

2699 - 2701 Keele St – Zoning By-law Amendment Application – Final Report

Date: June 2, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 6 - York Centre

Planning Application Number: 20 159444 NNY 06 OZ

Related File Number: 21 249733 NNY 06 SA

SUMMARY

This application proposes to amend the Zoning By-law to permit the construction of a mixed use building at 2699 - 2701 Keele Street. The building would be comprised of a five-storey (19.85 metre high) base building along the north, south and east portions of the built form. A 7-storey (27.05 metres high) base building component would be provided along the Keele Street frontage of the site. A nine-storey (33.60 metre high) mid-rise building component would be provided in the central southern portion of the built form, adjacent a 28-storey (90.90 metre high) tower which would be located in the southwest corner of the site close to the Highway 401 off-ramp and Keele Street, the tower height being exclusive of a 7.0 metre high mechanical penthouse. The proposal would contain a total of 372 residential units, 399 square metres of grade-related retail and 385 parking spaces in a five-level underground parking structure. An on-site parkland dedication of 608 square metres would also be provided. The proposed development would have a total gross floor area of 34,537 square metres above grade, which would result in a Floor Space Index (FSI) of 5.6 times the area of the lot.

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.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 2699 - 2701 Keele Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. to this report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
3. City Council authorize the City Solicitor to submit the necessary bills(s) to implement the foregoing recommendations 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.
4. City Council approve that in accordance with Section 42 of the Planning Act prior to the first above grade building permit, the Owner shall convey to the City, an on-site parkland dedication, having a minimum size of 608 square metres located in the northeast of the site with a frontage along George Appleton Way, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor;
5. City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition, all to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.
6. 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 cash contribution of \$1,700,000.00 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 improvements to parks and community facilities in Ward 6, where a minimum of \$250,000.00 is to be allocated toward beyond-base conditions and capital improvements for the on-site public park lands, and the balance of the cash contribution, provided that the 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 convey to the City an on-site 608 square metre parkland dedication on terms and conditions satisfactory to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor;

ii. The Owner shall construct the development in accordance with the accepted Transportation Impact Study (TIS) Update, prepared by LEA (dated December 15, 2021), related to the proposed Transportation Demand Management measures including the provision of Transit Passes, Bike Repair Station(s), Real-time Transportation Screen, TDM Monitoring Program and Bike-Share, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

iii. 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.

iv. The Owner is required to enter into the appropriate financially secured agreement(s) for the construction of the required improvements to the municipal infrastructure to support this development, according to the Functional Servicing Report accepted by the Chief Engineer & Executive Director of Engineering and Construction Services; and,

v. The Owner will provide space within the development for the installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.10.

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

Pre-application meetings were held on July 11, 2019 and February 24, 2020 between the applicant and City staff. The current application was submitted on June 23, 2020 and deemed complete on July 20, 2020 as of the date of the application submission.

A Preliminary Report dated September 18, 2020 on the application was adopted by North York Community Council on October 7, 2020 authorizing staff to conduct a community consultation meeting. The Community Council Decision can be found here: [Agenda Item History - 2020.NY18.8 \(toronto.ca\)](#)

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

PROPOSAL

This application proposes to amend By-law 569-2013 for the property at 2699 - 2701 Keele Street to permit a mixed-use building comprised of a series of mid-rise building components and a 28-storey tower. The proposed development would contain a total of 372 residential units and 499 square metres of grade-related retail space that would be provided at the intersection of George Appleton Way and Keele Street.

The 28-storey tower would be located at the west end of the site along Keele Street and the intersection of the Highway 401 off ramp. A seven-storey base building component would be provided in the northwest portion of the site at the intersection of Keele Street with George Appleton Way. The nine-storey mid-rise building component would be located east of the tower along the south portion of the site. Building components that are five-storeys in height would be located on the eastern portion of the site. Vehicular access to the site would be from George Appleton Way within the central portion of the George Appleton Way frontage under a two-storey portion of the building.

Given the site area of 6,161 square metres, the proposed above grade gross floor area of 34,537 square metres would result in a Floor Space Index of 5.6 times the lot area.

The applicant proposes a public park block, 608 square metres in size, which would be located in the northeast corner of the site, east of the development, with frontage on George Appleton Way. The proposed park would be unencumbered above and below grade. (see Attachment 3 - Site Plan).

A total of 372 residential units are proposed, comprised of 211 one-bedroom (58%), 107 two-bedroom (29%), 48 three-bedroom units, including 9 townhouses integrated into the building so that some of the units would face the park block along the west and south edges (13%).

Vehicular access to the site would be via a single two-way, full-moves driveway from George Appleton Way which would provide access to at-grade service functions such as the loading area and garbage staging area, secure bicycle parking rooms, and some visitor parking spaces as well as the ramp to the lower levels of the parking structure. A total of 385 parking spaces would be provided in the five level underground parking structure, of which 322 would be for resident use and 55 would be for residential visitors and 8 spaces would be provided for commercial space. A total of 305 bicycle parking spaces would be located at the ground floor level or the P1 level.

One Type 'G' loading space would be located at the ground floor level within the building envelope.

A total of 744 square metres of indoor amenity space (2 square metres per residential unit) and 744 square metres of outdoor amenity area (2 square metres per residential unit) would be provided as part of this development.

The south lot line of the site coincides with the Highway 401 off-ramp at Keele Street. The Ministry of Transportation (the "MTO") requires a 14.0 metre building setback from their property. The MTO setback area is illustrated on 7: Site Plan.

Refer to Attachment No. 1 for the Application data sheet.

Site and Surrounding Area

The subject site is located in the southeast quadrant of Keele Street and Wilson Avenue. It is part of a former larger 2.8-hectare parcel where a Canadian Tire store was located on the east portion and a gas bar/convenience store was located on the west portion of the site. The Canadian Tire store closed and was demolished in 2004. A 244-unit stacked townhouse development, now known as 55 to 125 George Appleton Way, was built on the portion of the property where the store was located. The current development proposal is located on the former gas bar/convenience store portion of the site.

The development site is 6,161 square metres in size and generally flat, irregular in shape with a frontage of approximately 60 metres on Keele Street and approximately 100 metres on George Appleton Way. The site is adjacent to the Highway 401 off-ramp to the south. There is an easement along the south side of the site described as Part 2, Plan 66R-21689 which was granted to the City in the 1960s to accommodate sanitary sewers to service the lands to the east. The sanitary sewer is being maintained with the site's redevelopment.

Surrounding uses include:

North: George Appleton Way is located immediately north of the site and intersects with James Findlay Way which travels northward to Wilson Avenue. Immediately north of George Appleton Way and west of James Findlay Way, is a former hotel which has been renovated into the 10-storey Westmount Condominiums (known as 2737 Keele Street). To the east of James Findlay Way is the former above-grade four-storey parking structure of the former hotel, which has been renovated and developed with a

six storey apartment building on top of it. The development is known as Ion Condominiums (15 James Findlay Way).

East: five blocks of four-storey stacked townhouses known as 55 to 125 George Appleton Way. Beyond this, is a low density neighbourhood of detached dwellings along Ingleside Drive and Cornelius Parkway.

South: Highway 401 and the Keele Street north bound off-ramp are located immediately south of the site. The highway is six lanes wide in this location.

West: Keele Street, with a 36 metre right-of-way, is immediately west of the site and the Provincial campus is beyond Keele Street with an Ontario Provincial Police detachment and a commercial plaza located along Keele Street. The Humber River Regional Hospital campus is located beyond, along with the Chief Coroner's Office and Forensics Centre on Wilson Avenue and a variety of provincial offices line Highway 401.

Reasons for Application

Amendments to 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.

The City's Zoning By-law 569-2013 does not apply to this site but City Planning will take the opportunity to bring the site into Zoning By-law 569-2013 in a By-law that contains appropriate development standards.

APPLICATION BACKGROUND

Application Submission Requirements

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

- Planning Justification Report
- Avenue Segment Study
- Architectural Plans
- Landscape and Lighting Plans
- Arborist Report
- Sun/Shadow Study
- Pedestrian Level Wind Study
- Community Facilities and Services
- Transportation Impact Study
- Parking Study
- Site Grading and Drainage
- 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 application material 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 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

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

All decisions of 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).

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the Report.

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 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

Official Plan identifies the subject site as being on an *Avenue* along Keele Street 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 east, beyond the stacked townhouse development, on Ingleside Drive and Cornelius Parkway, 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.

Chapter 4 - Land Use Designations

The subject lands are designated *Mixed Use Areas* on Map 16 of the Official Plan (See Attachment 3).

The subject site is located on lands designated *Mixed Use Areas* on Land Use Map 16 of the Official Plan. *Mixed Use Areas* are made up a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan directs new development to fit harmoniously into its existing and/or planned context by creating appropriate transitions in scale to existing and/or planned buildings.

The Official Plan requires that development in *Mixed Use Areas* 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 adopt 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/>.

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 zoned C1(119) - General Commercial Zone (See Attachment 5a) with a site-specific exception to permit an apartment house dwelling with units that have direct access from the exterior of the building and a vehicular parking rate of 1.35 parking spaces per dwelling unit instead of the 1.5 spaces per unit as required by Zoning By-law 7625, as amended by Zoning By-law 1119-2004.

The C1 zone permits residential uses, subject to compliance with the provisions of the relevant residential zone, either the R5 zone or the RM5 zone. As a multi-residential unit development proposal, the application would be subject to the provisions of the 'RM5 - Multiple Family Dwellings Fifth Density Zone' category. The existing development standards for the lands include a maximum lot coverage of 35%, a maximum gross floor area of the building of 1 times the lot area and a maximum building height of 11.5 metres. Zoning By-law 7625 also requires a minimum front yard setback of 7.5 metres and a minimum rear yard setback which shall be 7.5 metres or the height of the building whichever is the greater as well as a minimum side yard setback of 3.5 metres or more determined by the length of the building or height of the building measured adjacent the side yard setback concerned.

The property is subject to the Airport Hazard Zone shown on Schedule 'D' of By-law 7625.

The City's Zoning By-law 569-2013 does not apply to this site (See Attachment 5b - Extract from Zoning By-law 569-2013).

Design Guidelines

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

- City-Wide Tall Buildings Design Guidelines;
- 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;
- Toronto Green Standards; and
- Percent for Public Art Programme.

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

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>.

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 GUIDELINES 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 been filed (File Number 21 249733 NNY 06 SA).

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 a *Mixed Use Areas* designation along an *Avenue* where some modest infill development is anticipated. The applicant's proposal for a mixed use development on a lot presently containing the remains of a gas bar and convenience store located at the intersection of Keele Street and the Highway 401 north-bound off ramp 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 *Mixed Use Areas* which is an area 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 fronting Keele Street and George Appleton Way that promotes pedestrian activity, vibrancy and eyes on the street for safety and security complementing the reurbanization of this segment of Keele Street at Highway 401.

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 Official Plan policies described in the Policy Consideration Section of the Report.

The proposed residential, retail and open space uses are permitted uses within the *Mixed Use Areas* designation of the Official Plan. *Mixed Use Areas* are expected to absorb most of the City's anticipated growth in commercial, retail and housing (Policy 4.5) and to achieve a multitude of planning objectives by combining a broad array of uses. The northwest corner of the site is identified with an *Avenues* overlay that continues northward along Keele Street. *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, and shopping opportunities for area residents (Policy 2.2.3).

Staff concludes that the proposal reurbanizes a key *Mixed Use Areas* site along an *Avenue* overlay, bringing new housing and retail opportunities to an underutilized site and providing a new park in a neighbourhood that is park deficient. The proposal is transit supportive, compatible with neighbouring land uses and contributes to the housing options in the community. The proposed land uses conform with the Official Plan *Mixed Use Areas* and *Avenue* policies.

Massing and Height

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Consideration Section of the Report.

The Built Form policies of the Official Plan provide that new development should fit within its existing and planned contexts, and limit its impact on neighbourhood streets, parks, open spaces and nearby properties. The *Mixed Use Areas* policies of the Official Plan provides that the location and massing of new buildings should achieve transition between areas of different development intensity and scale. The site has been designed appropriately to address the requirement for transition to lower scale neighbourhoods

through means such as appropriate setbacks and/or a stepping down of heights. For example, the tallest building component (the 28-storey tower), which has a tower floor plate of a maximum of 750 square metres from the tenth floor to the twenty-eighth floor, is proposed to be located in the southwest corner, adjacent to Highway 401 and the northbound off-ramp to Keele Street, and furthest from the nearest *Neighbourhoods* lands, which are to the east, approximately 210 metres (689 feet) away. The tower will be located approximately 52 metres to the west of the closest stacked townhouse block located within the Independence Way development and approximately 140 metres to the southwest of the 10-storey Ion condominium development located to the northeast at 15 James Findlay Way.

The tower component is flanked to the north and west along Keele Street by a seven-storey mid-rise building component that wraps around the Keele Street/George Appleton Way intersection and extends along George Appleton Way. The retail component of the development is located at-grade within this portion of the site, and entrances to retail bays are provided along both Keele Street and George Appleton Way, resulting in activity along the sidewalk and eyes on the street and overlook for pedestrian comfort and security. To the east of the tower, along the southern portion of the site, and abutting Highway 401, is another mid-rise building component at a height of nine-storeys, stepping down to seven-storeys to the east. Further east along the Highway 401 and south of the proposed park block is a five-storey building component that steps down to four-storeys and then three-storeys toward the park block.

To the west of the proposed park block, and fronting George Appleton Way is another five-storey building component under which the vehicular access is located. The seven-storey mid-rise component along Keele Street is connected to the five-storey component along the east portion of the site by a two-storey building component that marks the front entrance to the main residential lobby. The lowest building component, at 4-storeys, is located in the east portion of the site, along the south edge of the proposed park block and to the west of the existing stacked townhouse development known as Independence Way (55 to 125 James Findlay Way).

The entire southern boundary is encumbered by a 14-metre Ministry of Transportation building setback requirement which provides an open space area along the highway that may or may not be required for highway expansion by the provincial government in the future.

City Planning staff consider the proposed building heights appropriate for this site. The greatest heights on the site are at the southwest corner, at Keele Street and Highway 401 and the heights generally decrease incrementally towards the north which abuts a mid-rise development (2737 Keele Street) and Ion Development (15 James Findlay Way) to the northeast and easterly toward the Independence Way stacked townhouses and beyond to the *Neighbourhoods* lands along Ingleside Drive and Cornelius Parkway, which is an area of lower-scale development. Staff supports the proposed building massing and heights.

Sun, Shadow, Wind

This application has been reviewed against the official plan policies and design guidelines described in the Policy Consideration Section of the Report with respect to sun, shadow and wind impacts.

Sun and Shadow

Section 4.5, Policy 2(d) of the Official Plan states that development within *Mixed Use Areas* will contribute to quality of life by locating and massing new buildings to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. Policy 2(e) of Section 4.5 further states that development should be located and massed to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, and Parks and Open Spaces.

Sun shadow studies and a Pedestrian Level Wind Study were submitted as part of the application and were evaluated to determine what impacts the proposed building will have on the surrounding context. The tallest portion of the proposal, the 28th storey tower, has been located on the development site in a way to minimize the shadow impacts on area properties. The proposed heights of the various building components on the subject lands, decrease incrementally from south to north and from west to east. The lands to the north and the east are within the *Mixed Use Areas* designation including the Independence Way 4 storey stacked townhouses development located directly to the east. The nearest *Neighbourhoods* area that would be impacted by this development from a shadow perspective is located to the east approximately 137.5 metres (451 feet) away.

The resulting shadows from this development can be analyzed throughout the day during the spring and fall equinoxes, as follows:

At 9:18 am the proposal will cast shadows to the west over the Humber River Regional Hospital campus but the shadows are mostly confined to the parking garage structure which is located to the east of the hospital building proper. By 11:18 am, the shadows cast from the development are beginning to fall over the Keele Street right-of-way. By 12:18 pm the development shadow falls upon the front yard of the property immediately to the north and the shadows move into the side yard of 2737 Keele by 2:18 pm. At the same time, the development is beginning to shadow the proposed park block that will be dedicated to the city in the northeast corner of the site. At 3:18 pm, the proposed park block is completely shaded by the proposed development to the west. At 4:18 pm, shadows are beginning to fall over the intersection of James Findlay Way and George Appleton Way as well as beginning to touch the western-most blocks of stacked townhouses known as 55 and 125 George Appleton Way. At 5:18 pm, the proposed park block remains in shadow and by 6:18 pm, the neighbourhood area along Ingleside Drive and Cornelius Parkway is impacted by a shadow. The applicant has indicated that the gross construction floor area of the tower floorplate meets the City's tall building guideline at a maximum floorplate size of 750 square metres from the tenth floor to the twenty-eighth floor and thus the shadow is slim, as it stretches to the east. Staff is generally satisfied that the proposed shadowing impacts have been mitigated.

Wind

The Pedestrian Level Wind Study prepared in support of this application investigated pedestrian wind comfort and safety within and surrounding the subject site, and identified any areas where wind conditions might interfere with certain pedestrian activities and proposed appropriate mitigation measures for such impacts. At grade, areas investigated included sidewalks, walkways, parking areas, landscaped spaces, park space, nearby transit stops and building access points. Wind comfort was also evaluated within the amenity terraces at Floor 2 and Floor 5.

The study concluded that the predicted wind conditions over most grade-level pedestrian wind-sensitive areas, within and surrounding the subject site, are predicted to be acceptable for the intended uses throughout the year. To ensure conditions are comfortable for standing or sitting throughout the year at the commercial entrances at the northwest corner of the building, mitigation is recommended in the form of recessed entrances of at least 1.5 metres into the building façade or alternatively, flank the doorways with protruding vertical wind barriers. Portions of the sidewalk along the south side of George Appleton Way, as well as isolated portions of the adjacent park block, are predicted to become uncomfortable for walking during the colder months of the year. To ensure the sidewalks are comfortable for walking throughout the year, and to moderate wind flow over the park areas, mitigation is recommended in the form of 2 metre tall wind barriers extending along the north perimeter of the park area either as coniferous plantings in dense arrangements or solid or mostly solid wind screens, or a combination of the two options.

To ensure conditions are comfortable for sitting or more sedentary activities over the outdoor amenity areas at Floor 2 and Floor 5 during the summer season, mitigation is recommended to protect these outdoor areas from the impacts of the prominent winds from the west and clockwise to the north. Mitigation could be in the form of wind screens and/or coniferous plantings and at the higher building elevations, further mitigation may be required for terraces and roof top amenity areas in the form of free-standing overhead structures. Further details will be determined at the Site Plan Control stage.

Based upon a review of the submitted studies, the sun, shadow and wind impacts can be supported by staff.

Residential Unit Mix

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; 10 percent of the units should be three-bedroom units and 15 percent of the units should be two-bedroom units.

The proposal provides for a total of 366 dwelling units. Of these 211 (58%) are proposed one-bedroom units, 107 (29%) are proposed two-bedroom units and 48 units,

including 9 townhouses (13%) are three-bedroom units. City Planning staff are of the opinion that the proposed unit mix supports the objectives of the Growing Up Guidelines and the applicable provincial and Official Plan policies.

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 4.5.2 k) states that in *Mixed Use Areas*, development will provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The application proposes 732 square metres of indoor amenity space (2 square metres per unit) and 732 square metres of outdoor amenity space (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.

Traffic Impact, Access, Parking

Traffic Impact

The Applicant's transportation consultant submitted a Transportation Impact Study (TIS) (January 2021) in support of the proposal. The report estimates that the proposed development will generate approximately 123 and 143 two-way trips during the weekend AM and PM peak hours, respectively. The consultant concluded that traffic generated by the proposed development can be accommodated by the adjacent street system without the need for intersection improvements. Transportation Services generally accepts the conclusions of the submitted study.

Driveway Access

The proposed site access would be located in the central portion of the George Appleton Way frontage of the site via an all-moves driveway connection. Transportation Services accepts the location and design of the proposed driveway in principle. The design details of the proposed access will be determined at the Site Plan Control approval stage.

Parking

The parking requirements for the proposal are governed by the applicable parking provisions contained in the former North York Zoning By-law 7625. 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.

A total of 377 parking spaces are required on site. The applicant is proposing 385 parking spaces, including 322 residential spaces and 55 visitor spaces. Eight parking spaces have been proposed for the retail component.

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 11 accessible parking spaces while 15 accessible parking spaces are proposed.

The proposal satisfied the parking requirements under Zoning By-law 569-2013.

Bicycle Parking

The applicant is proposing to provide a total of 305 bicycle parking spaces on site as follows: 158 residential long term spaces, 30 residential short term spaces, 1 commercial long term space and 4 commercial short-term spaces at grade, and 112 residential long term spaces at the P1 level. 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. However, the City requires that loading for this project be provided in accordance with City of Toronto Zoning By-law 569-2013. One Type G loading space is required for the residential component and one Type G loading space is proposed, which is satisfactory. Vehicle Maneuvering Diagrams showing a heavy vehicle entering and exiting the site in a forward motion are provided in the TIS and are acceptable.

Streetscape

The Official Plan requires that new development enhance the existing streetscape by massing new development to define edges of streets with good proportion. The Official Plan also 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 the private realms.

The proposal would eliminate one of the two vehicular accesses to the former gas bar/convenience store that was previously on-site, reducing the proposed site access to a single point from George Appleton Way. This supports the Official Plan direction to minimize pedestrian conflict with vehicular traffic.

In keeping with the Official Plan intent for *Mixed Use Areas*, the proposed building setback of 3 metres at-grade along both Keele Street and George Appleton Way enhances the visibility of the proposed retail uses at the corner of Keele Street and

George Appleton Way (Policy 3.5.3.4). This proximity of retail to the public realm results in eyes on the street and overlook for pedestrian comfort and security.

New sidewalks would be provided along both the Keele Street and George Appleton Way frontages of the site at a width of 2.1 metres which is the City's current standard. Six new street trees would be planted within the public rights-of-way to augment the existing City trees to be retained.

Staff are of the opinion that the proposed development would improve the existing streetscape condition and enhance the public realm along both Keele Street and George Appleton Way. Streetscaping details will be finalized and secured through the Site Plan Control application review process.

Site Servicing and Storm water 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 storm water requirements for this development and to demonstrate how each service would be accommodated by the existing infrastructure.

The accepted Servicing and Stormwater Management Report, dated March 30, 2022 and the accepted Sanitary Capacity Analysis, dated May 2, 2022 (both by Schaeffers Consulting Engineers) outlines required external upgrades to be designed, constructed and operational to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services prior to final Site Plan Control Approval being issued for any development on these lands. The Owner will also not be permitted to discharge any private water or ground water flows during construction into the municipal sewer until the above mentioned works are complete and operational to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and the General Manager of Toronto Water. As a requirement of this application for Zoning By-law Amendment, the Owner is required to enter into the appropriate financially secured Development Agreement for the construction of the required improvements to the municipal infrastructure to support this development, according to the Functional Servicing Report accepted by the Chief Engineer & Executive Director of Engineering and Construction Services. A recommendation to this effect has been included in this report.

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 4 -12 square metres of parkland per person, which is below the city-wide average provision of 28 square metres of parkland per person (2016). The development site is currently in an Area of Parkland Need per Figure 18 of the Parkland Strategy, which highlights areas where the City will focus and prioritize parks planning and acquisitions. 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.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 4,986.7 square metres or 82% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% 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 608 square metres. The applicant has proposed a park block in the northeast corner of the site with frontage along George Appleton Way and the City requires that the proposed park comply with Section 3.2.3.8 of the Toronto Official Plan. The Parks Development Section is satisfied with the size, location, and configuration of the proposed parkland. A setback of 5 metres between the parkland and the adjacent building faces on the western and southern sides of the park has been provided, which is acceptable. The provision of parkland for this application will be secured in the Section 37 Agreement.

Tree Preservation

The applicant submitted an Arborist Report dated December 2021 in support of the application. The report inventoried all trees regulated by the City of Toronto both on, and within 6 metres of, the subject site. As a result, 34 trees were identified as being regulated by City of Toronto By-laws. Six trees are located on City property (within the George Appleton Way right-of-way) and one of those trees is in conflict with the proposed driveway location and is to be removed. The remaining 28 trees are located on the Ministry of Transportation lands to the south of the subject site and all of them will be clear of the proposed development and will not be disturbed. There are no privately owned trees on the development site that are regulated by City of Toronto By-laws.

The applicant is to submit a tree planting deposit to ensure the planting and survival of six new City trees, which will augment the existing City trees to be retained (five to be planted along George Appleton Way and one to be planted along Keele Street) . In addition, the applicant has proposed the planting of nine (9) trees on private property which satisfies the requirement of Urban Forestry.

Toronto Green Standard

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

The applicant is required to meet Tier 1 of the TGS. The applicant 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 Control 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. 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 (June 2020) 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.

Transportation Demand Management (TDM) Plan

Based upon the Transportation Impact Study (TIS) Update prepared by the applicant's Transportation Consultant, the following items were recommended to be proposed as appropriate Transportation Demand Management measures for this site:

- **Pre-loaded Transit Passes** - Providing future tenants with Pre-loaded PRESTO cards (waiving the \$6 card purchase fee) will encourage tenants to use public transit and experience its benefits. These cards should be preloaded with a value the equivalent of a month's supply of daily commuting;
- **Bike Repair Station** - install and maintain a bike repair station located in a designated, secure area within the building; and
- **Real-time Transportation Screen** - install and maintain a real-time transit/transportation service display board in the lobby to display real-time data for transit services, including schedules and alerts;
- **TDM Monitoring Program** - the Owner provide an ongoing monitoring and evaluation to collect data and information regarding TDM performance measures;
- **Bike Share** - provide a designated bikeshare station area near the main building entrance, preferably lighted and sheltered with a direct walkway connection; and,
- **Bike Share** - the Owner coordinate with the City of Toronto Parking Authority to secure a financial contribution of \$25,000 for the future implementation of bike-share facilities and programs in the area.

All the TDM measures are to be secured in a Section 37 Agreement with the City and a recommendation will be included to this effect.

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.

It is recommended that 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 cash contribution of \$1,700,000.00 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 improvements to parks and

community facilities in Ward 6, where a minimum of \$250,000.00 is to be allocated toward beyond-base conditions and capital improvements for the on-site public park lands, 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 convey to the City an on-site parkland dedication of 608 square metres on the terms and conditions satisfactory to the General Manager, Parks, Forestry and Recreation and the City Solicitor;

ii. The Owner shall construct the development in accordance with the accepted Transportation Impact Study (TIS) Update, prepared by LEA (dated December 15, 2021), related to the proposed Transportation Demand Management measures including the provision of Transit Passes, Bike Repair Station(s), Real-time Transportation Screen, TDM Monitoring Program and Bike-Share, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

iii. 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;

iv. The Owner is required to enter into the appropriate financially secured agreement(s) for the construction of the required improvements to the municipal infrastructure to support this development, according to the Functional Servicing Report accepted by the Chief Engineer & Executive Director of Engineering and Construction Services; and,

v. The Owner will provide space within the development for the installation of maintenance access holes and sampling ports on the private side, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.10.

Community Consultation

A Community Consultation meeting was held by city staff on Thursday, March 11, 2021 on a virtual platform (Webex) 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 development, the height of the proposed tower, and the potential traffic impacts in the area. Through the review of the application, the proposed massing of the building has been redistributed to transition more appropriately to the surrounding properties.

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 *Mixed Use Areas* (Policy 4.5) and the policies of the *Avenues* overlay (Policy 2.2.3). The proposal reurbanizes a key underutilized site on Keele Street at Highway 401, bringing new housing and retail opportunities to the site and providing a new park in an area that is park deficient.

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 5a: Existing (former City of North York By-law) Zoning By-law 7625
- Attachment 5b: Extract from City of Toronto Zoning By-law 569-2013
- Attachment 6: Draft Zoning By-law Amendment (City of Toronto Zoning By-law 569-2013)

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8a: North Elevation (George Appleton Way)
- Attachment 8b: West Elevation (Keele Street)
- Attachment 8c: South Elevation (Highway 401 off-ramp northbound to Keele Street)
- Attachment 8d: East Elevation
- Attachment 9a: Massing View looking from southeast (Keele Street and George Appleton Way)
- Attachment 9b: Massing View looking northwest (from Highway 401)

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 2699 KEELE ST Date Received: June 23, 2020

Application Number: 20 159444 NNY 06 OZ

Application Type: Rezoning

Project Description: Zoning Bylaw Amendment application to permit a 34,537 m² mixed use condominium complex with an 8-storey midrise building attached to a 28-storey tower and generally surrounded by a 4-storey base building to the north, east and south and a 6-storey mid-rise building to the west. The complex will comprise 372 dwelling units with 385 parking spaces in a 5-level underground parking structure. A public park (608m²) is proposed.

Applicant	Agent	Architect	Owner
Hunter & Associates Ltd, 15 Gervais Drive, Suite 503, Toronto, ON M3C 1Y8	Hunter & Associates Ltd, 15 Gervais Drive, Suite 503, Toronto, ON M3C 1Y8	Richmond Architects Limited, 243 College Street, 2nd Floor, Toronto, ON M5T 1R5	Worsley Keele Limited, 3657 Lakeshore Boulevard, Toronto, M8W 1P7

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: N

Zoning: C1(119) Heritage Designation: N

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

PROJECT INFORMATION

Site Area (sq m): 6,161 Frontage (m): 60 Depth (m): 100

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	200		2,882	2,882
Residential GFA (sq m):			30,368	30,368
Non-Residential GFA (sq m):	472		499	499
Total GFA (sq m):	472		34,537	30,537
Height - Storeys:	1		27	27
Height - Metres:	3		91	91

Lot Coverage Ratio (%):	49.28	Floor Space Index:	5.6
Residential GFA:	30,368		290
Retail GFA:	499		
Office GFA:			
Industrial GFA:			
Institutional/Other GFA:			
Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			372	372
Other:				
Total Units:			372	372

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			219	108	45
Total Units:			219	108	45

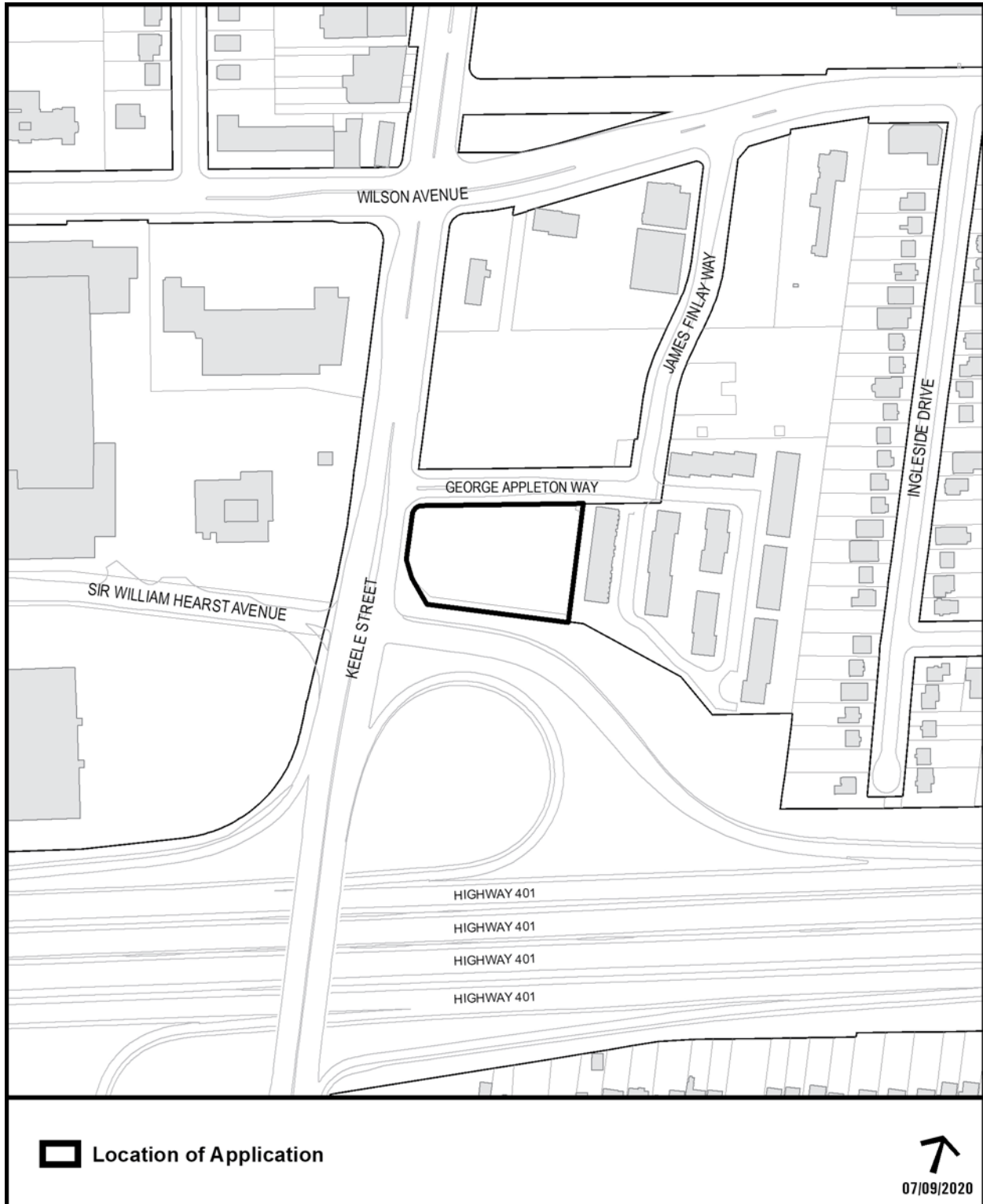
Parking and Loading

Parking Spaces:	385	Bicycle Parking Spaces:	305	Loading Docks:	1
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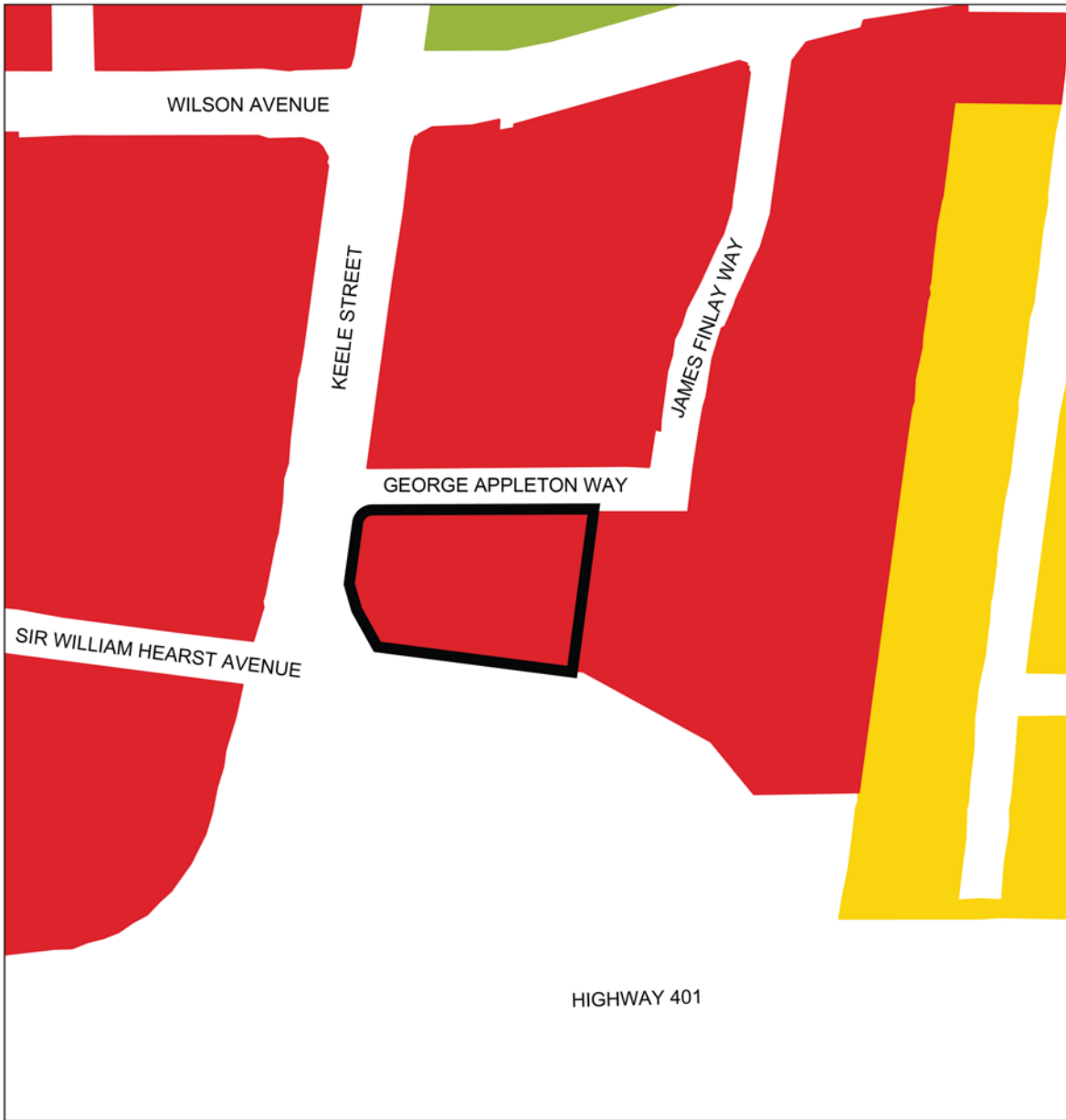
CONTACT:

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

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



2699 - 2701 Keele Street

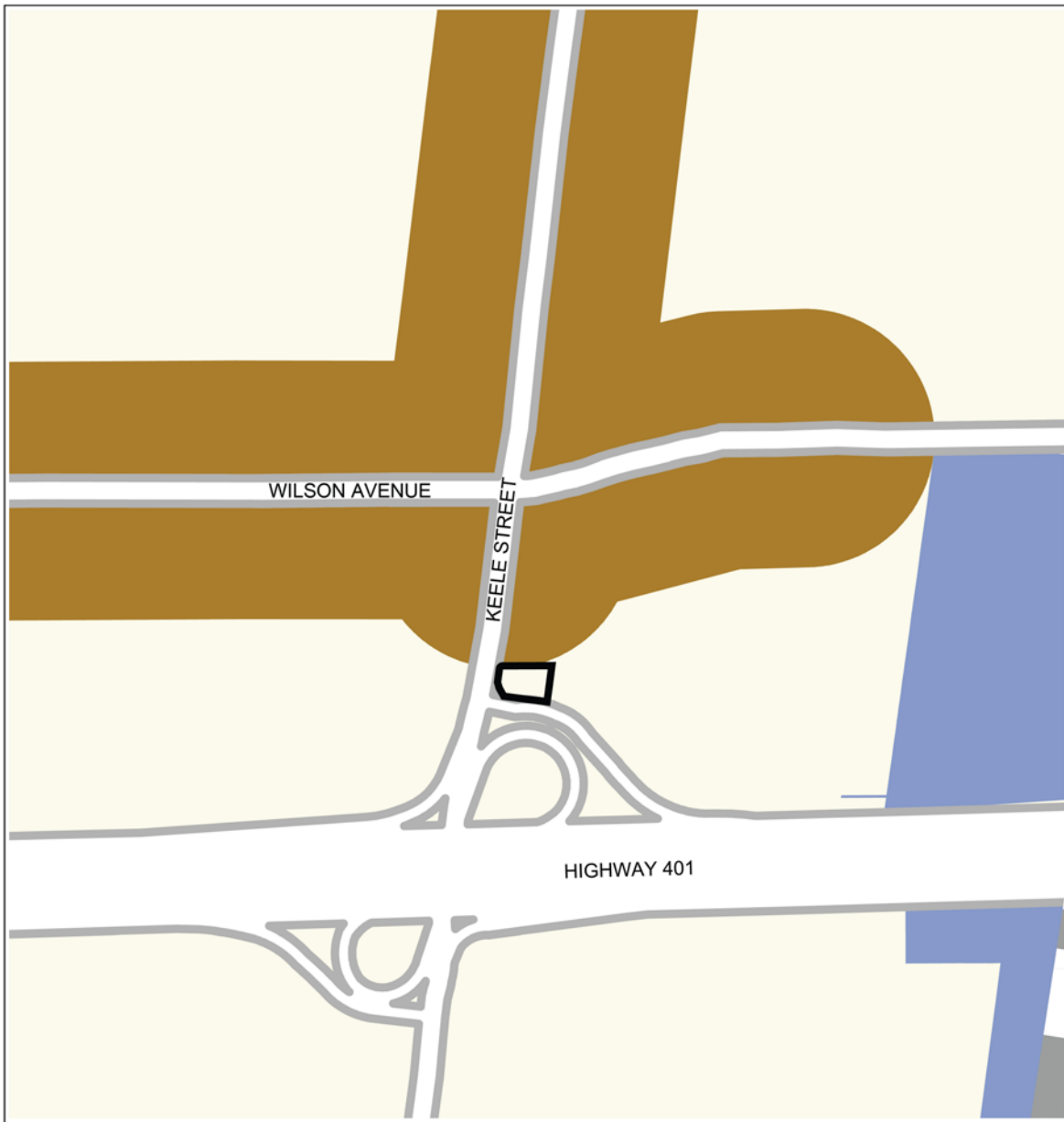
Official Plan Land Use Map #16

File # 20 159444 NNY 06 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Parks


Not to Scale
05/24/2022

Attachment 4: Official Plan Map 2 Urban Structure



2699 - 2701 Keele Street

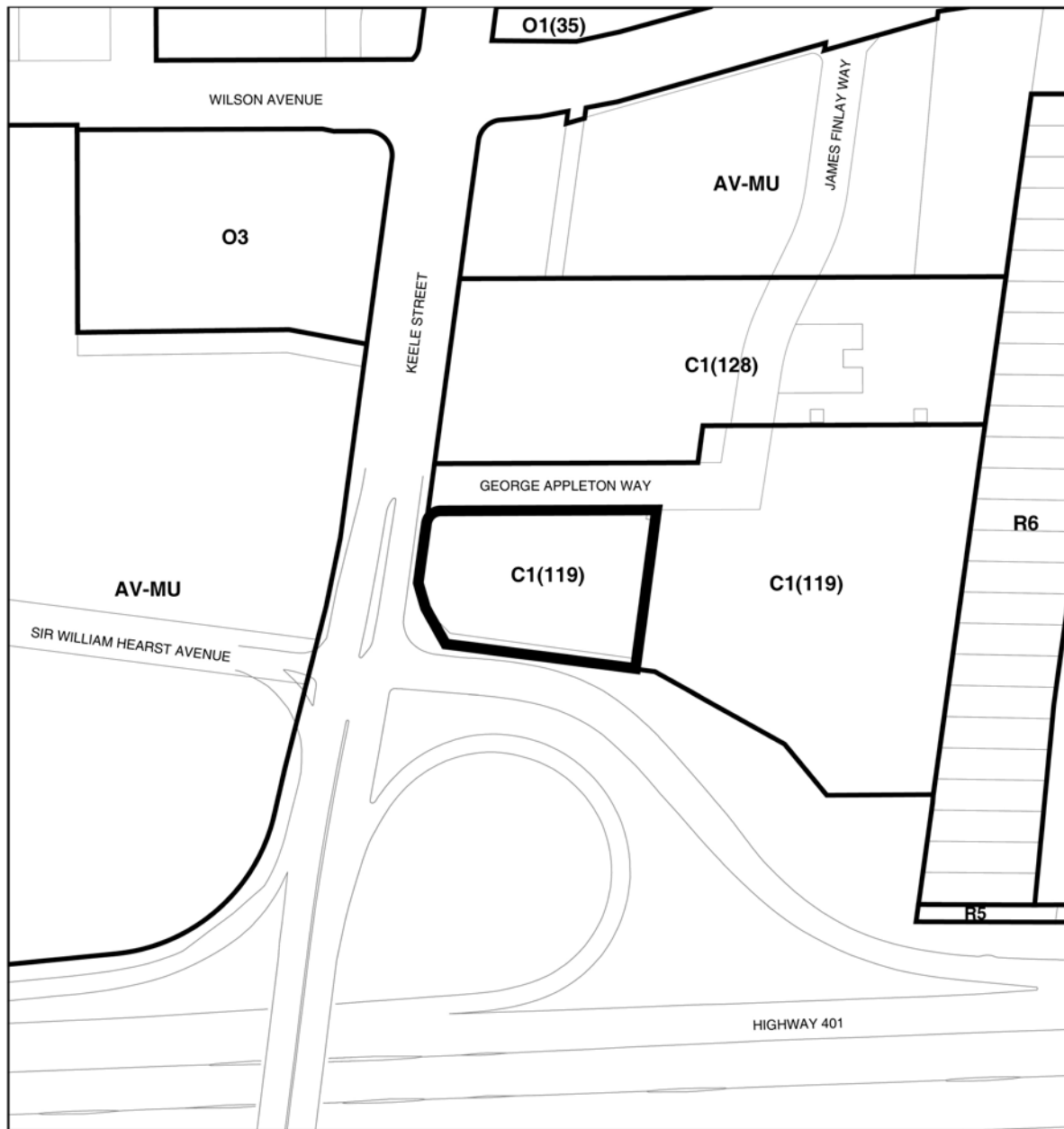
Urban Structure Map 2

File # 20 159444 NNY 06 0Z

-  Location of Application
-  Avenues
-  Employment Areas


Not to Scale
05/24/2022

Attachment 5a: Existing (former City of North York) Zoning By-law 7625 Map



Zoning By-law 7625

2699 - 2701 Keele Street

File # 20 159444 NNY 06 0Z



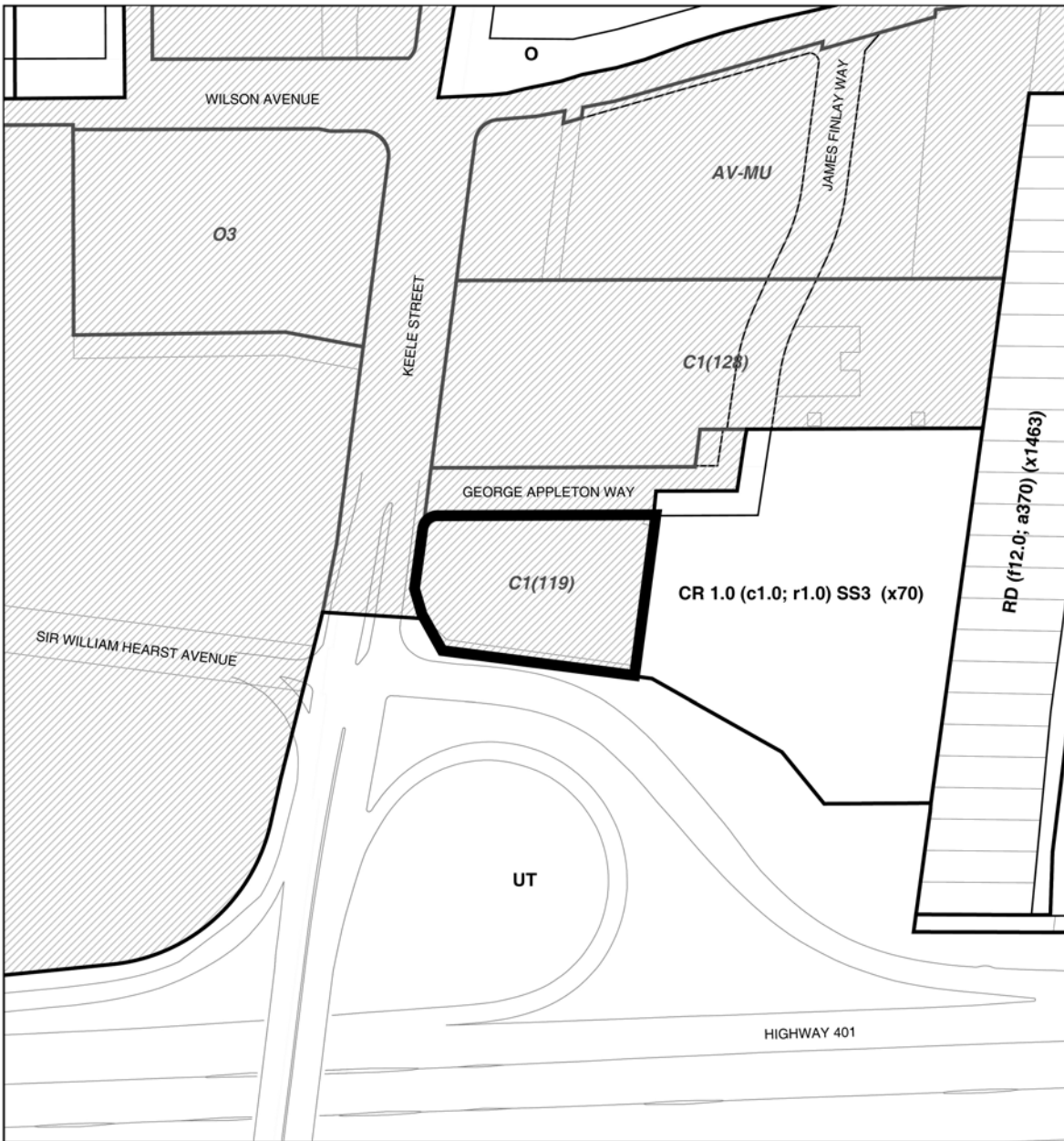
Location of Application

- R4 One-Family Detached Dwelling Fourth Density Zone
- R5 One-Family Detached Dwelling Fifth Density Zone
- R6 One-Family Detached Dwelling Sixth Density Zone
- RM5 Multiple-Family Dwellings Fifth Density Zone
- C1 General Commercial Zone
- AV-MU Avenue Mixed Use Zone

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

↑
Not to Scale
Extracted: 05/24/2022

Attachment 5b: Extract from City of Toronto Zoning By-law 569-2013




Zoning By-law 569-2013

2699 - 2701 Keele Street

File # 20 159444 NNY 06 0Z

-  Location of Application
- RD** Residential Detached
- RA** Residential Apartment
- CR** Commercial Residential
- O** Open Space
- UT** Utility and Transportation

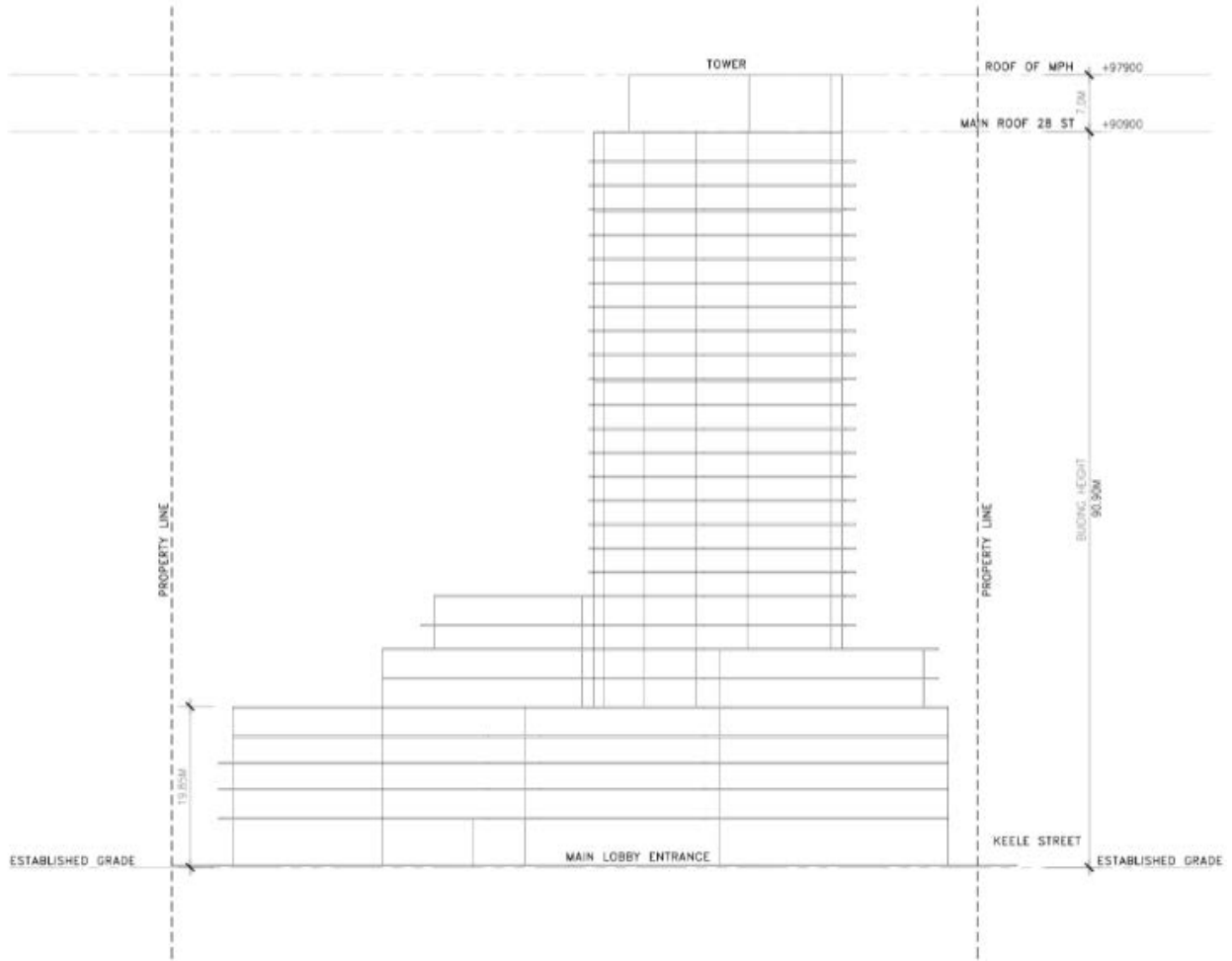
-  See Former City of North York By-law No. 7625
- C1** General Commercial Zone
- AV-MU** Avenue Mixed Use Zone
- O3** Semi-Public Open Space Zone


 Not to Scale
 Extracted: 05/24/2022

Attachment 6: Draft Zoning By-law Amendment (City of Toronto Zoning By-law 569-2013)

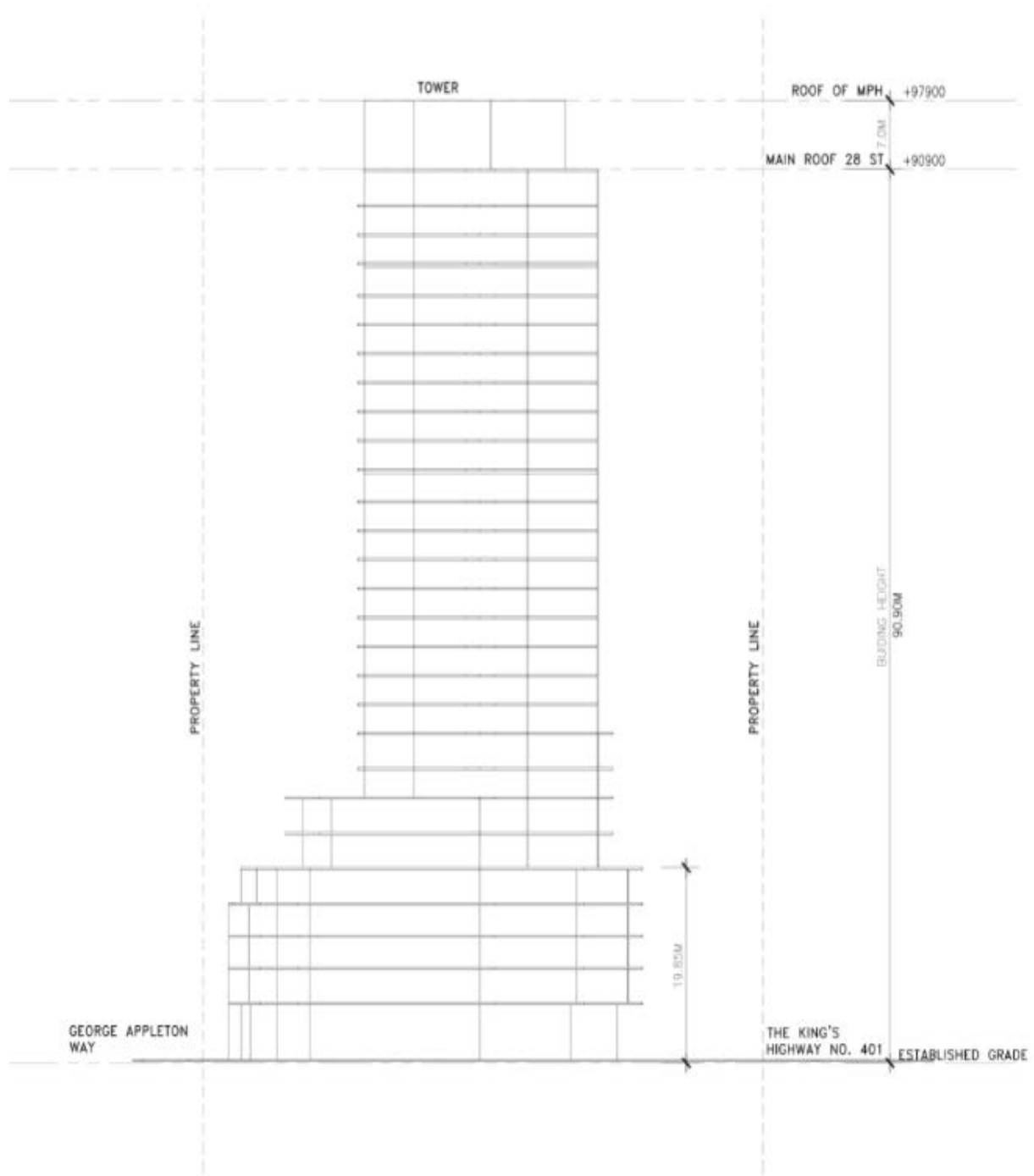
(to be made available prior to Community Council)

Attachment 8a: North Elevation (George Appleton Way)



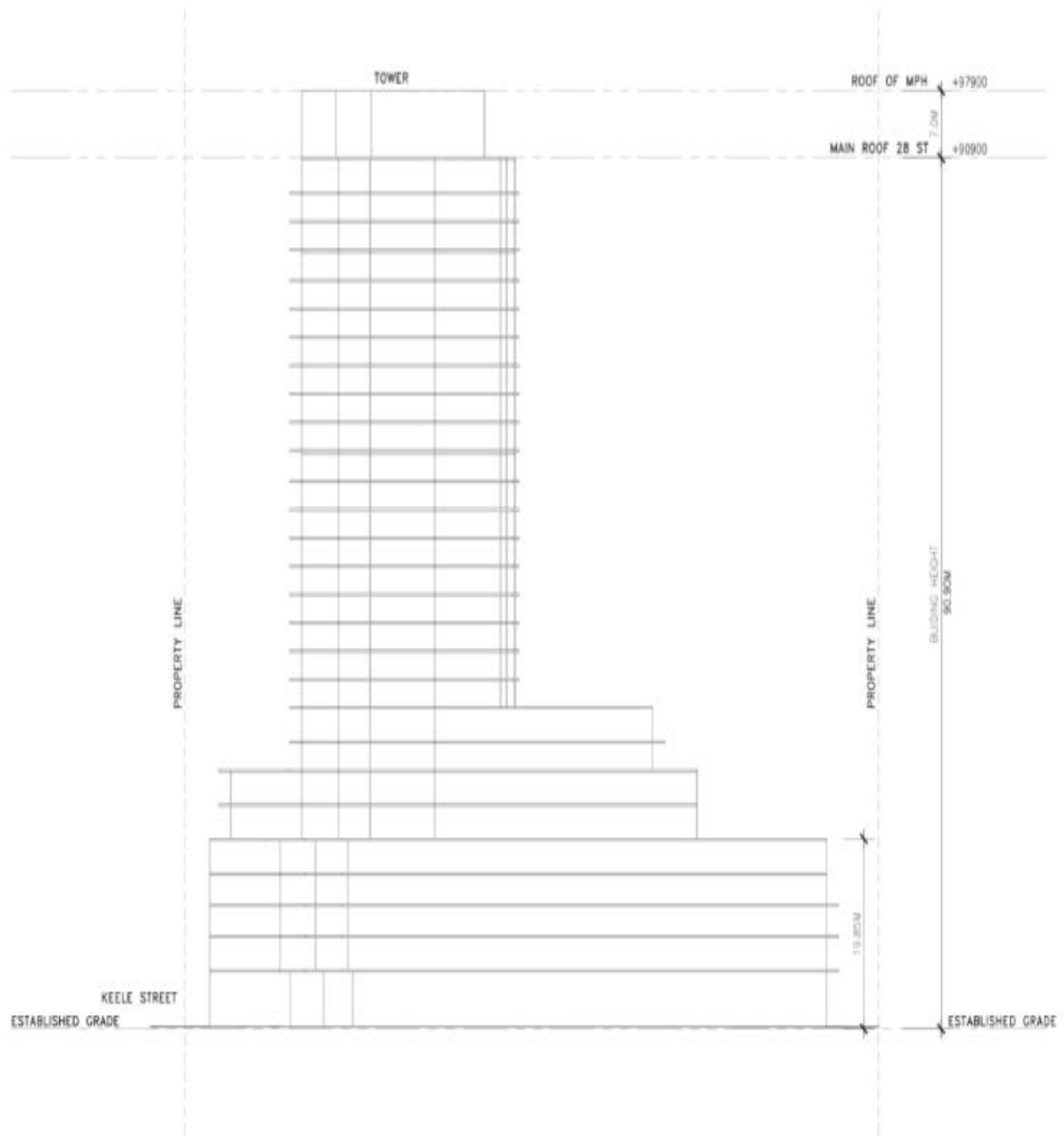
North Elevation

Attachment 8b: West Elevation (Keele Street)



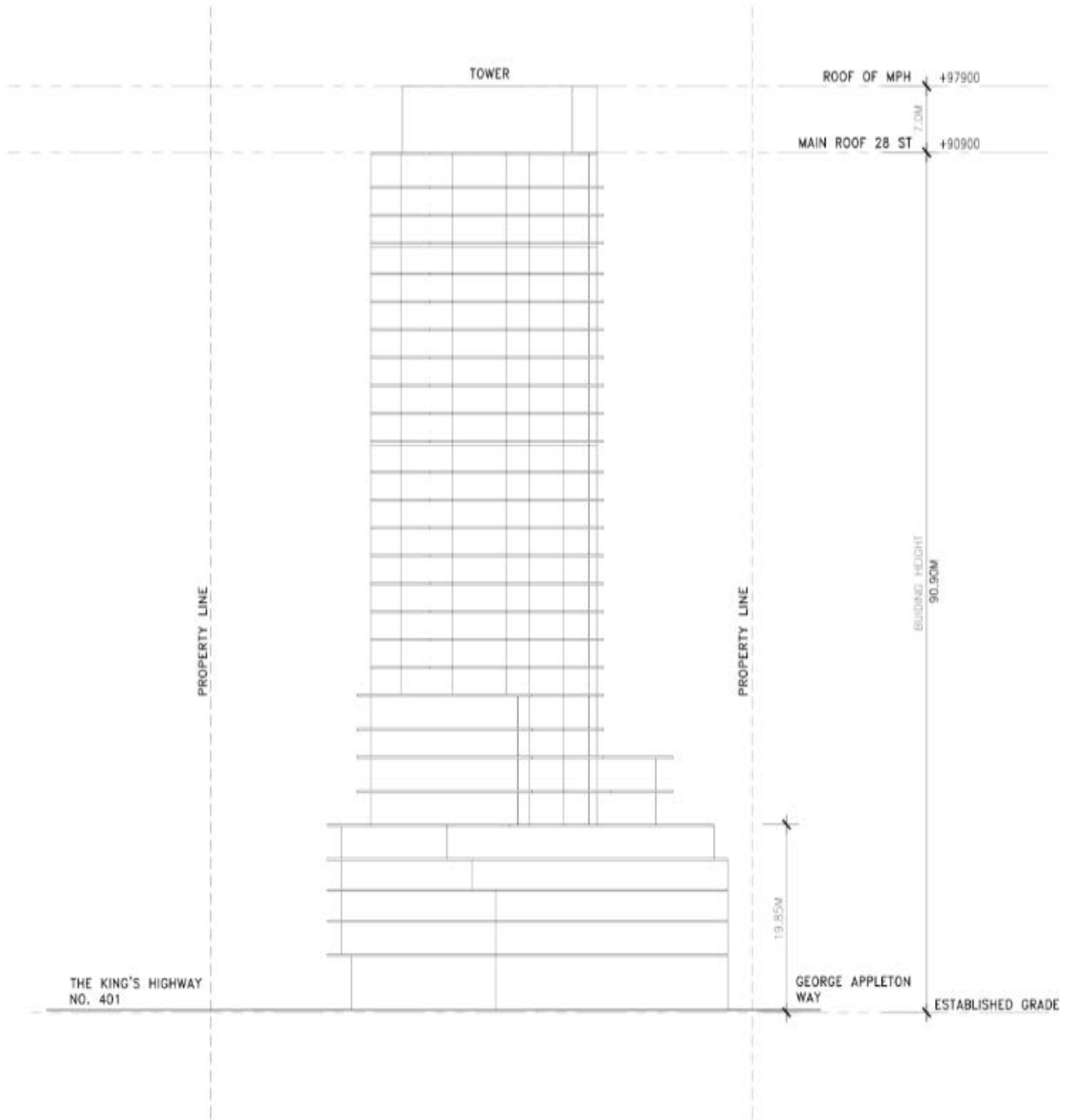
West Elevation

Attachment 8c: South Elevation (Highway 401 off-ramp northbound to Keele Street)



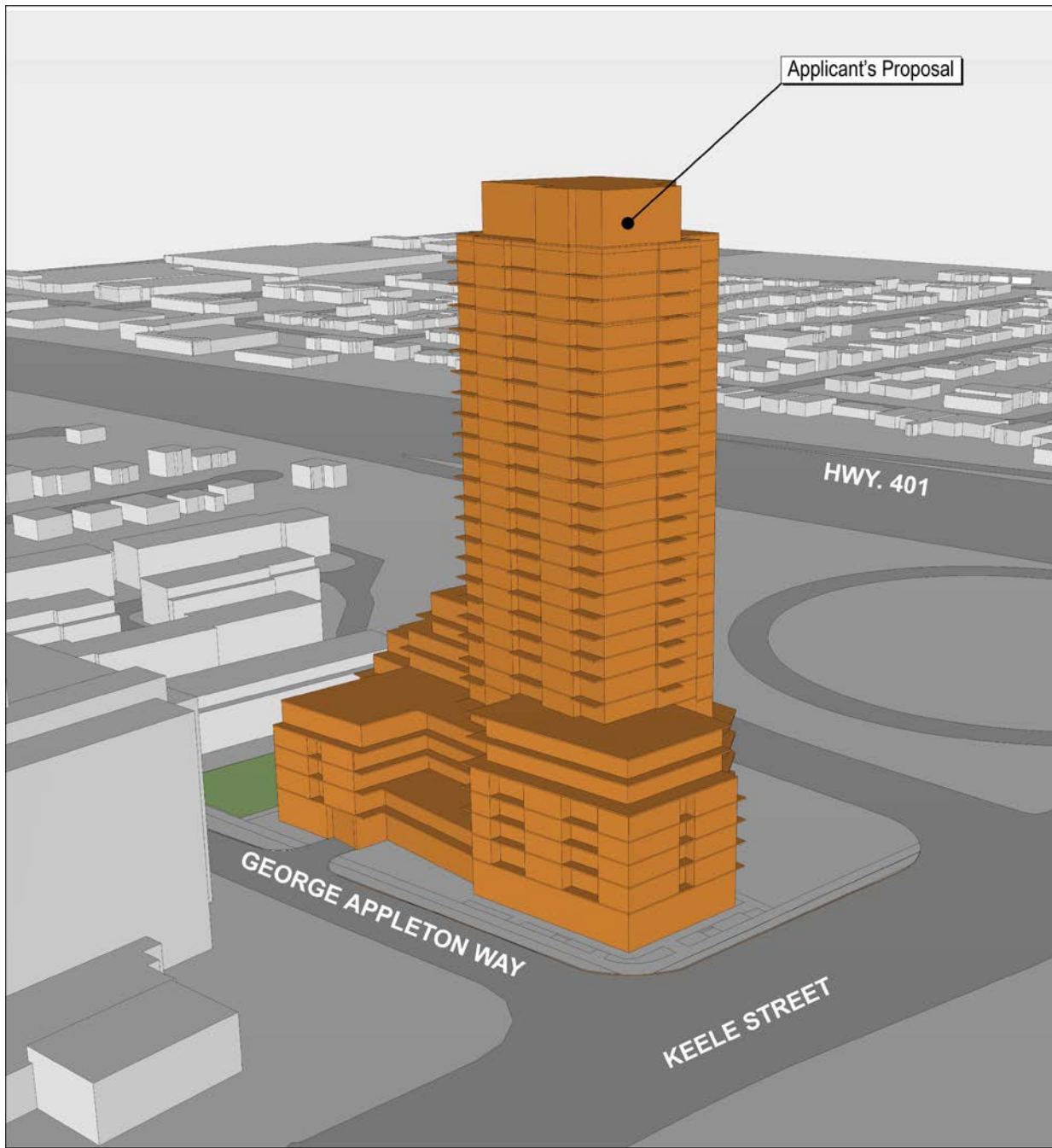
South Elevation

Attachment 8d: East Elevation



East Elevation

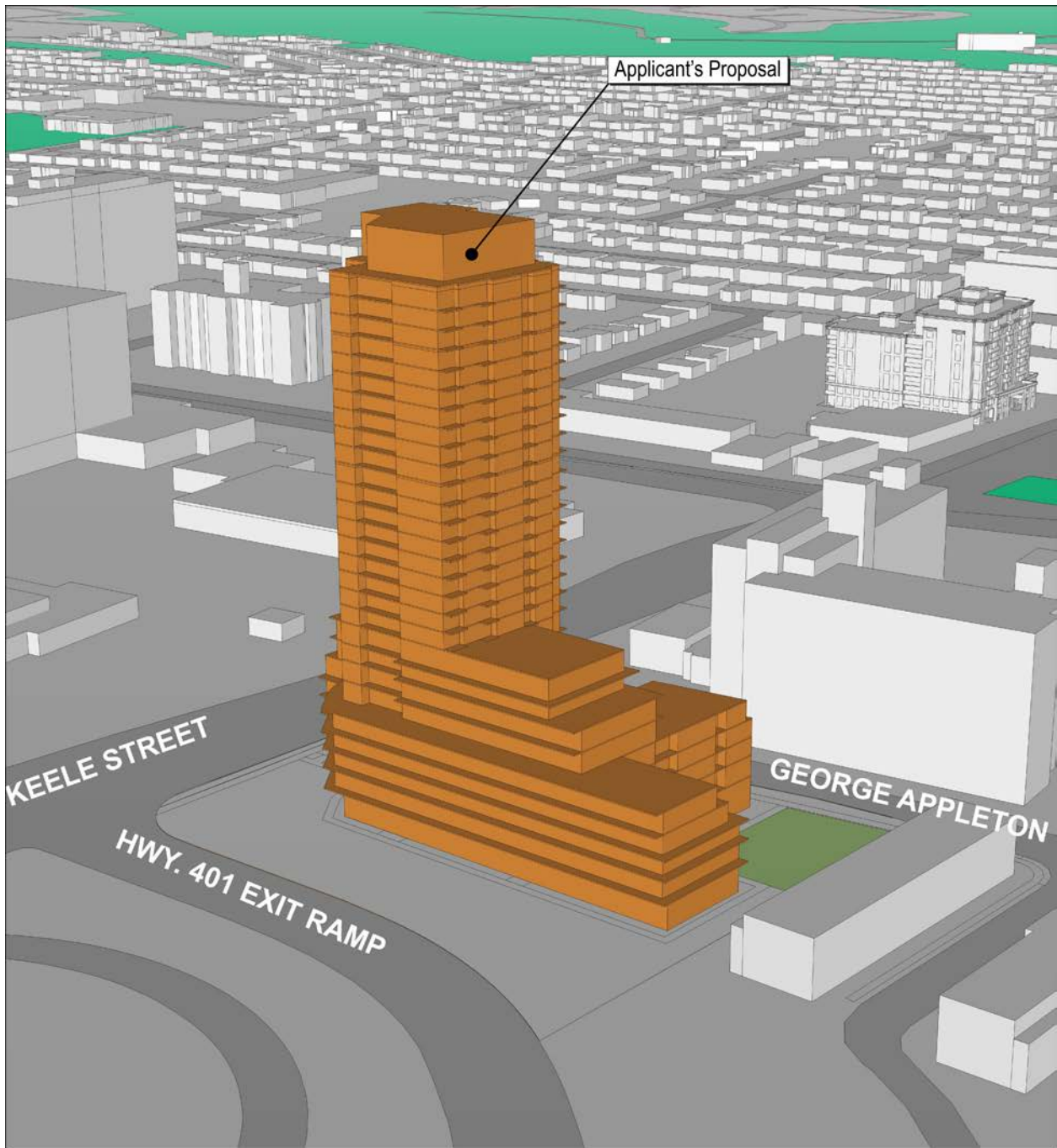
Attachment 9a: Massing View looking from southeast (from Keele Street and George Appleton Way)



View of Applicant's Proposal Looking Southeast

05/27/2022

Attachment 9b: Massing View looking northwest (from Highway 401)



View of Applicant's Proposal Looking Northwest



05/27/2022