massing View looking Southwest

