

2402-2418 Dufferin Street and 4-10 Ramsden Road – Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Applications – Appeal Report

Date: December 28, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 8 – Eglinton-Lawrence

Planning Application Number: 21 235229 NNY 08 OZ and 21 235231 NNY 08 SB

Related Application: 21 235230 NNY 08 SA and 21 235232 NNY 08 RH

SUMMARY

On November 10, 2021, Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications were submitted to permit a 24-storey (76 metres high) mixed-use building and a 9-storey residential building (30 metres high) at 2402-2418 Dufferin Street and 4-10 Ramsden Road. Also proposed are a northerly extension to the existing municipal laneway within the site, and an on-site parkland dedication of 509.66 square metres at the southwest corner of the site. Site Plan Control and Rental Housing Demolition applications were submitted on November 10, 2021.

On August 2, 2022, the Applicant appealed the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the prescribed time frames in the Planning Act.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the applications in its current form and to continue discussions with the Applicant to resolve outstanding issues.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the OLT in opposition to the current Applications regarding the Official Plan and Zoning By-law Amendment, and Draft Plan of Subdivision appeal for the lands at 2402-2418 Dufferin Street and 4-10 Ramsden Road and to continue discussions with the Applicant in an attempt to resolve outstanding issues.

2. In the event that the OLT allows the appeals 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 Official Plan Amendment and Zoning By-law Amendment are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
- b) the owner has submitted revised architectural and landscape plans, and sun/shadow and wind studies to the satisfaction of the Chief Planner and Executive Director, City Planning;
- c) the owner has addressed all outstanding issues related to the Official Plan Amendment application, Zoning By-law Amendment application, and Draft Plan of Subdivision application within the Engineering and Construction Services memorandum February 16, 2022 or as may be updated, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, and other issues in comments from City staff in other divisions, and external commenting agencies, including comments resulting from any future peer reviews to studies, to the satisfaction of the City and external commenting agencies;
- d) the owner has submitted an updated Transportation Impact Study to the satisfaction of the General Manager, Transportation Services, and the Chief Planner and Executive Director, City Planning;
- e) the owner has submitted a revised Transportation Demand Management (TDM) Plan to the satisfaction of the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services, and that such matters be secured if required;
- f) the owner has provided financial securities for any upgrades or required improvements to the existing municipal infrastructure identified in the acceptable Functional Servicing Report and Stormwater Management Report, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, and General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development. In requiring any off site municipal infrastructure upgrades, the owner is to make satisfactory arrangements with Engineering & Construction Services for Work on the City's Right-of-Way;
- g) the owner has provided space within the development for 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;

- h) the owner has provided a revised draft Plan of Subdivision to the satisfaction of the Chief Planner and the Executive Director, City Planning; and,
- i) the Conditions of Draft Plan Approval respecting the proposed Plan of Subdivision are in a form acceptable to the Chief Planner and Executive Director, City Planning, prepared in consultation with the City Solicitor and appropriate Divisions.

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

FINANCIAL IMPACT

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

DECISION HISTORY

A Preliminary Report was adopted by the North York Community Council on April 20, 2022 authorizing staff to conduct a community consultation meeting. The decision of the North York Community Council can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY31.13>

SITE AND SURROUNDING AREA

Site Description and Dimensions: The irregularly shaped site is located at the northwest corner of Dufferin Street and Ramsden Road, which is also the northeast corner of Ramsden Road and Shortt Street. It is framed on three sides by three public streets, with frontages of approximately 59 metres on Dufferin Street, 74.54 metres on Ramsden Road, and 76.28 metres on Shortt Street. The site area is 5,329 square metres. There is a north/south public laneway that partially bisects the site.

Existing Uses: The site contains a 2-storey commercial building at 2402 Dufferin Street, a 2-storey mixed-use building at 2406 Dufferin Street, a 1-storey commercial building at 2408 Dufferin Street, a 2-storey commercial building at 2412-2418 Dufferin Street, and 1-storey residential buildings at 4 Ramsden Road, 6 Ramsden Road and 10 Ramsden Road.

Surrounding uses include:

North: Immediately north of the site is the Universal Church, at the southwest corner of Dufferin Street and Bowie Avenue. Further north across Bowie Avenue are commercial uses fronting Dufferin Street, and low-rise residential uses fronting Bowie Avenue and Schell Avenue. Further north, approximately 210 metres from the site, is the York Beltline Park.

East: Immediately east of the site is Dufferin Street. Further east across Dufferin Street are commercial uses including Mid Toronto Auto Sales and IAG Collision Centre.

Further east are low-density residential uses fronting Livingstone Avenue, Belgravia Avenue, and Whitmore Avenue. The subject site is at the view terminus of Belgravia Avenue when travelling west on Belgravia.

South: Immediately south of the site is Ramsden Avenue, and across Ramsden Avenue are commercial uses fronting Dufferin Street. Further south of the site is Eglinton Avenue West. Southwest of the site, across Ramsden Avenue is the Royal Canadian Legion building, and a City parking lot that terminates the views from the south and north segments of Shortt Street. Further southwest at 1 Ramsden Road is an existing place of worship.

West: Immediately west of the site is the northern segment of Shortt Street. Further west are low-rise residential dwellings fronting Shortt Street, Ramsden Road, and Fairbank Avenue.

THE APPLICATION

Description

The Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications propose to redevelop the lands at 2402-2418 Dufferin Street and 4-10 Ramsden Road with a 24-storey mixed-use building on the eastern portion of the site fronting Dufferin Street, and a 9-storey residential building on the western portion. An extension northwards of the existing laneway from Ramsden Road is proposed, dividing the site into eastern and western portions. Refer to the Site Plan in Attachment 5. On-site parkland dedication of 509.66 square metres is proposed at the southwestern corner of the site.

Height: 24 storeys (76 metres high without the mechanical penthouse (MPH) and approximately 80 metres high inclusive of an approximate 4 metre MPH, and 9 storeys (30 metres inclusive of MPH).

Density (Floor Space Index): 7.25 times the lot area (5.28 times the lot area for the eastern portion, and 1.97 times the lot area for the western portion).

Unit count: 405 dwelling units. (1 studio unit (0.24%), 181 one-bedroom units (44.6%), 165 two-bedroom units (40.8%) and 58 three-bedroom units (14.32%).

Additional Information

See Attachments 1-5 of this report for a Location Map, Application Data Sheet, 3D Models of the proposal in context, and a Site Plan. The Application Data Sheet contains additional details on the proposal including: site area and dimensions; floor area; unit breakdowns; and parking counts. See also Attachments 6-10 for the Policy Considerations, Site and Area Specific Policies ("SASP"), the Official Plan Land Use Map, and the Zoning By-law Map.

All plans and reports submitted as part of the applications 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

The Official Plan Amendment Application proposes to redesignate the western portion of the site from *Neighbourhoods* to *Mixed Use Areas*. Also proposed are amendments to the Site and Area Specific Policies SASP 476 and 477 in order to permit the proposed development.

The Zoning By-law Amendment Application proposes to amend Zoning By-law 569-2013 to vary performance standards including: building height; building setbacks; floor space index; amenity space and parking space requirements. Additional amendments to the Zoning By-law may be identified as part of the ongoing application review.

The draft Plan of Subdivision Application proposes to consolidate ten lots and create two development blocks, a parkland block and laneway and road widenings.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has been submitted (21 235230 NNY 08 SA).

Rental Housing Demolition and Conversion By-law

There are at least six residential units on the site, of which at least one is rental. A Rental Housing Demolition application was submitted on November 10, 2022 for the demolition of the existing rental unit.

POLICY CONSIDERATIONS

Official Plan Designation: The eastern portion of the site is designated *Mixed Use Areas*, and the western portion is designated *Neighbourhoods*, both on Land Use Map 17 of the Official Plan. The site is subject to SASP 476 and 477 which prescribes policies for the development of lands within its boundaries, including, but not limited to an extension to the existing laneway within the site, the locations of tall and mid-rise built form, and transition to *Neighbourhoods*. See Attachments 6-9 for more information.

Zoning: The site is subject to Zoning By-law 569-2013. The eastern portion is zoned CR 2.5 (c2.5; r2.5) SS2 (x2572). This zone permits a range of residential and commercial uses, a density of 2.5 times the lot area and a height limit of 24 metres/8 storeys. The western portion of the site is zoned RM (f12.0; u2; d0.8) (x252). This zone permits a range of residential uses including detached and semi-detached houses, duplexes, triplexes, fourplexes and apartment buildings. The permitted maximum density is 0.8 times the lot area, and the permitted maximum height is 11 metres/ 3 storeys. See Attachment 10 for the Zoning By-law Map.

Additional information:

See Attachments 6-10 for applicable policy documents.

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on February 7, 2022. Approximately 25 people participated, as well as the Ward Councillor. Following a presentation by City staff and the Applicant, the following comments and issues were raised:

- the appropriateness of a 9-storey building within the *Neighbourhoods* designation on the western portion of the site;
- the appropriateness of a 24-storey tall building on the eastern portion of the site, within the SASP 477 area not identified for a tall building;
- the appropriateness of the proposed non-residential gross floor area;
- the overall fit of the proposed development within its existing and planned context;
- the location and organization of the proposed development relative to streets and open space, including the relationship of the ground floor with the street;
- the appropriateness of the configuration and design of the proposed laneway extension, which should be coordinated with Transportation Services and the adjacent property to the north;
- the appropriateness of the proposed road widening; and if other road /laneway widenings and corner roundings have been provided as required;
- the proposed number and location of vehicle and bicycle parking spaces and loading spaces;
- the proposed building setbacks, stepbacks, separation distances, and street wall;
- the lack of drawings with angular planes to demonstrate transition to the adjacent Neighbourhoods and public realm;
- the shadow impacts to adjacent properties and the public realm;
- privacy, overlook, and access to sunlight and skyview;
- the amount of amenity space, as well as the configuration and suitability of the space for families with children, and pets;
- the lack of a pet relief area;
- the proposed unit mix and sizes, and their consistency with the City's Growing Up Guidelines;
- the proposed on-site parkland dedication and its interface with the sidewalk extension on Ramsden Road;
- the impact of wind conditions as a result of the proposed building massing;
- the proposed streetscape including the locations of sidewalks and street trees on Dufferin Street, Ramsden Road, and Shortt Street;
- the proposed site landscaping including large growing trees and adequate soil volumes;
- the provision of affordable housing;
- appropriate Transportation Demand management (TDM) measures to reduce single occupancy automobile vehicle trips generated by the proposed development;

- the infrastructure capacity (water, sewage, hydro, transportation, community services and facilities, etc) to accommodate the proposed development;
- alignment with the emerging Little Jamaica Cultural District; and,
- the applicant is encouraged to use Tier 2, 3 or 4 of the Toronto Green Standard for climate change mitigation and resilience purposes.

COMMENTS

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 ("PPS"), and conformity with the Growth Plan, as described in the Policy Considerations Section in this report. Staff find the proposal in its current form is not consistent with the PPS and does not conform to the Growth Plan on achieving policy objectives of complete communities, appropriate development standards, appropriate infrastructure to support growth, and a safe and vibrant public realm. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this PPS. Comprehensive, integrated and long-term planning is best achieved through official plans." The application does not conform to the Official Plan as further discussed below. 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 eastern portion of the site is designated *Mixed Use Areas* on Map 17 (Land Use) of the Official Plan. While a mixed-use development is proposed, this site is not identified for a tall building within SASP 477. See Attachment 8 for details. The proposed 24-storey building does not conform to Official Plan policies as further discussed below in the Site organization and other sections of this report.

The western portion of the site is designated *Neighbourhoods* on Map 17 (Land Use) of the Official Plan. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhomes, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low-scale local institutions, home occupations, cultural and recreational facilities, as well as small-scale retail, service and office uses are also provided for in *Neighbourhoods*. The proposed 9-storey (30 metres high) building within the *Neighbourhoods* does not conform to the Official Plan. It exceeds the maximum number of storeys (four) permitted within the *Neighbourhoods* designation. It does not also conform to other Official Plan policies that provide for physically stable *Neighbourhoods*, for new development to respect and reinforce the existing physical character of *Neighbourhoods*, for growth to be directed towards *Centres, Avenues, Employment Areas* and the *Downtown*, and as further discussed below.

Site Organization

Planning staff have reviewed the proposed site organization including vehicular and pedestrian accesses, the proposed laneway extension, and building setbacks, as further described below.

Vehicular Access and Laneway

Vehicular access to both buildings is proposed via the existing laneway from Ramsden Road including its north extension, and leads to separate underground parking garages on the east for the 24-storey building, and on the west for the 9-storey building.

Transportation Services (TS) does not support the proposed laneway as designed. TS requires the public laneway to end with a proper cul-de-sac or turnaround facilities to allow for the safe turnaround of service and maintenance vehicles. Further, TS requires a smoother and safer roadway curvature to the laneway extension, and does not accept the current zig-zag alignment. The design of the laneway must be to City standards, and the location of the laneway extension must be coordinated with TS and the adjacent property owner to the north, in order to achieve the policy direction within SASP 476. Transportation Services also has significant concerns with the concentration of vehicular activities on this public laneway. Transportation Services also has concerns about the easement at the north of the property which presently appears to be used for vehicular access and the impacts of the proposed development to use this area for pedestrian access only.

Setbacks

24-Storey Tall Building

The proposed building setback from the east (Dufferin Street) property line is approximately 0 metre after an approximate 2 metre wide road widening. Similarly, the proposed building setback from the south property line (Ramsden Road) is 0 metre. The proposed building setback from the north and west (laneway) property lines is 0 metre. The 0 metre setbacks from the east, west, north and south property lines is not in line with the policy direction in the Official Plan. Policy 3.1.3.1.9 (Improving the Public Realm Through Building Design) of the Official Plan provides that coordinated landscape improvements be made in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms. The City's guidelines direct for appropriate setbacks of 7.5 metres or 5.5 metres to the lot line where there are primary or secondary windows, respectively. In this regards, the setback to the north is to be improved accordingly. The appropriate setbacks for the tower from the west and north property lines should be a minimum of 12.5 metres in order to satisfy the intent of the Tall Building Design Guidelines.

9-Storey Building

The proposed building setback from the property line to the east (laneway) is 2.96 metres, and there are balcony projections into the setback. The proposed building setbacks from the north and west property lines are approximately 8 metres, and 3 metres respectively. Staff recommends that setbacks be measured from the property

lines after the appropriate road /laneway widenings described in the Streetscape Section have been provided. Further, a setback of 7.5 metres from the east property line is required as there are primary windows facing east (laneway). A setback of 5.5 metres would be required if there are no primary windows.

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. Overall, the proposed development does not conform to the Official Plan, including a number of policy requirements in SASP 477 and 478.

Building Type, Height and Angular Planes

The proposed development is within the SASP 477 area. Policy (e) (iii) of SASP 477 provides that development on the lands "will incorporate tall buildings at the intersection of Eglinton Avenue West and Dufferin Street, that generally implement the Tall Buildings Guidelines and provide adequate transition in scale to adjacent mid-rise and low-rise buildings. For the balance of the area, development will be predominantly mid-rise".

The proposed 24-storey tall building at the eastern portion of the site is not within the area identified for tall buildings in SASP 477. The site falls within the "balance of the area" identified for a "predominantly mid-rise form". Refer to Attachment 8. The proposed Official Plan Amendment seeks to permit a tall building at this location and is not consistent with the vision set out for this area.

Staff note also that there are no drawings showing 45% angular planes and transition to the adjacent *Neighbourhoods* and the public realm in the application package submitted to the City. The application needs to demonstrate appropriate setback, stepback and building scale relationship to the park, transition to the *Neighbourhoods* and public realm, and appropriate separation distances between the two buildings on the site. The application also needs to provide clarification that the tall building has a defined 6 storey base, a defined tower (middle) with a maximum floor plate size of 750 square metres, and a defined top, consistent with the Tall Building Guidelines.

The proposed 9-storey building at the western portion of the site is within the *Neighbourhoods*, where walk-up apartments are limited to a maximum of four storeys. A redesignation from *Neighbourhoods* to *Mixed Use Areas* is not appropriate. The building height should be reduced to 4 storeys in order to fit with its *Neighbourhoods* context and be consistent with the official plan where *Neighbourhoods* are to remain stable and where this designation is not one of the key designations for growth based on the urban structure of the official plan.

Density

The site is within the draft SASP 675 Protected Major Transit Station Area (PMTSA) – Fairbank Station. This PMTSA provides for a minimum density of 2 times the lot area for the eastern portion of the site within the *Mixed Use Areas*, and 0.9 times the lot area for

the western portion of the site within the *Neighbourhoods* designation. The draft PMTSA confirms the City's current Official Plan urban structure would meet the Growth Plan target.

The permitted maximum densities in Zoning By-law 569-2013 for the eastern and western portions of the site are 2.5 times the lot area and 0.2 times the lot area respectively. A density of 7.25 times the lot area (5.28 times the lot area for the eastern portion, and 1.97 times the lot area for the western portion) is proposed for the entire site. While the Official Plan encourages growth on *Avenues*, and SASP 675 provides for minimum densities, the proposed density of 7.25 times the lot area, including the densities on the eastern and western portions of the site far exceed the maximums in By-law 569-2013 by approximately 300% on the east, and more than 1,000% on the west. This represents an over intensification of the site.

Sun and Shadow

The shadow impacts resulting from the proposal do not conform to Official Plan policies that require limiting shadow impacts to the public realm and surrounding properties. A Sun/Shadow Study prepared by RAW Design in support of the application shows shadowing to the park, adjacent *Neighbourhoods* and the public realm, particularly during the spring and fall equinoxes. The application needs to reduce the shadow impacts using a number of techniques, including reductions to the building heights.

Wind

A Pedestrian Level Wind Study prepared by RWDI was submitted. The Study concludes that there will be increased wind speeds as a result of the proposed development. Mitigation measures proposed include tower setbacks, corner articulation, and soft and hard landscaping features to help moderate downwashing wind effects caused by the tall building. Others include guardrails and partitions with minimum heights of 2 metres at all terraces, in conjunction with other soft and/or hard landscaping features. The application needs to demonstrate that the recommended mitigation measures have been applied.

Streetscape

The proposed streetscape includes a 2 metre wide road widening along the frontage of the site on Dufferin Street. The following road widening requirements have not been met: a 1.37 metre road widening at the rear of 2402 Dufferin Street and the westerly portion of 2 Ramsden Road to satisfy the requirement of a 6 metre lane right-of-way width; and a 0.37 metre road widening along the easterly portion of 4 Ramsden Road to satisfy the requirement of a 6 metre lane right-of-way width. All road widening conveyances are to be free and clear of any obstructions above and below grade. Other requirements are a 6 metre corner rounding at the southeast corner of the site, and a 5 metre corner rounding at the southwest corner.

Servicing

A Functional Servicing and Stormwater Management Report and associated plans have been submitted for the site and are currently under review by Engineering and

Construction Services. 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 capacity from 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 Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

The applicant is required to satisfy the parkland dedication requirement through an on-site parkland dedication of 476 square metres. The proposed parkland dedication is 509.66 square metres and is located in the southwest corner of the site, with frontage on both Ramsden Road and Shortt Street, which is acceptable to the Parks Development Section. Site Plan Drawing #100 shows however that the parkland extends south beyond the south property line to the edge of the curb on Ramsden Road, thereby terminating a continuation of the sidewalk on Ramsden Road. This drawing should be revised to show a westward continuation of the sidewalk on Ramsden Road, across the frontage of the parkland.

Tree Preservation, Soil Volume and Public Utilities

The Application is subject to the provisions of the City of Toronto Municipal Code. An Arborist Report and Tree Inventory and Preservation Plan were submitted by the Applicant.

The application proposes to remove a number of trees in order to accommodate the proposed development, including two (2) healthy City-owned trees identified as #934 and #935 in the Tree Inventory and Preservation Plan. Urban Forestry requires that these two trees be preserved. The application also proposes new trees.

The application needs to demonstrate that there is no alternative to removing the trees described above, that proposed new trees will have adequate soil volumes to support their survival, and that proposed new tree locations will have no conflicts with public utilities. A Public Utilities Plan to Quality Level A (QL-A) is required to be submitted to support the application, along with section details for each unique soil area. The Terms of Reference for the Tree Preservation Plan, Soil Volume Plan, and QL-A Plan are available at the following link: <https://www.toronto.ca/city-government/planning-development/application-forms-fees/building-toronto-together-a-development-guide/application-support-material-terms-of-reference/>

Indoor/Outdoor Amenity Space

The application proposes 658 square metres of indoor amenity space, and 829 square metres of outdoor amenity space, for a combined total of 1,487 square metres of amenity space.

Zoning By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit, for a total of 1,620 square metres. Indoor amenity space of 810 square metres, and outdoor amenity space of 810 square metres are required. While the proposed outdoor amenity space of 829 square metres exceeds the required minimum, the proposed indoor amenity space of 658 square metres is less than the required minimum by 152 square metres. The application needs to satisfy the indoor amenity space requirement.

Parking and Loading

A total of 258 vehicle parking spaces are proposed in a 3-level below grade parking garage on the eastern portion of the site, and a 2-level below-grade parking garage on the western portion, both accessed from the existing municipal laneway and its proposed northward extension. Based on By-law 569-2013 under Policy Area 3, a minimum of 399 parking spaces are required. The proposed parking results in a shortfall of 141 parking spaces. Sufficient justification has not been provided for the proposed number of proposed parking spaces.

Two (2) Type-G loading spaces are proposed, with one on the east, and one on the west. Transportation Services finds this acceptable.

A Transportation Impact Study was submitted for the site and is currently under review by Transportation Services and Engineering and Construction Services. A revised Transportation Impact Study is required to address issues including, but not limited to site traffic estimates and queuing analysis.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) measures are aimed at encouraging people to take fewer and shorter single occupancy vehicle trips to reduce congestion, energy consumption and pollution. Typical TDM policies and programs include, but are not limited to: parking supply management strategies (such as reduced parking provision) in combination with car sharing/bike sharing; school/trip planning; development-related transit initiatives; and cycling programs and expansion of the city-wide cycling networks.

Appropriate TDM measures have not been proposed for this development based on the Official Plan and Toronto Green Standard v3 requirements.

Noise & Vibration Study

A Noise and Vibration Study dated December 5, 2022, was submitted by the applicant and will be peer reviewed at the applicant's cost. Any issues that arise through the review which are applicable to the Official Plan Amendment and Zoning By-law Amendment must be addressed through this appeal prior to any approval in principle by the OLT.

Other Studies

The application needs to demonstrate that the proposed unit mix, sizes and configuration meet the intent of the Growing Up Guidelines. The application also needs

to demonstrate that it meets the intent of the Pet Friendly Guidelines, Bird-Friendly Guidelines, Tall Building Guidelines and the Retail Design Manual.

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 is not consistent with the PPS and does not conform to the Growth Plan, Official Plan, and applicable Site and Area Specific policies. 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

Eno Udoh-Orok, Senior Planner
Tel. No. 416-392-5474
Email: Eno.Udoh-Orok@toronto.ca

SIGNATURE

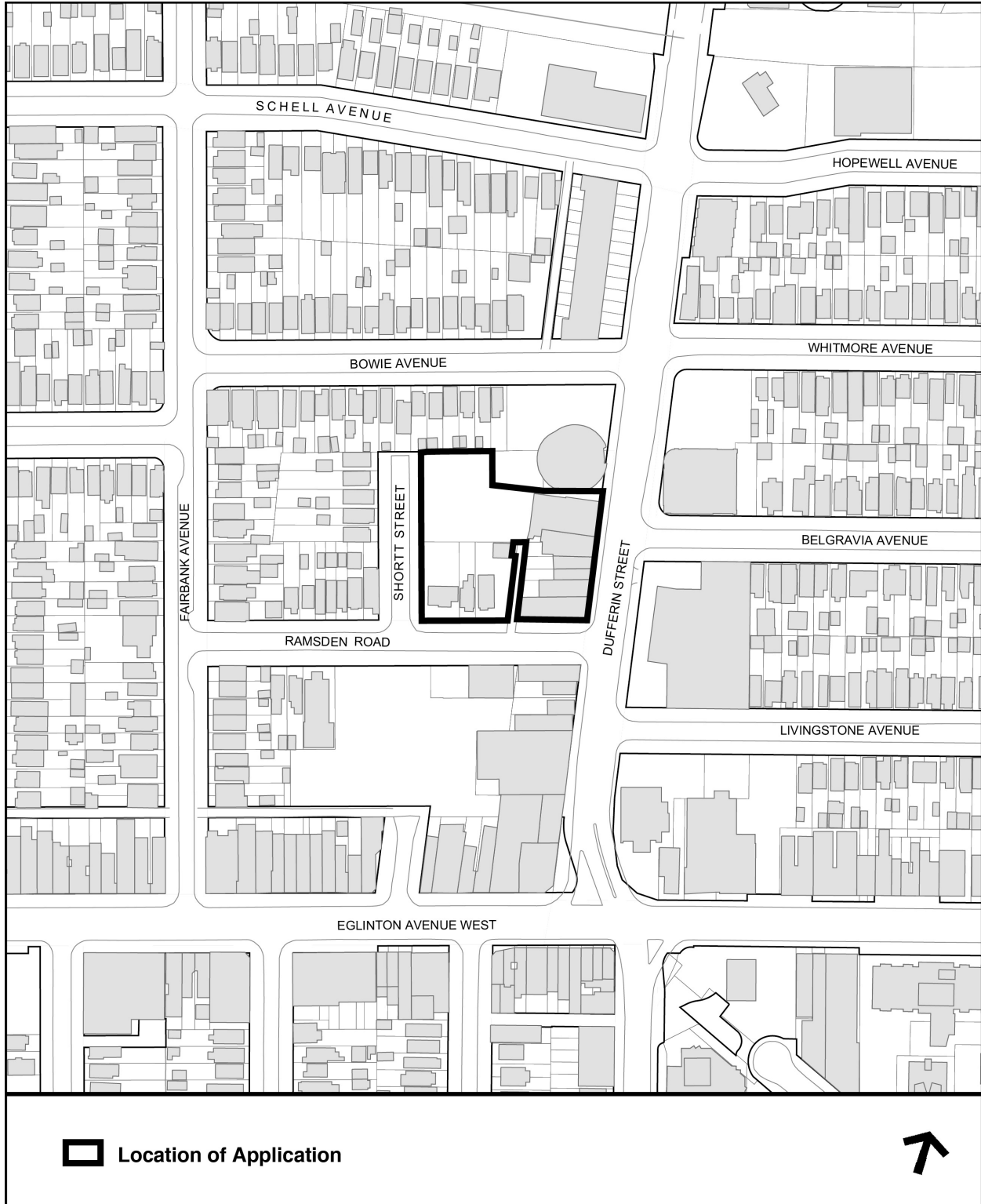
David Sit, MCIP, RPP
Director, Community Planning, North York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: 3D Model of Proposal in Context Looking Southwest
Attachment 4: 3D Model of Proposal in Context Looking Northeast

Attachment 5: Site Plan
Attachment 6: Policy Considerations
Attachment 7: SASP 476
Attachment 8: SASP 477
Attachment 9: Official Plan Land Use Map
Attachment 10: Zoning By-law Map

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 2402 DUFFERIN ST **Date Received:** November 8, 2021

Application Number: 21 235229 NNY 08 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan and zoning by-law amendment to facilitate the redevelopment of the site for a 24-storey mixed use building and a 9-storey apartment building. the proposed total non-residential gross floor area is 883 square metres, and the proposed residential gross floor area is 29053. A total of 405 units are proposed.

Applicant	Agent	Architect	Owner
MHBC PLANNING LIMITED			2796661 ONTARIO INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 476, 477

Zoning: CR 2.5 (c2.5; r2.5) SS2 (x2572); and RM (f12.0; u2; d0.8) (x252) Heritage Designation: N

Height Limit (m): 24; and 11 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 5,329 Frontage (m): 59 Depth (m): 74.54

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,500		1,553	1,553
Residential GFA (sq m):	1,740		29,053	29,053
Non-Residential GFA (sq m):	1,180		883	883
Total GFA (sq m):	2,920		29,936	29,936
Height - Storeys:	2		24	24
Height - Metres:			76	76

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	29,053	
Retail GFA:	883	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	2			
Freehold:				
Condominium:				
Other:			405	405
Total Units:	2		405	405

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		1	181	165	58
Total Units:		1	181	165	58

Parking and Loading

Parking Spaces: 258 Bicycle Parking Spaces: 417 Loading Docks: 2

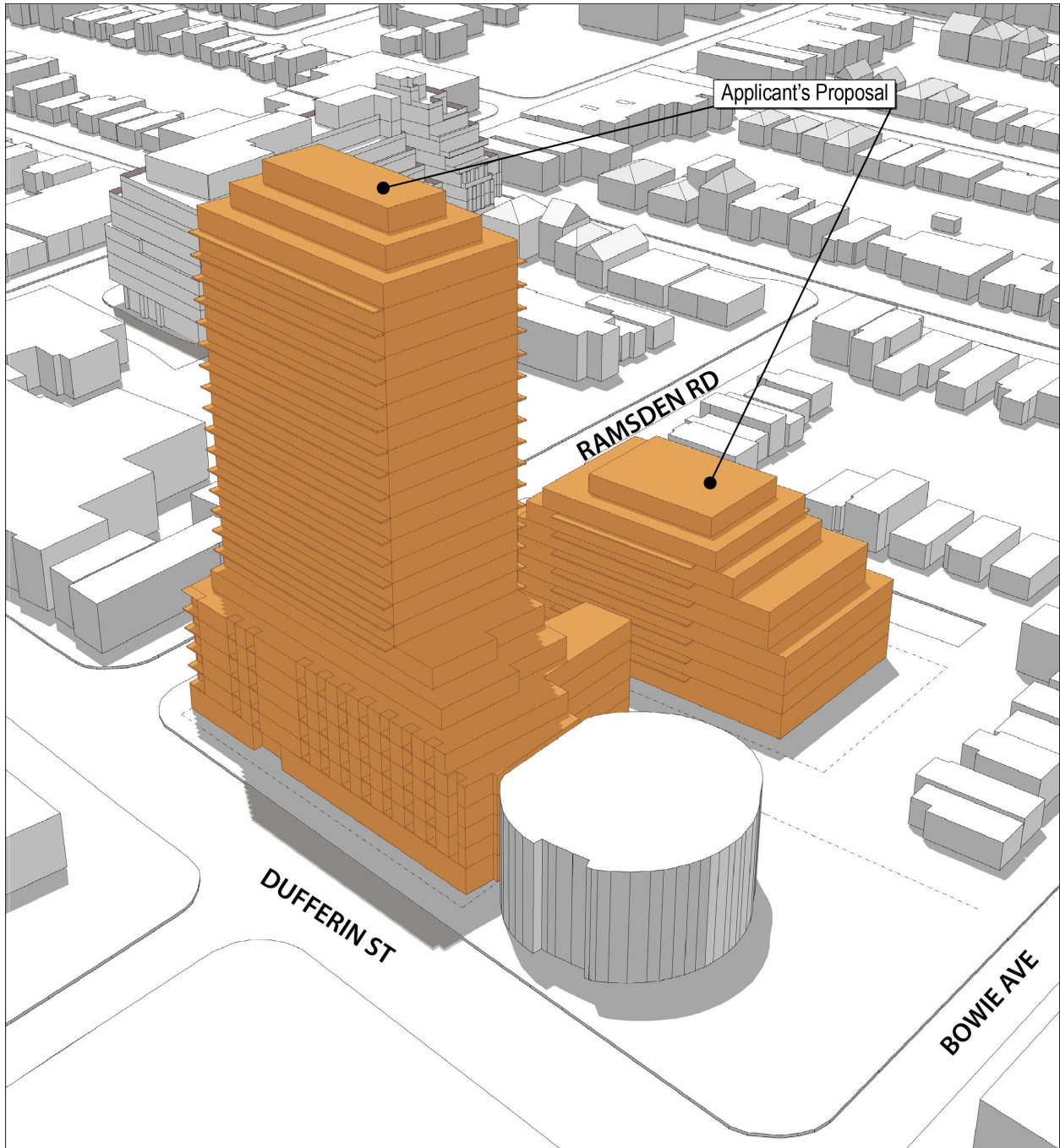
CONTACT:

Eno Udoh-Orok, Senior Planner, Community Planning

(416) 392-5474

Eno.Udoh-Orok@toronto.ca

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

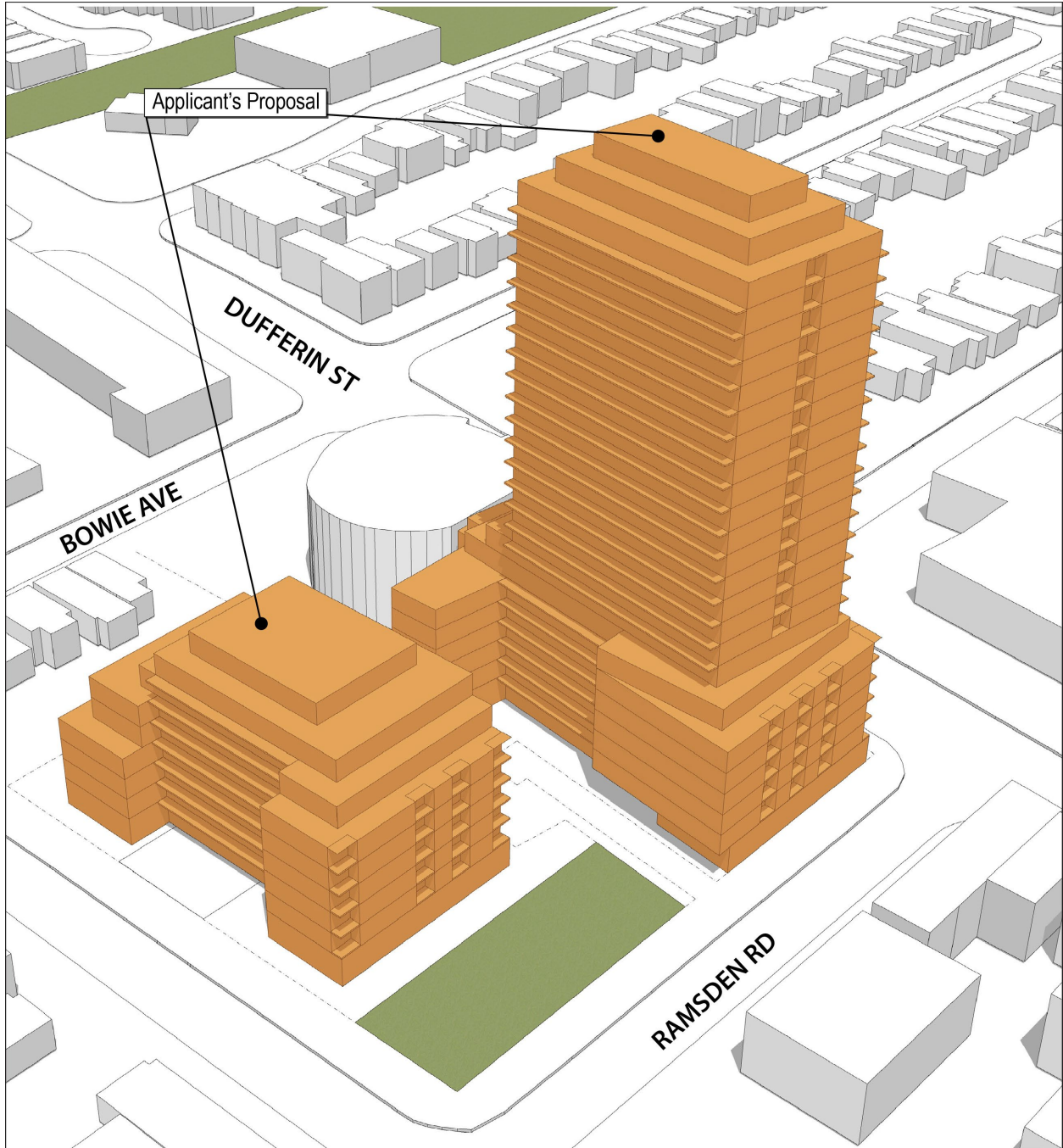


View of Applicant's Proposal Looking Southwest



01/11/2022

Attachment 4: 3D Model of Proposal in Context Looking Northeast

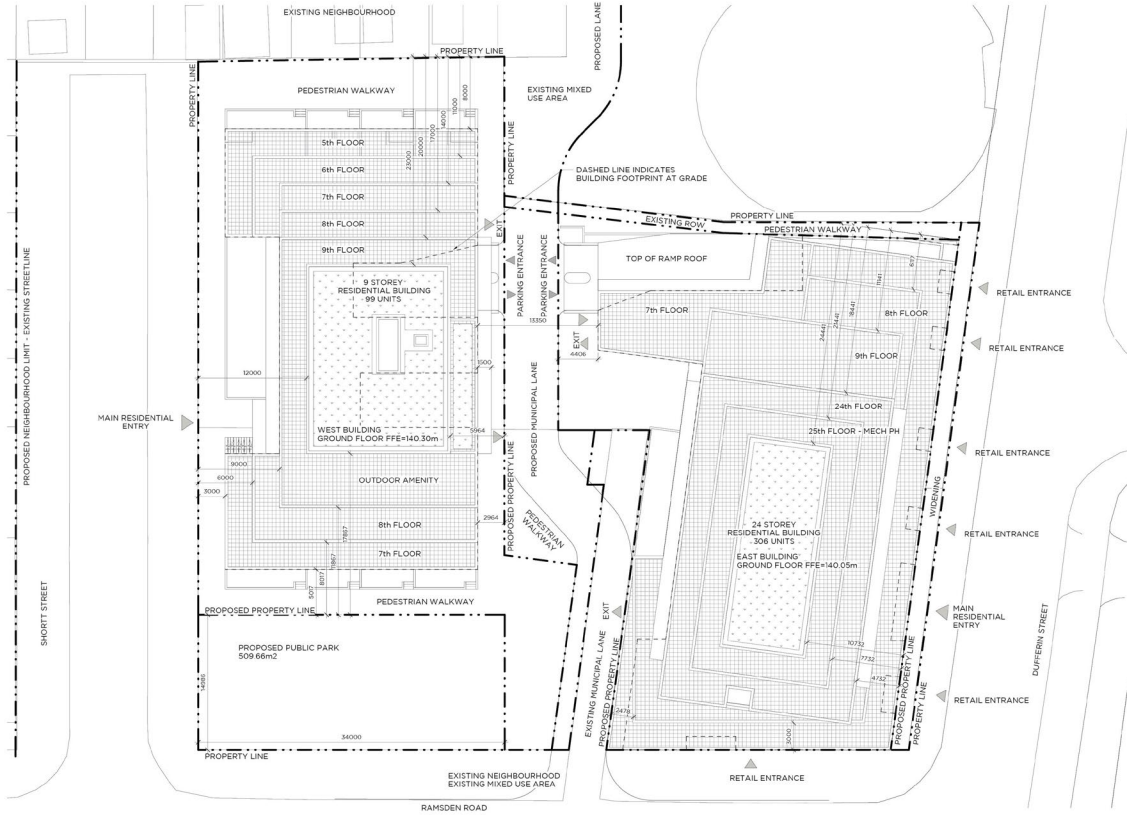


View of Applicant's Proposal Looking Northeast



01/11/2022

Attachment 5: Site Plan



Site Plan 

Attachment 6: 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:

- 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; 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.

Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Planning for Major Transit Station Areas

The Growth Plan (2020) as amended contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next

municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's are planned for the prescribed densities. At its Meeting on July 19 – 22, 2022, City Council adopted the recommended MTSA and PMTSA Official Plan Amendments (OPA 540, OPA 544, OPA 570 and OPA 575), which would amend Chapter 8 of the Official Plan pursuant to Sections 16(15) and 26 of the Planning Act. The subject site is within the draft SASP 675 Protected Major Transit Station Area (PMTSA) – Fairbank Station, in Schedule 14 to OPA 570. These OPAs add a combined total of 115 MTSA's and PMTSA's to Chapter 8 of the Official Plan. These OPAs will now be submitted to the Minister of Municipal Affairs and Housing for final approval.

Toronto Official Plan Policies and Planning Studies

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

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

The application is located on lands identified as *Avenues* on Map 2 of the Official Plan and *Mixed Use Areas* (eastern portion of site) and *Neighbourhoods* (western portion of site) in Land Use Map 17 of the Official Plan. Refer to Attachment 9: Official Plan Land Use Map. *Avenues* are important corridors along major streets where urbanization is anticipated and encouraged to create new housing and employment opportunities while improving the pedestrian environment, the look of the street, shopping opportunities, and transit service for community residents.

Mixed Use Areas are made up of a broad range of commercial, residential, and institutional uses, in single use or mixed use buildings, as well as parks and open spaces, and utilities. Policy 4.5.2 provides that development in *Mixed Use Areas* will, amongst other matters:

- Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- Locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- 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;
- Provide an attractive, comfortable and safe pedestrian environment;

- Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhomes, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low-scale local institutions, home occupations, cultural and recreational facilities, as well as small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Site and Area Specific Policies (SASP) 476 and 477

The application is located within the SASP 476 and 477 areas.

SASP 476 provides for new public laneways and extensions of existing public laneways in conjunction with new development where they are not already in place and in the locations identified on Plans 1, 2, 3, 4, 5, 6, 7 and 8. Plan 3 shows a northward extension of the existing municipal laneway from Ramsden Road, through the subject property. Refer to Attachment 7.

SASP 477 includes a map that shows the subject site within its boundaries. Refer to Attachment 8. SASP 477 provides that tall buildings be incorporated at the intersection of Eglinton Avenue West and Dufferin Street that generally implement the Tall Buildings Guidelines and provide adequate transition in scale to adjacent mid-rise and low-rise buildings. For the balance of the area, development will be predominantly mid-rise. The SASP also provides specifically that appropriate transition in scale be provided between new development and existing nearby *Neighbourhoods*.

Official Plan Amendment 479 – Public Realm and Official Plan Amendments 480 (Built Form)

On September 11, 2020, Official Plan Amendments 479 (Public Realm) and 480 (Built Form) came into force. These OPAs introduced new or revised policies regarding building types, building design and massing, parks, POPs (privately owned, publicly accessible spaces), and trees and natural areas, among other policies. OPA No. 479 also introduced the Block Context Plan requirement for some applications that shows how the physical form of the proposed development fits within the existing and planned context.

Zoning By-laws

The site is subject to Zoning By-law 569-2013. The eastern portion is zoned CR 2.5 (c2.5; r2.5) SS2 (x2572). This zone permits a range of residential and commercial uses, a density of 2.5 times the lot area and a height limit of 24 metres/8 storeys. The western portion of the site is zoned RM (f12.0; u2; d0.8) (x252). This zone permits a range of

residential uses including detached and semi-detached houses, duplexes, triplexes, funplexes and apartment buildings. The permitted maximum density is 0.2 times the lot area, and the permitted maximum height is 11 metres/ 3 storeys. The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure that they fit within their context and minimize their local impacts.

Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1, The Built Environment, and other policies within the Official Plan related to the design and development of tall buildings in Toronto. The City-Wide Tall Building Design Guidelines are available at: <https://www.toronto.ca/wp-content/uploads/2018/01/96ea-cityplanning-tall-buildings-may2013-final-AODA.pdf>

Growing Up: Planning for Children in Vertical Communities

In July 28, 2020, Toronto City Council adopted the Growing Up Urban Design Guidelines, which is applicable to the proposed development. The guidelines seek to integrate family oriented design into the new multi-unit developments. One of the objectives of the guidelines is to ensure that new developments have a variety of housing to meet the needs of people in all stages of life. The Growing Up Guidelines can be found at: <https://www.toronto.ca/citygovernment/planning-development/planningstudiesinitiatives/growing-up-planning-for-children-in-new-vertical-communities/>

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>.

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 pet amenities for high density residential communities. The Pet Friendly Design Guidelines can be found at:

<https://www.toronto.ca/wpcontent/uploads/2019/12/94d3-CityPlanning-PetFriendlyGuidelines.pdf>

Retail Design Manual

On October 27, 2020, City Council adopted the Retail Design Manual. The Retail Design Manual supports the objectives of complete communities and vibrant streets which are closely tied to the provision of successful, resilient and dynamic retail uses. The Retail Design Manual is a collection of best practices and is intended to provide guidance on developing successful ground floor retail spaces by providing aspirational retail design best practices to inform, guide, inspire and educate those involved in the design and development of retail uses. The Retail Design Manual can be found here:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-157291.pdf>

Urban Forest/Ravines/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).

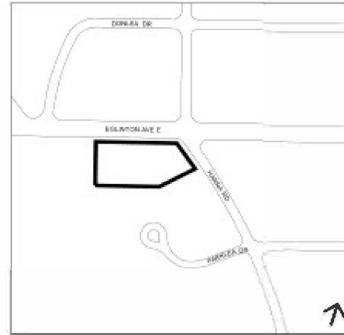
Toronto Green Standard

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

Applications must use the documentation required for the version of the Toronto Green Standard in effect at the time of the initial application. TGS Version 1.0 is no longer in effect. Older applications must be upgraded. TGS Version 2.0 is for new applications received between January 1, 2010 and April 30, 2018. TGS Version 3.0 is for new applications received on or after May 1, 2018. Visit <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/tier-1-planning-application-requirements/>

(b) Future development on the lands shall:

- (i) not exceed 4 storeys in height;
- (ii) for properties fronting on to Eglinton Avenue East, servicing, loading, and vehicle access will be taken from Hanna Road by means of a public laneway at the rear;
- (iii) for dwellings fronting on Eglinton Avenue East generally maintain front setbacks in keeping with the front setbacks of dwellings on Eglinton Avenue East between Hanna Road and Sutherland Drive or, for dwellings fronting on Hanna Road generally maintain front setbacks in keeping with the front setbacks of dwellings on Hanna Road south of Eglinton Avenue East; and
- (iv) generally implement the Infill Townhouse Guidelines."

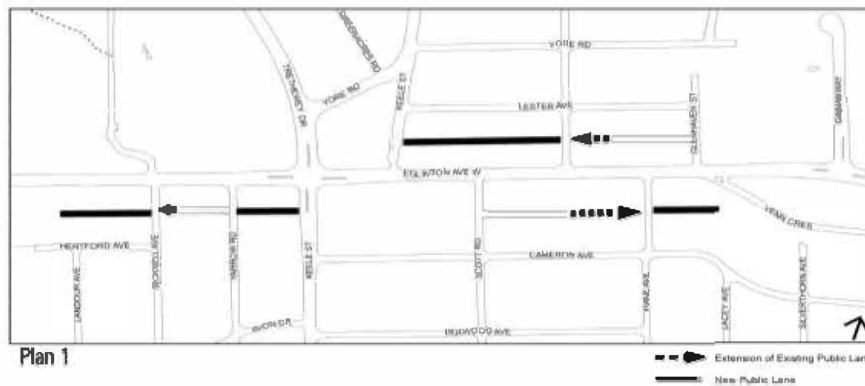


4. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 476 as follows:

"476. Certain Lands on the north and south side of Eglinton Avenue

A system of continuous and connected public laneways 6 metres in width will be developed on the rear portions of properties fronting Eglinton Avenue to provide access to parking, loading and servicing to the rear of new development, as follows:

- (a) New public laneways and extensions of existing public laneways will be required in conjunction with new development where they are not already in place and in the locations identified on the following Plans 1, 2, 3, 4, 5, 6, 7 and 8.



City of Toronto By-law No. 728-2014



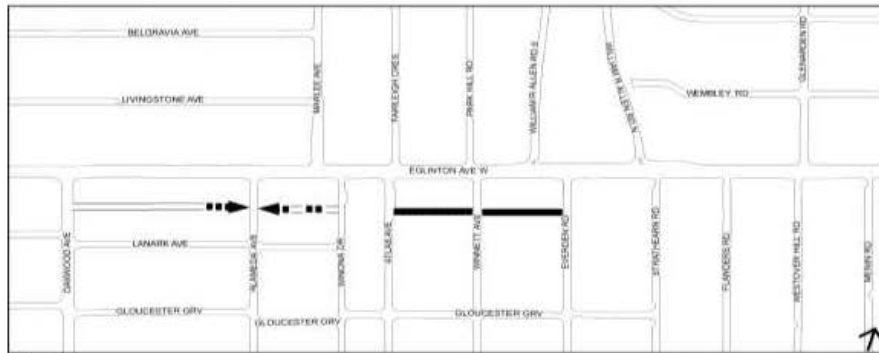
Plan 2

---> Extension of Existing Public Lane
— New Public Lane



Plan 3

---> Extension of Existing Public Lane
— New Public Lane



Plan 4

---> Extension of Existing Public Lane
— New Public Lane



Plan 5

---> Extension of Existing Public Lane
 ——— New Public Lane



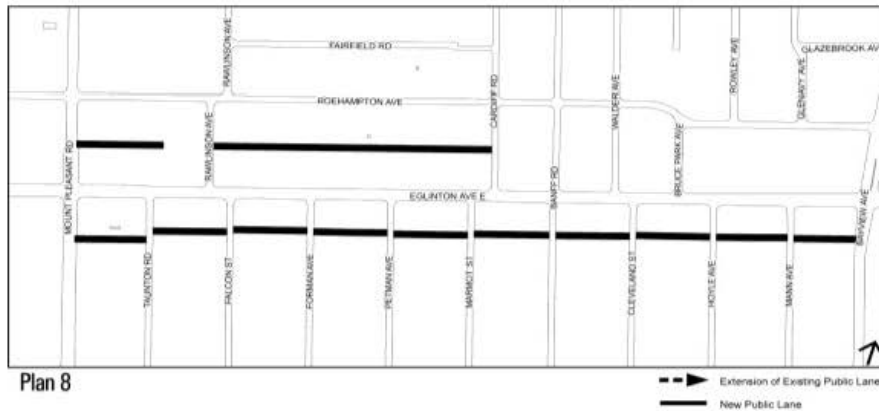
Plan 6

---> Extension of Existing Public Lane
 ——— New Public Lane



Plan 7

---> Extension of Existing Public Lane
 ——— New Public Lane



- (b) **New public laneways and extensions of existing public laneways will be designed and constructed in a manner that can connect to future further extensions of the laneway and in consideration of the parcel fabric.**
- (c) **Where the existing public laneways are less than the standard width, conveyance of land to the City, at nominal cost, to widen the lane to the standard width will be required to implement Chapter 2.2, Policy 3c), of the Official Plan of the City of Toronto.**
- (d) **Access to vehicular parking, loading areas and servicing areas for new development must be from a rear public laneway, except for properties as described in (e) below.**
- (e) **Where development occurs on a property where a rear laneway cannot connect to an existing public laneway, flanking street or other right-of-way with vehicular access, land must be conveyed to the City, at nominal cost, for the future construction of the laneway, along with a letter of credit in an amount satisfactory to the General Manager of Transportation Services to secure the construction cost of the laneway being borne by the development.**
- (f) **For development on properties as described in (e) above, interim vehicular access from Eglinton Avenue may be permitted, provided that:**
 - (i) **if vehicular access from the laneway becomes available, vehicular access shall be taken exclusively from the laneway, the street access shall be eliminated, and the sidewalk and boulevard shall be restored to a standard mid-block condition;**
 - (ii) **the associated Site Plan Agreement anticipates the future relocation of access from the street to the laneway, and a letter of credit is provided in an amount satisfactory to the General Manager of Transportation Services to secure the cost of obligations in (i) above being borne by the development; and**

-
- (iii) the design of the vehicular access generally implements the Performance Standards for Mid-Rise Buildings.
 - (g) Property owners will be responsible for the construction of new, extended, and widened public laneways in conjunction with development on their lands, and responsible for the conveyance of laneways to the City, at nominal cost, following development.
 - (h) All new public laneways, extensions to existing public laneways, and widenings to existing public laneways shall be constructed to their planned width entirely on the parcel subject to the new development.
 - (i) If a property is currently served by a rear private laneway, any such private laneway will be constructed to municipal standards and with the characteristics of a public laneway, with the exception of ownership, and the owner of the private laneway will convey an easement to the City, at nominal cost, for public access to the private laneway at all times.
 - (j) Any extension to an existing private laneway will be public and to that end will be conveyed to the City for nominal consideration.
 - (k) The conveyance of land to the City for new and/or extended public laneways or provision of an easement for public access over an existing private laneway, will be required for nominal consideration from property owners as a condition of subdivision, severance, rezoning, minor variance, condominium or site plan approvals."
5. Chapter 7, Map 28 Site and Area Specific Policy No. 31, is replaced as follows:
- "31. Certain Lands in the vicinity of Eglinton Avenue West and Gabian Way**
- (a) Development on the lands will be supported by the following transportation infrastructure:
 - (i) a new network of public streets on Block A;
 - (ii) new pedestrian and cycling connections between the existing high-rise neighbourhood to the west of Block A and the future Crosstown LRT station entrance;
 - (iii) new direct pedestrian connections between existing neighbourhoods, future development and the future Crosstown LRT and GO stations;
 - (iv) a new cycling connection between future development, the Beltline Trail and future Crosstown LRT and GO stations via an extension of the Beltline Trail alongside the railway tracks or a new bi-directional bicycle on Croham Road;

Attachment 8: SASP 477

Appendix "B" To Board Order

Section 6 of Official Plan Amendment No. 253, as adopted at the Toronto City Council meeting held on July 8, 9, 10 and 11, 2014, is modified to state:

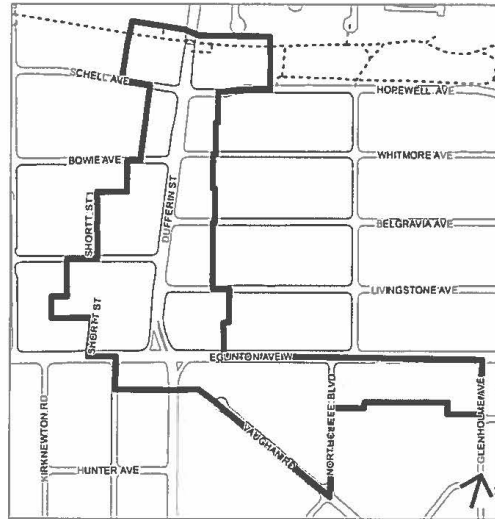
6. Chapter 7, Site and Area Specific Policies including Map 28, is amended by adding Site and Area Specific Policy No. 477 as follows:

"477. Certain Lands in the vicinity of Eglinton Avenue West and Dufferin Street

- (a) Development on the lands will be supported by transportation infrastructure as relevant to any individual site:
- (i) new and improved pedestrian connections to the future Crosstown LRT station entrances;
 - (ii) improved pedestrian connections to St. Thomas Aquinas School, Fairbank Middle School and Fairbank Memorial Park;
 - (iii) greater setbacks along the east side of Dufferin Street from Eglinton Avenue to the Beltline trail to provide wider sidewalks and improve the public realm; and
 - (iv) cycling connections to the Beltline Trail including a two-way cycling connection along Locksley Avenue and Northcliffe Road connecting the Beltline with Vaughan Road.
- (b) On lands where the following may be located, the enactment of any amendment to the zoning by-law to permit residential units is conditional upon the prior or concurrent adoption by Council of a Transportation Study that:
- (i) considers the extension of Shortt Street between Eglinton Avenue West and Ramsden Road; and

- (ii) considers eliminating the jog between Locksley Avenue and Northcliffe Boulevard and redesigning the intersection to improve pedestrian and cycling connections.
- (c) To support a balanced mix of uses, new development on the lands will:

- (i) generally maintain the amount of existing non-residential gross floor area on the lands; and
- (ii) include a range of retail establishment sizes.
- (d) On lands where the following may be located, development on the lands will enhance the public realm as follows:



- (i) create a high quality civic plaza at the main entrance to the Crosstown LRT station; and
- (ii) enlarge and redesign St. Hilda's parkette so that it is integrated with the Crosstown LRT station entrance and improves the pedestrian connection to Vaughan Road.
- (e) Development on the lands will:
 - (i) maintain the main street character of Dufferin Street and Eglinton Avenue West including retail uses on the ground floor;
 - (ii) provide appropriate transition in scale between new development and existing nearby *Neighbourhoods*;

- (iii) incorporate tall buildings at the intersection of Eglinton Avenue West and Dufferin Street that generally implement the Tall Buildings Guidelines and provide adequate transition in scale to adjacent mid-rise and low-rise buildings. For the balance of the area, development will be predominately mid-rise.;
 - (iv) for the lands within the view terminus at the northeast and southwest quadrants of the Dufferin Street and Eglinton Avenue West intersection caused by the jog along Dufferin Street when travelling north and south along Dufferin Street, a high quality of urban design shall be required to enhance these terminus views;
 - (v) increase pedestrian space by providing greater setbacks at each of the four corners of Dufferin Street and Eglinton Avenue and particularly on the north west corner; and
 - (vi) incorporate the City-owned parking lot in the redevelopment of the northwest quadrant of the Dufferin Street and Eglinton Avenue intersection subject to suitable arrangements being made for replacement of this public parking.
- (f) Development on the lands will provide enhanced community services and facilities such as new, non-profit licensed child care facilities, new parks and open space, improvements to Fairbank Memorial Park and community agency space. Such services and facilities will be secured through appropriate agreements or permits, including Sections 37 and 45 of the *Planning Act*, a Development Permit System, approval of Plans of Condominium and Subdivision and parkland dedication polices."

Attachment 9: Official Plan Land Use Map




Official Plan Land Use Map #17

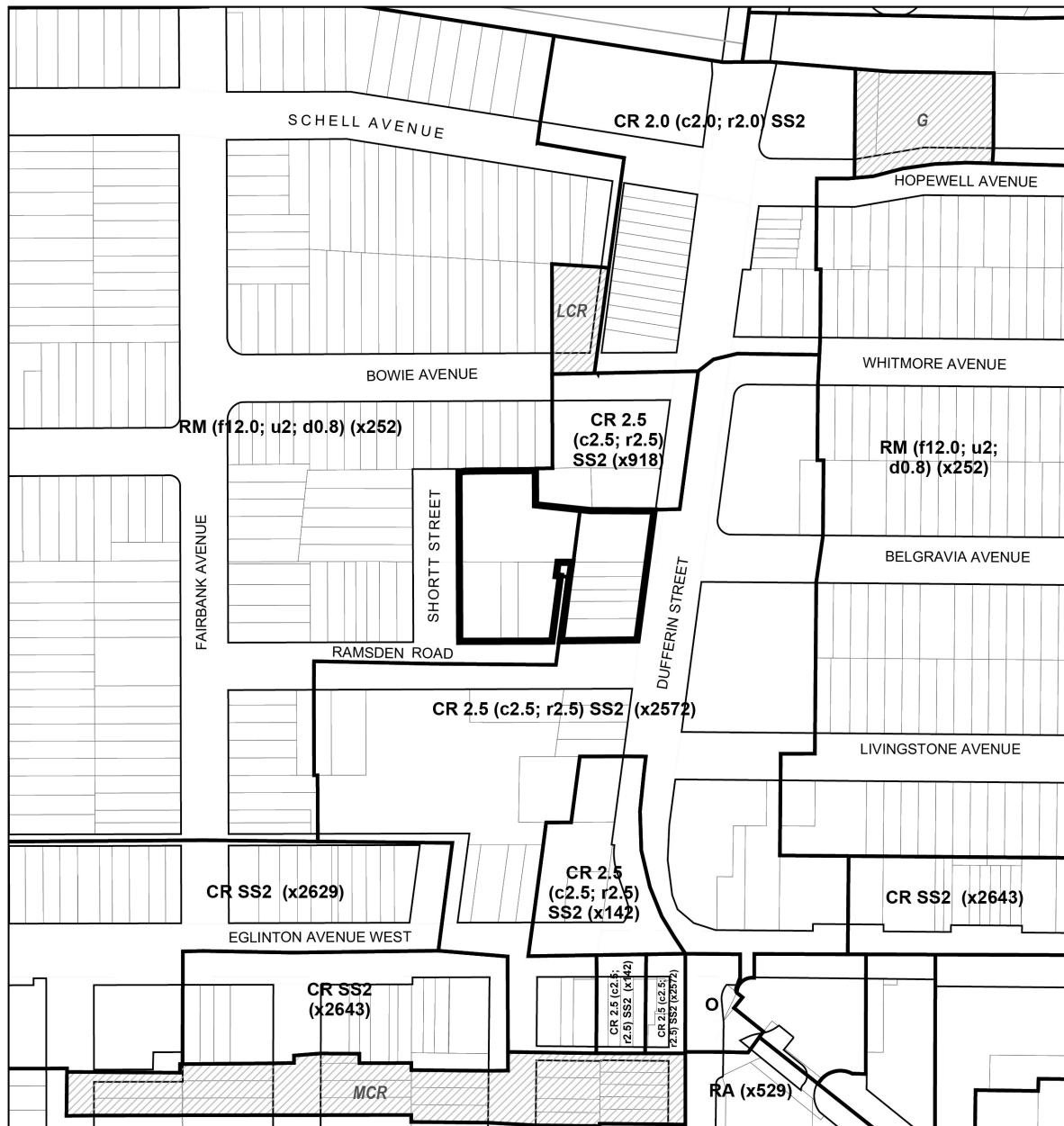
2402-2418 Dufferin St & 4-10 Ramsden Road

File # 21 235229 NNY 08 02

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


 Not to Scale
 Extracted: 11/15/2021

Attachment 10: Zoning By-law 569-2013 Map



2402-2418 Dufferin St & 4-10 Ramsden Road

Zoning By-law 569-2013

File # 21 235229 NNY 08 0Z

- Location of Application
- RM** Residential Multiple
- RA** Residential Apartment
- CR** Commercial Residential
- O** Open Space
- OR** Open Space Recreation

- See Former City of York By-law No. 1-83
- R2** Residential Districts
- LCR** Local Commercial Residential
- MCR** Mixed Commercial Residential
- PE** Prestige Employment Zone
- G** Green Open Space

↑
Not to Scale
Extracted: 11/15/2021