

## **10 Ruddington Drive – Zoning By-law Amendment Application – Request for Direction Report**

Date: June 4, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 17 – Don Valley North

**Planning Application Number:** 20 230696 NNY 17 OZ

### **SUMMARY**

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On December 18, 2020 a Zoning By-law Amendment application was submitted to construct a 14-storey rental apartment building with 182 residential units and a 10-storey condominium apartment building with 127 residential units. The existing 13 storey rental apartment building with 155 residential units would also be retained. The total proposed gross floor area for all existing and proposed buildings would be 41,480 square metres resulting in a density of 2.88 FSI. The development proposes a total of 227 new vehicular parking spaces and an on-site parkland dedication.

On December 23, 2021, the Applicant appealed the application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the 120-day time frame in the Planning Act. A Case Management Conference ("CMC") is scheduled for July 11, 2022.

This report reviews and recommends that City Council instruct the City Solicitor with the appropriate City staff to attend the OLT hearing to oppose the applications in its current form and to continue discussions with the applicant to resolve outstanding issues raised in this report.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal (OLT) in opposition to the current application regarding the Zoning By-law Amendment appeal for the lands at 10 Ruddington Drive and to continue discussions with the applicant in an attempt to resolve outstanding issues.
2. In the event that the Ontario Land Tribunal allows the appeal in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:

- a) The final form and content of the draft Zoning By-laws are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
- b) The City has confirmation of water, sanitary and stormwater capacity from the Chief Engineer and Executive Director of Engineering and Construction Services or the determination of whether Holding Provisions are required in the zoning by-law amendment;
- c) The Owner has provided a revised Transportation Impact Study and Transportation Demand Management Plan/Memorandum acceptable to, and to the satisfaction of the General Manager, Transportation Services and Chief Planner and Executive Director, City Planning; and that any matters arising from the Traffic Impact Study and the Transportation Demand Management Memorandum be secured, if required, all to the satisfaction of the City Solicitor and General Manager, Transportation Services and Chief Planner and Executive Director, City Planning;
- d) The Owner has secured the rental tenure of the 155 retained rental housing units for 20 years, as well as needed improvements to the existing rental property without pass-through costs to tenants, all to the satisfaction of the Chief Planner and Executive Director, City Planning;
- e) The Owner has provided and/or secured the provision of a Construction Mitigation and Tenant Communication Plan acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning; and

3. City Council authorize the City Solicitor and appropriate City staff to take any necessary steps to implement City Council's decision.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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

The subject Zoning By-law Amendment application was submitted on and deemed complete as of December 18, 2020. A Preliminary Report for the subject application

was adopted by North York Community Council on April 20, 2021 authorizing staff to conduct a community consultation meeting with an expanded notification area. The decision of the North York Community Council can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY23.10>

## SITE AND SURROUNDING AREA

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**Site Description and Dimensions:** The subject site is 14,380 square metres and located on the east side of Bayview Avenue, north of Finch Avenue East on Ruddington Drive and contains an existing 13- storey residential rental apartment building. The site has a frontage of approximately 72.2 metres (237 feet) along Bayview Avenue and approximately 264.7 metres (868 feet) along Ruddington Drive. There are two existing vehicular accesses from Ruddington Drive.

**Existing Use:** 13-storey residential rental apartment building, to be retained.

### Surrounding uses include:

North: A hydro corridor abuts the site along the northerly property line, with two residential apartment buildings further north.

East: Single detached dwellings are located on the east side of Ruddington Drive.

South: Residential apartment buildings are located on the south side of Ruddington Drive, with Blessed Trinity Catholic School further south.

West: Bayview Arena is located to the west across Bayview Avenue, with the Blessed Trinity Parish to the south of that, and an off-leash dog park to the north.

## THE APPLICATION

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### Description

**Height:** 14-storey (45.7 metres, including 4.0 metre mechanical penthouse) residential building fronting Bayview Avenue (the "Bayview Apartment") and 10-storey (36.3 metres, including 4.0 metre mechanical penthouse) residential building fronting Ruddington Drive ("the Ruddington Apartment"). The existing 13-storey residential apartment building to be retained has a height of 35.7 metres.

**Density (Floor Space Index):** 2.88 times the area of the lot (the calculation includes the 16,428 square metre gross floor area of the existing building to be retained).

**Unit count:** 309 new dwelling units (120 one-bedroom units (38.8%), 145 two-bedroom units (46.9%) and 44 three-bedroom units (14.2%)). The existing building consists of 155 residential units, including 28 one-bedroom units, 54 two-bedroom units, and 73 three-bedroom units.

## Additional Information

See Attachments 1-7 of this report for a location map, Application Data sheet, three dimensional representations of the project in context, as well as a site plan, and elevation drawings of the proposed development. The Application Data Sheet contains additional details on the proposal including: site area and dimensions; floor area; unit breakdowns; and parking counts.

All plans and reports submitted as part of the application can be found on the City's Application Information Centre at:

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

## Reasons for Application

A Zoning By-law amendment is required to permit a gross floor area of 41,480 square metres in three buildings resulting in a density of 2.88 times the lot area, which exceeds the maximum gross floor area equal to 150 percent the area of the lot. A Zoning By-law amendment is also required to amend other development standards such as building heights, building setbacks, and required vehicular parking spaces in order to implement the development, among other items. In the event the application is approved, a site specific zoning by-law will also be required to bring the lands into the City-wide Zoning By-law 569-2013.

## Site Plan Control

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

## POLICY CONSIDERATIONS

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**Official Plan Designation:** The site is designated *Apartment Neighbourhoods* as shown on the Land Use Plan, Map 16 (refer to Attachment 9) in the Official Plan.

**Zoning:** The site is subject to the former City of North York Zoning By-law 7625, as amended. The site is zoned RM6 (Apartment Zone – Sixth Density), with a density of 1.5 times the area of the lot and a height limit of 11.0 metres (refer to Attachments 10-11).

### Additional information:

See Attachment 8 for applicable policy documents.

## COMMUNITY CONSULTATION

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A Virtual Community Consultation Meeting was hosted by City staff on June 23, 2021. Approximately 35 people participated, as well as the Ward Councillor. Following a presentation by City staff and the Applicant, the following comments and issues were raised:

- increased traffic congestion and traffic/pedestrian safety;
- impact on existing community amenities and whether they will be able to adequately serve existing and future residents;
- the layout and number of bedrooms in the proposed residential units, in particular whether or not there are sufficient family-sized units;
- the appropriate preservation of existing trees;
- whether the proposed buildings are too tall or bulky;
- the setbacks, stepbacks, and separation distance between buildings; and,
- sun and shadow impacts on abutting neighbours.

## COMMENTS

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### Provincial Framework

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement, and conformity with the Growth Plan. Staff find the proposal to be consistent with the PPS and conforms with the Growth Plan. 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 to provincial plans.

### Land Use

The proposed infill residential apartment use is envisioned within the *Apartment Neighbourhoods* designation. In these established *Apartment Neighbourhoods*, improving amenities, accommodating sensitive infill, where it can improve the quality of life and promoting environmental sustainability are key considerations. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites. That said, the Official Plan provides various development criteria that shall be met in accommodating compatible infill development on sites with one or more existing apartment buildings. The application does not currently address a number of these criteria, which will be discussed in more detail in the following sections of this report.

### Built Form

Planning staff have reviewed the proposed built form, including height, massing and transition, against the policies of the Official Plan as well as relevant design guidelines. As mentioned, the Official Plan includes various development criteria relating to compatible infill development on sites with one or more existing apartment buildings. In this regard, the proposed development does not meet a number of the key criteria required to ensure the improvement of existing site conditions, and as such the development does not conform to the Official Plan.

The Official Plan states that infill development shall be compatible with the scale, including height and massing, of the existing apartment buildings on and adjacent to the site. In addition, the Official Plan states that mid-rise buildings shall have heights generally no greater than the width of the right-of-way that it fronts onto. At this time, staff continue to have issues with the height of these two proposed buildings in relation to immediate site context.

In addition, both buildings as proposed do not maintain adequate street proportion and open views of the sky from the public realm by appropriately stepping back the building massing or fitting beneath an angular plane from Bayview Avenue or Ruddington Drive.

The Official Plan also states that compatible infill development on a site with one or more existing apartment buildings shall provide separation distances between buildings on and adjacent to the site. The proposed distance of approximately 12.5 metres between the Ruddington Building and the existing apartment building is not sufficient and is not appropriate for the site.

As such, the building heights, massing, and building separation of the proposed buildings do not fit with the existing context, and do not provide an appropriate scale to the public realm or transition to the adjacent, lower-scale *Neighbourhoods*.

### **Site Layout, Connections, and Public Realm**

It is stated in the Official Plan that compatible infill development shall consolidate parking and servicing areas. The Official Plan also states that pedestrian access to buildings from the public sidewalks and through the site shall be provided and improved. In this regard, the proposed driveway and ramps have not been consolidated or widths reduced, and the proposed development does not provide appropriate and unimpeded pedestrian circulation from the sidewalks and throughout the site. Staff will continue to work with the Applicant to reduce hard surfaces and introduce more on-site soft landscaping, while exploring options to reduce curb cuts if possible. Staff will also review the appropriateness of the number of surface parking spaces to be retained.

In addition, the proposed site is adjacent to a hydro corridor. In this regard, the Official Plan states that utility corridors have a secondary use as an open space corridor link, pedestrian/bicycle trail, park, etc. The adjacent hydro corridor is a popular active transportation and recreational trail – however, clear pedestrian paths to the hydro corridor that adequately serve all buildings has not been provided.

The Official Plan also requires infill development within the *Apartment Neighbourhoods* to maintain, replace, and/or improve indoor and outdoor residential amenities on the site, including the quality of landscaped open spaces, for new and existing residents. It is noted that an outdoor pool had previously existed on the west side of the existing rental apartment building facing Bayview Avenue, in addition to the remaining soft landscaped open space areas lost to accommodate the proposed buildings. In this regard, the applicant shall further demonstrate that the proposed outdoor amenity spaces provided is adequate and appropriately located for existing tenants and residents of both proposed buildings.

As such, Planning staff is of the opinion that the site layout and proposed pedestrian connections, and interface with the public realm does not provide a high quality and safe urban environment and does not constitute an appropriate infill development proposal.

### **Sun, Shadow, and Wind**

The Official Plan requires new development to be designed to limit its impact on neighbouring streets, parks, open spaces and properties by adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas. Specifically, the development criteria for *Apartment Neighbourhoods* requires that new buildings be located and massed so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes as well as locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The applicant has provided a shadow study illustrating the shadow impacts during the fall and spring equinoxes and the summer solstice. It is noted that on March 21<sup>st</sup> and September 21<sup>st</sup>, the Ruddington Building will cast a shadow on at least a portion of the public park from 9:18 a.m. to 4:18 p.m., with a significant portion of the park being under shadow before 2:18 p.m. Staff have reviewed the shadow study and is concerned with the shadow that is being cast on the proposed public park.

With regards to the wind impacts, the applicant has provided a pedestrian level wind study. The consultants found conditions in the tested areas to be suitable for sitting, standing and/or walking in the Spring, Autumn, and Winter, with the conditions being suitable for sitting and/or standing in the Summer. At no point would the conditions be considered uncomfortable. However, the conditions in the proposed park are identified as not conducive for sitting which could restrict the programming and usability of the new park throughout the year. The wind impacts on the proposed new public park are not acceptable.

### **Servicing**

The applicant has submitted a Functional Servicing Report, Stormwater Management Report, Geotechnical Report, and Hydrogeological Report in support of the application. Engineering and Construction Services staff have reviewed these reports and have identified a number of outstanding requirements and issues to be resolved. These include but are not limited to a revised Functional Servicing and Stormwater Management Report, Construction Management and Erosion & Sediment Control Plan.

In the event that the OLT allows the Zoning By-law Amendment appeal in whole or in part, the final Order should be withheld pending the confirmation of water, sanitary and stormwater issues being resolved to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, or the determination of whether holding provisions are required in the Zoning By-law amendment.

## **Parkland**

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 28+ square metres of parkland per person, which is comparable to the city-wide average provision of 28 square metres of parkland per person (2016). 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.

Parks, Forestry and Recreation have confirmed that the parkland dedication requirement is 1,111.80 square metres, which is to be fulfilled through an on-site dedication which maximizes public street frontage on Ruddington Drive, is minimally impacted by the shadow of adjacent buildings, and complies with Policy 3.2.3.8 of the Toronto Official Plan.

The development proposal includes a 651 square metre on-site parkland dedication, which is not the appropriate size.

## **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The applicant has submitted an Arborist Report by Kuntz Forestry Consulting Inc. that shows a total of 99 trees that may be impacted by the proposed development. The report advises that the removal of 42 trees are required to permit the proposed development. Urban Forestry staff has reviewed the Arborist Report and Tree Preservation Removal Plan and have requested revisions and additional information. An updated Arborist and Tree Preservation Removal Plan has been provided by the applicant but revised comments from Urban Forestry staff has not yet been provided.

## **Transportation**

### *Access, Parking, and Loading*

Access to the proposed Bayview Apartment and existing apartment building would be from an existing access off Ruddington Drive. Access to the Ruddington Apartment would be from another existing access to the east of the aforementioned curb cut. Transportation Services staff has expressed concern that the proposed driveway locations may create turning conflicts, and that the proposed accesses must be redesigned or relocated to align with driveway accesses across the street.



For the proposed Bayview Apartment, 135 vehicular parking spaces would be provided within a 2-level below-grade parking garage including 110 resident spaces, 3 car-share spaces, and 22 visitor spaces, to be accessed through the existing below-grade parking area via the existing ramp. Vehicular parking for the Ruddington Apartment building would be a separate two-level underground parking structure via a separate access ramp. There are 92 vehicular parking spaces being provided including 77 resident parking spaces (including 3 car-share spaces), and 15 visitor parking spaces. In addition, there are 185 vehicular spaces that would be maintained including 129 parking spaces in the existing below-grade garage and 56 surface spaces currently servicing the existing apartment building, but is not being considered for the parking supply of the new proposed buildings as per the submitted Transportation Impact Study (TIS) by LEA Consulting Ltd which includes a Parking Assessment.

The site is subject to the former City of North York Zoning By-law 7625, while the City of Toronto Zoning By-law 569-2013 is used to determine the appropriate amount of parking to be provided as per current parking standards. In this regard, it is noted that 366 vehicular parking spaces are required while 227 spaces are provided, resulting in a shortfall of 121 spaces after a net reduction from the 6 car-share spaces. Transportation Services staff has reviewed the Parking Assessment and is not satisfied that adequate parking has been provided.

Similar to the parking space requirements, loading space requirements are reviewed against the City of Toronto Zoning By-law 569-2013. Each of the proposed buildings requires 1 Type G loading space, and 1 Type G loading space has been proposed for each building. However, the loading space arrangement for the existing building to be retained is unknown.

With regards to bicycle parking, the City of Toronto Zoning By-law 569-2013 would require the Bayview Apartment to provide 124 long term parking spaces and 13 short term parking spaces. Currently, 138 long term spaces and 14 short term spaces are proposed, with all long term spaces to be provided in designated storage areas on the ground floor and mezzanine floor, and short term spaces located outdoors at-grade. As for the Ruddington Apartment, 87 long terms spaces and 9 short term spaces are required, and 124 long term spaces and 9 short term spaces are proposed. Similarly, all long term spaces are to be provided in designated storage areas on the ground floor and mezzanine floor, and short term spaces located outdoors at-grade.

### *Traffic Impact*

The applicant's TIS estimates that the proposed development will generate approximately 74 and 102 two-way trips during the weekend AM and PM peak hours, respectively. Despite some minor discrepancies in the TIS to be revised, Transportation Services generally agrees with the conclusion of the submitted study.

## *Transportation Demand Management*

A Transportation Demand Management (TDM) plan was provided in the applicant's TIS. TDM measures that have been proposed include car-share vehicles and spaces and real-time transportation screens. Transportation Planning staff have requested a revised TDM Plan with appropriate additional measures to reduce single occupancy automobile vehicle trips generated by the proposed development, support the proposed parking reduction, and address the site related vehicular traffic issues.

## **Unit Mix and Size**

The subject application proposes 309 new dwelling units (120 one-bedroom units (38.8%), 145 two-bedroom units (46.9%) and 44 three-bedroom units (14.2%). In accordance with the City's Growing Up: Planning for Children in New Vertical Communities guidelines ("Growing Up Guidelines"), a minimum of 15% units shall be two-bedroom units and 10% of units shall be three-bedroom units. As such, the proposed development supports the unit mix standards of the Growing Up Guidelines.

However, 0 of the 309 proposed units (0%) are two bedroom units larger than 87 square metres, and 9 of the 309 proposed units (2.9%) are three-bedroom units larger than 100 square metres. As such, the proposed development does not meet the unit size objectives of the Growing Up Guidelines and is thus unable to adequately accommodate a broad range of households, including families with children.

## **School Boards**

The Toronto District School Board has advised that although there are currently a few pupil places available in the local middle school (Zion Heights Middle School), sufficient accommodation may not be available should this development be realized due to the cumulative impact of development in the area. The school board has advised that the status of the local school accommodation should be conveyed to potential purchasers as well as communicated to the existing community to inform them that children from this new development will not displace existing students at local schools. The Toronto District School Board has requested that the applicant/developer enter into an agreement to erect and maintain signs, at points of egress and ingress of the development site, advising that sufficient accommodation may not be available for all students in local schools. Students may be accommodated in schools outside this area until space in local schools becomes available.

The Toronto Catholic District School Board has advised that sufficient space exists within the local elementary school to accommodate additional students from the development as proposed. Additionally, the construction of a 798 pupil place replacement school for St. Joseph Morrow Park Secondary School was completed at 500 Cummer Avenue as of January 2021. There were no comments provided from the other school boards operating in Toronto.

## **Housing**

The Housing Issues Report submitted by Bousfields Inc. dated December 2020 does not demonstrate how Policy 3.2.1.5(b) is being satisfied by the proposed development.

The proposal is required to identify any needed improvements and renovations to the existing rental housing without pass-through costs to tenants and improve the provision of and access to amenities. Once proposed improvements and renovations have been identified, a tenant survey should be undertaken in coordination with City Planning Staff to prioritize the various improvements. As well, a Construction Mitigation and Tenant Communication Plan would be required in order to mitigate construction impacts on existing tenants.

## **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 2050 or sooner. Performance measures for the Tier 1 development features will be secured through the site specific Zoning By-law, should this application be appealed and approved by the OLT.

## **Further Issues**

City Planning continues to receive additional information regarding this application as the result of ongoing review by City commenting divisions, materials submitted in support of the proposal, and through deputation made by members of the public to Community Council. Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, Staff may report back to City Council as necessary.

## **Conclusion**

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and applicable City guidelines intended to implement Official Plan policies. As currently proposed, the proposal does not conform to the Official Plan and the relevant city guidelines.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the

applicant in an attempt to resolve outstanding issues. This recommendation is consistent with the PPS and conforms with the Growth Plan.

## **CONTACT**

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E-mail: Philip.Liu@toronto.ca

## **SIGNATURE**

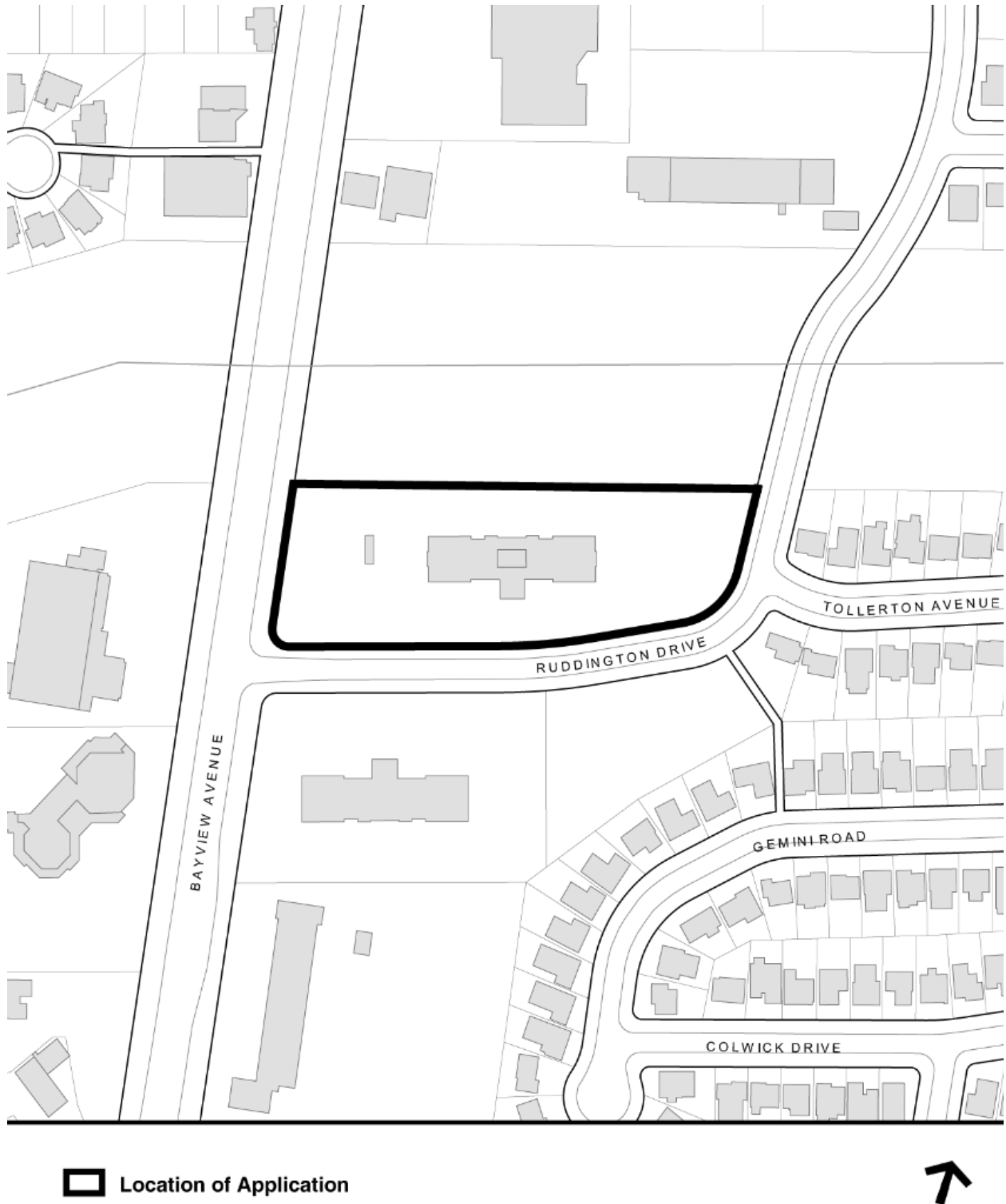
David Sit, MCIP, RPP  
Director, Community Planning  
North York District

## **ATTACHMENTS**

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Attachment 1: Location Map  
Attachment 2: Application Data Sheet  
Attachment 3: 3D Model of Proposal in Context Looking Northeast  
Attachment 4: 3D Model of Proposal in Context Looking Southwest  
Attachment 5: Site Plan  
Attachment 6: Bayview Apartment West Elevation  
Attachment 7: Ruddington Apartment South Elevation  
Attachment 8: Policy Considerations  
Attachment 9: Official Plan Land Use Map  
Attachment 10: Former North York Zoning By-law 7625 Map  
Attachment 11: City of Toronto Zoning By-law 596-2013 Map

## Attachment 1: Location Map



**APPLICATION DATA SHEET**

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

**Application Number:** 20 230695 NNY 17 OZ

**Application Type:** Rezoning

**Project Description:** Zoning by-law Amendment to retain the existing 13-storey rental apartment building with 155 residential units, and construct a new 14-storey apartment building facing Bayview Avenue with 182 residential units, as well as a new 10-storey apartment building facing Ruddington Drive with 127 residential units. A new public park is also being proposed.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
BOUSFIELDS INC. 3 Church Street, Suite 200 Toronto ON M5E 1M2	BOUSFIELDS INC. 3 Church Street, Suite 200 Toronto ON M5E 1M2	STUDIOAC 360 Dufferin Street, Unit 103 Toronto ON M6K 1Z8	NOVI PROPERTIES, 1090 Don Mills Road, Suite 403B Toronto ON M3C 3R6

**EXISTING PLANNING CONTROLS**

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:
Zoning:	RM6	Heritage Designation:
Height Limit (m):		Site Plan Control Area:

**PROJECT INFORMATION**

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

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	1,369	1,369	2,210	<b>3,579</b>
Residential GFA (sq m):	16,428	16,428	25,052	<b>41,480</b>
Non-Residential GFA (sq m):				
<b>Total GFA (sq m):</b>	<b>16,428</b>	<b>16,428</b>	<b>25,052</b>	<b>41,480</b>
Height - Storeys:	13	13	14 (including mezzanine)	<b>14 (including mezzanine)</b>
Height - Metres:	36	36	42	<b>42</b>

Lot Coverage Ratio (%): 24.89

Floor Space Index: 2.88

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	41,480	718 (excluding existing building)
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

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

#### **Total Residential Units by Size**

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

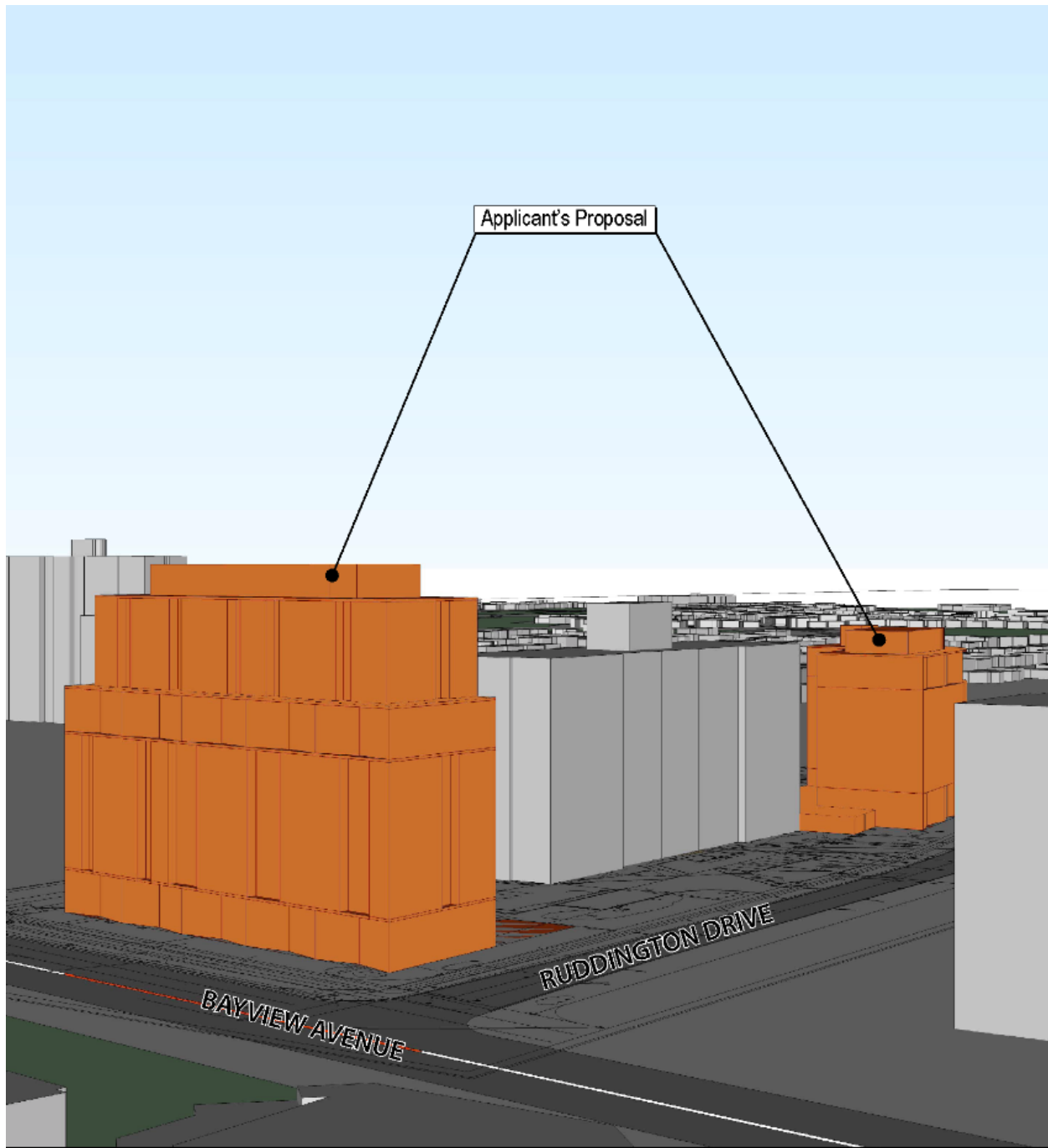
#### **Parking and Loading**

Parking Spaces: 227 (new)	Bicycle Parking Spaces: 283	Loading Docks: 2
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#### **CONTACT:**

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(416) 396-5574  
Philip.Liu@toronto.ca

### Attachment 3: 3D Model of Proposal in Context Looking Northeast



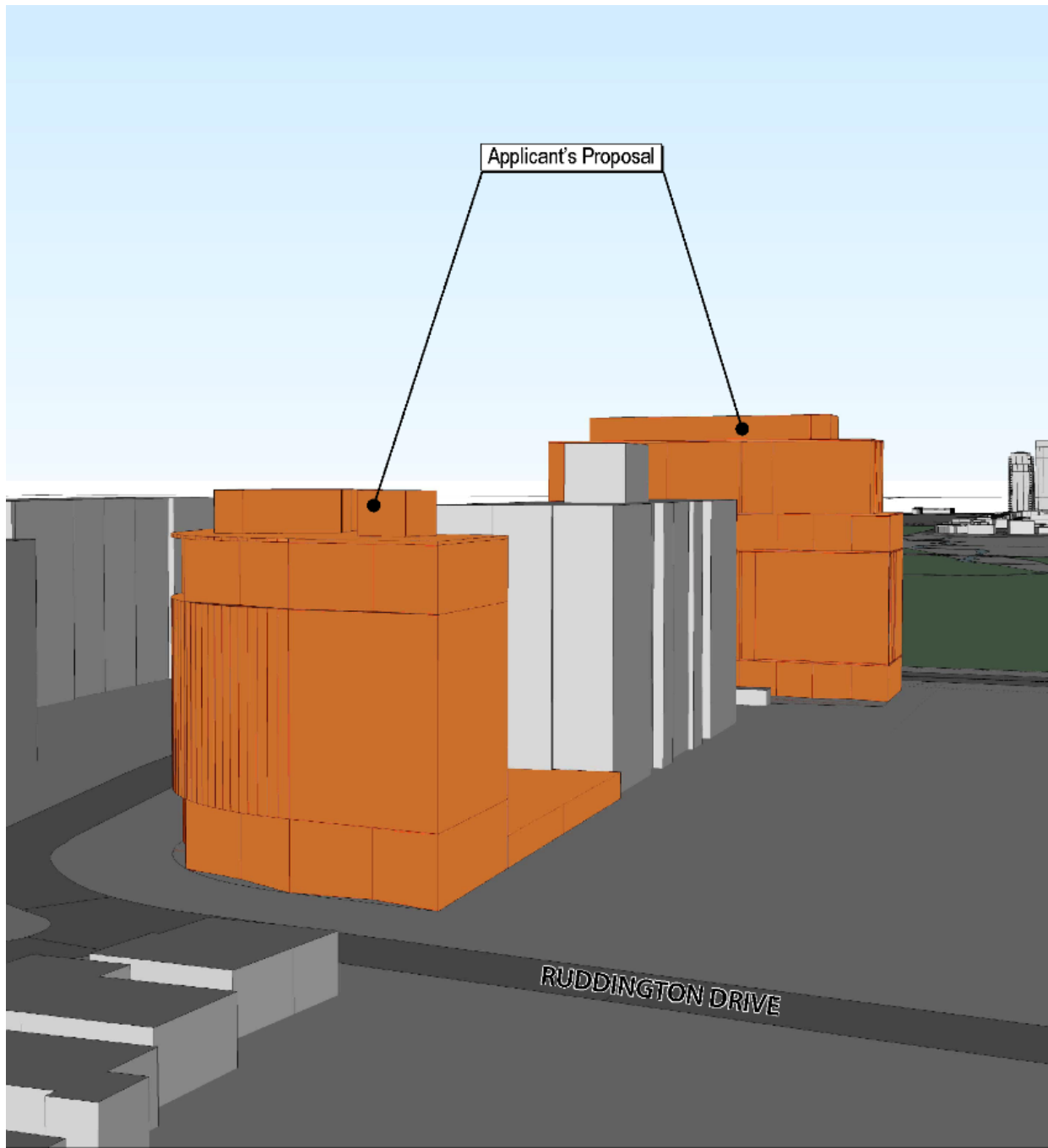
**View of Applicant's Proposal Looking Northeast**



01/07/2021



#### Attachment 4: 3D Model of Proposal in Context Looking Southwest

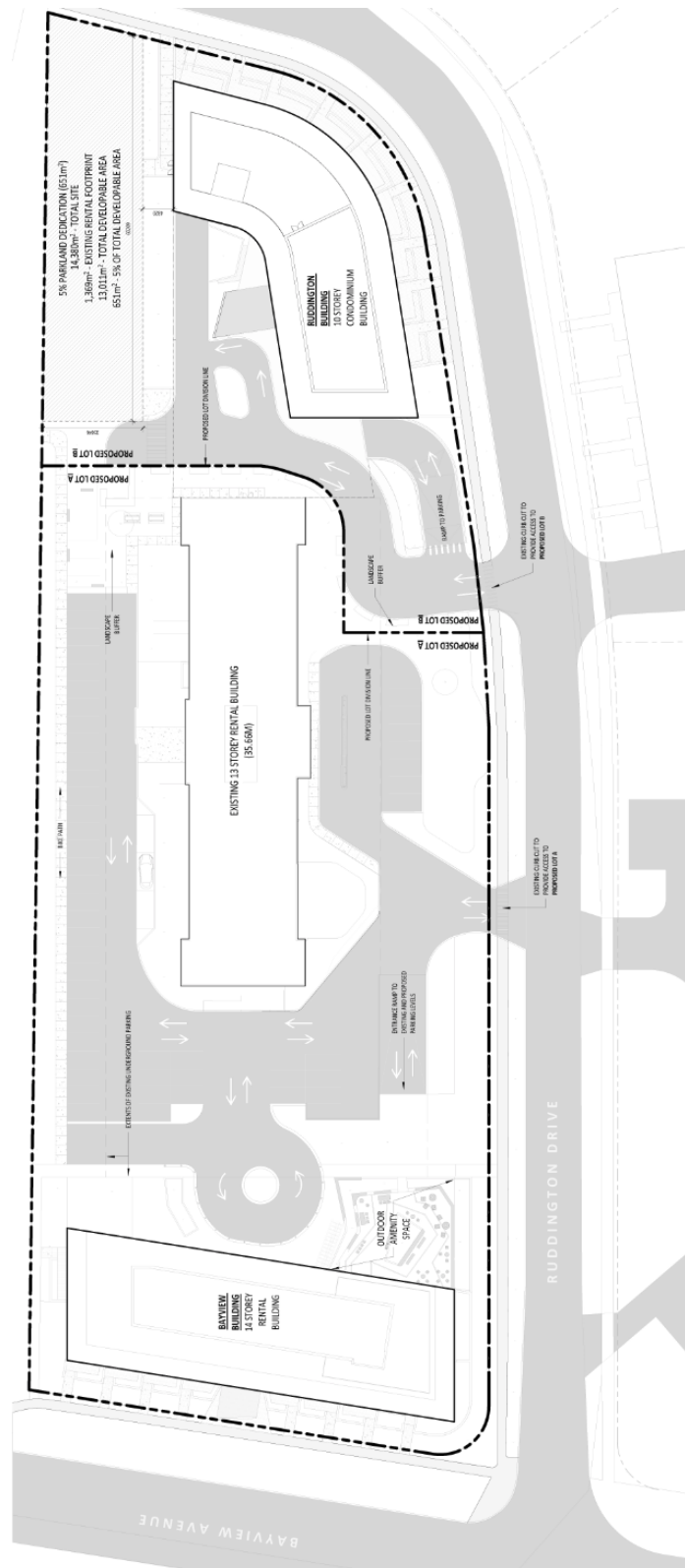


**View of Applicant's Proposal Looking Southwest**



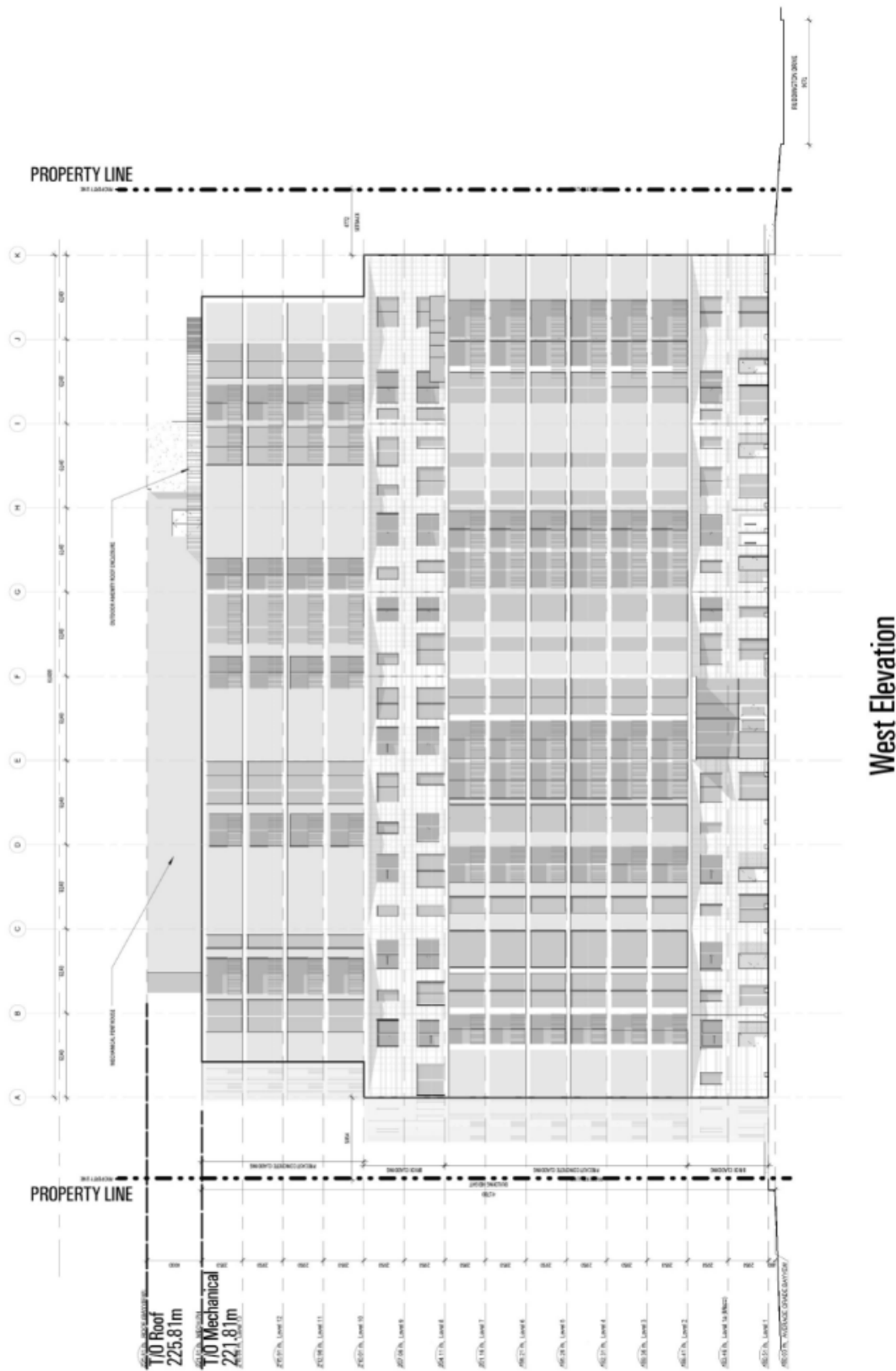
01/07/2021

## Attachment 5: Site Plan

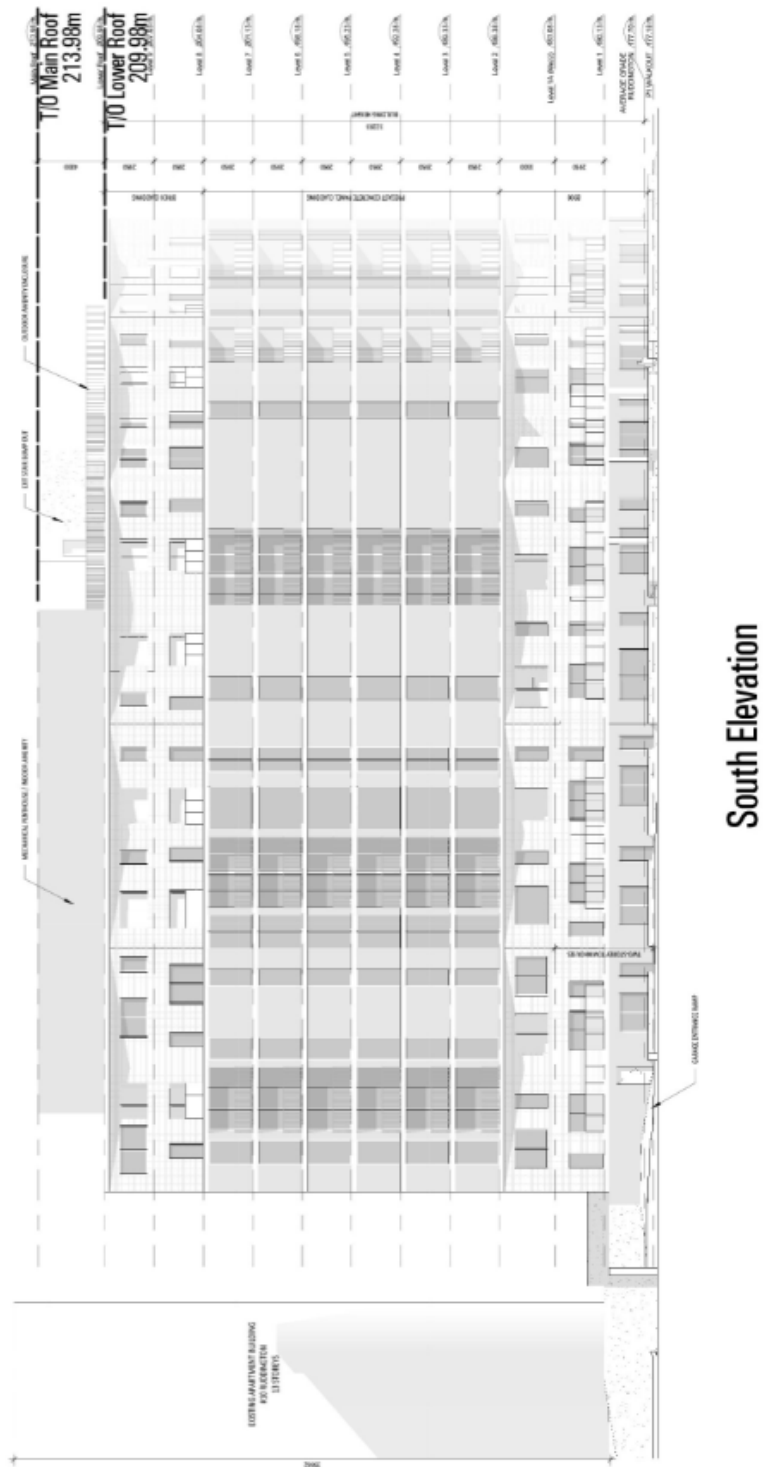


Site Plan ↑

# Attachment 6: Bayview Apartment West Elevation



## Attachment 7: Ruddington Apartment South Elevation



## **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:

- encouraging a sense of place, by promoting well-designed built form;
- 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;
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- conserving significant built heritage resources and significant heritage landscapes.

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 (the "Growth Plan"). This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan 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, 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;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving Cultural Heritage Resources in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The Growth Plan, 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, 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. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

## **Toronto Official Plan**

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

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

### ***Land Use Designation***

The Official Plan designates the subject site as *Apartment Neighbourhoods* on Map 16 of the Official Plan (refer to Attachment 19). *Apartment Neighbourhoods* are distinguished from low-rise Neighbourhoods because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing.

Development in *Apartment Neighbourhoods* shall contribute to the quality of life by locating and massing new buildings to provide a transition between areas of different development intensity and scale; locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parking and open spaces; and locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; among other development criteria.

Compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings by being compatible with the scale, including height and massing of the existing apartment building(s) on and adjacent to the site; providing separation distances between buildings on and adjacent to the site so as to achieve adequate sunlight and privacy; maintaining or replacing and improving indoor and outdoor residential amenities on the site; improving upon the quality of landscaped open space and outdoor amenity space for new and existing residents; consolidating and where achievable, relocating parking and servicing areas where they are not visible from streets, parks, and landscaped open spaces; and improving pedestrian access to the buildings from public sidewalks and through the site; among other development criteria.

### ***Public Realm***

The Official Plan acknowledges the importance of the public realm and quality urban design in creating great communities and a great city. Among other matters, the policies aim to promote quality architectural, landscape and urban design; preserve harmonious views and vistas from valleys and ravines; improve physical and visual access from

public spaces of the City's natural features; and ensure that sidewalks and boulevards are designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians.

### ***Built Form***

The Built Form policies of the Official Plan provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces. Built Form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion and transition in scale to neighbouring properties.

The Official Plan's Built Form policies includes a discussion on various forms of building types and provides policies on how these building types shall be designed. With regards to mid-rise buildings, the Official Plan notes that they are a transit-supportive form of development between 4 and 11 storeys for residential uses, providing a level of intensification at a scale between low-rise and tall building forms. They shall have heights generally no greater than the width of the right-of-way that it front onto. Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high-quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.

### **Zoning By-laws**

Under former City of North York Zoning By-law 7625, the subject lands are zoned RM6, Apartment Zone - Sixth Density which is a multiple family dwelling zone. The RM6 zone permits an apartment house. The maximum gross floor area in an RM6 zone is 150 percent of the lot area. The height of an apartment house may exceed 11 metres, provided however, that the distance between each portion of the building having a greater height than 11 metres and each lot line shall be not less than the distance specified in 20-A.2.4 plus 0.3 metres for every 0.6 metres of additional height in excess of 11 metres. The subject lands are not in the City-wide Zoning By-law 569-2013.

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



## **Urban Forestry/Environment**

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

### **Design Guidelines**

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

- Avenues and Mid-rise Buildings Study and Performance Standards and addendum;
- Bird Friendly Guidelines
- Growing Up Guidelines Planning for Children in New Vertical Communities;
- Accessible Design Guidelines; and
- Pet Friendly Design Guidelines.

The City's Design Guidelines can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan/guidelines/design-guidelines/>

### **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 Guidelines: Planning for Children in New Vertical Communities**

In July 2020, City Council adopted updated Growing Up 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 greater than 20 residential units and future city-wide and area-based planning frameworks. The objective of the Growing Up Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale.

The link to the Growing Up Guidelines may be found here:

<https://www.toronto.ca/citygovernment/planning-development/planning-studies/initiatives/growing-up-planning-forchildren-in-new-vertical-communities/>

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

The purpose of the Pet Friendly Design Guidelines 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.

The link to the guidelines may be found here:

[https://www.toronto.ca/citygovernment/planning-development/planning-studies-initiatives/pet-friendly-designguidelines-for-high-density-communities/](https://www.toronto.ca/citygovernment/planning-development/planning-studies/initiatives/pet-friendly-designguidelines-for-high-density-communities/)

## **Toronto Green Standard**

Climate change mitigation and resilience are key concerns of the City. On October 2, 2019, City Council declared a Climate Emergency and set a new goal to achieve net zero greenhouse gas emissions by 2040 or sooner. In 2021, an updated TransformTO Net Zero Strategy will be presented to Council, outlining the necessary climate action to reach net zero GHG emissions community-wide. In June 2019, the Resilience Strategy was published, which set out that new development should be resilient to a changing climate.

The Toronto Green Standard (the "TGS") sets out the key sustainable performance measures new developments are required to meet to address climate mitigation and resilience. The TGS is a critical component of the City's efforts to achieve zero emissions buildings by 2030, to meet 2040 citywide greenhouse gas reduction targets, and to build a more resilient city. The TGS also supports other City-wide strategies related to environmental sustainability, including TransformTO, the Resilience Strategy, Ravine Strategy and Biodiversity Strategy.

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 TGS. Tier 1 performance measures are secured on site plan drawings and through a site plan agreement or registered plan of subdivision. Tiers 2+ are voluntary higher levels of performance with financial incentives (post-construction development charge refunds) intended to facilitate the foregoing objectives. Applicants are strongly encouraged to pursue higher tiers of the TGS wherever possible. Applications must use the documentation required for the version of the TGS in effect at the time of the initial site plan application. TGS Version 3.0 applies to new applications submitted on or after May 1, 2018. TGS Version 4.0 will apply to all new applications submitted on or after May 1, 2022.

The Toronto Green Standard can be found at the following link:

<https://www.toronto.ca/city-government/planningdevelopment/officialplanguidelines/toronto-green-standard>

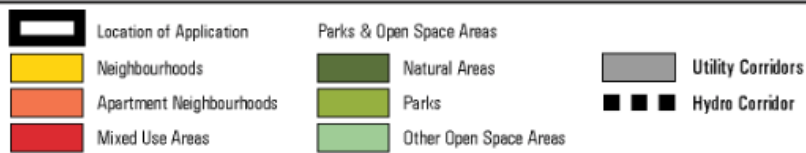
## Attachment 9: Official Plan Land Use Map



Official Plan Land Use Map #16

10 Ruddington Drive

File # 20 230695 NNY 17 02



Not to Scale  
Extracted: 01/08/2021

# Attachment 10: Former North York Zoning By-law 7625 Map



**Zoning By-law 7625**

**10 Ruddington Drive**

**File # 20 230695 NNY 17 02**



Location of Application

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

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



Not to Scale  
 Extracted: 01/06/2021

# Attachment 11: City of Toronto Zoning By-law 569-2013 Map



**Zoning By-law 569-2013**

**10 Ruddington Drive**

**File # 20 230695 NNY 17 02**



**Location of Application**

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

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



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



Not to Scale  
 Extracted: 01/06/2021