# **DA** TORONTO

# **REPORT FOR ACTION**

# 1181 Sheppard Avenue East – Official Plan Amendment and Zoning Amendment Application – Appeal Report

Date: May 29, 2023 To: North York Community Council From: Director, Community Planning, North York District Wards: Ward 17 - Don Valley North

Planning Application Numbers: 19 264391 NNY 17 OZ and 22 121816 NNY 17 SA

# SUMMARY

On December 23, 2019, an Official Plan and Zoning By-law Amendment application was submitted to amend the Sheppard East Subway Corridor Secondary Plan and the former City of North York Zoning By-law No. 7652 and Zoning By-law 1094-2002, as amended by Zoning By-law 961-2009, for the property at 1181 Sheppard Avenue East. The proposal sought to permit a mixed-use development comprised of a 22-storey tower (89.15 metres) with 39,033 square metres of office space, and a 33-storey residential tower (105.7 metres) with 452 residential units connected by a 5-storey (19 metre) podium.

On November 19, 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 two week hearing has been scheduled to commence on October 2, 2023.

A Request for Direction Report was before North York Community Council at its meeting of June 28, 2022 and adopted without amendment. It was adopted by City Council on July 19, 2022 without amendment.

The applicant submitted revised plans in March 2023 which now proposes redevelopment of the site with two residential towers having heights of 33-storeys and 34-storeys, joined by a 5-storey mixed use podium. The revised proposal would have an overall gross floor area of 66,951 square metres, of which, 58,642 square metres would be residential gross floor area, 1,410 square metres would be retail gross floor area, and 6,899 would be office gross floor area. A daycare of 800 square metres of gross floor area is proposed at grade as part of the development. A total of 805 dwelling units are proposed as part of the revised proposal.

This report provides an update on the proposal and the outstanding issues. The report recommends that the City Solicitor with the appropriate City staff attend the OLT

hearing and continues to oppose the application 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 City Staff to continue discussions with the applicant in an attempt to resolve the outstanding issues detailed in this report.

2. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the outstanding matters identified in this report, regarding the Official Plan and Zoning By-law Amendment appeal for the lands at 1181 Sheppard Avenue East.

3. In the event that the Ontario Land Tribunal allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Order be withheld until such time as the City Solicitor advises that:

a) the final form and content of the draft Official Plan and Zoning By-laws are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;

b) the City has advised that any building envelope changes to address the findings of the wind tunnel study have been made to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

c) the Owner has at its sole expense provided a revised Traffic Impact Study, to the satisfaction of the General Manager and Chief Engineer, Engineering and Construction Services, the General Manager, Transportation Services, and the Chief Planner and Executive Director, City Planning Division;

d) the Owner has at its sole expense provided a Functional Servicing Report and Stormwater Management Report, including the Foundation Drainage Report satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services, and the General Manager, Toronto Water;

e) the Owner at its sole expense has designed and provided financial securities for any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing Report and Stormwater Management Report, including the Foundation Drainage Report, to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the accepted Functional Servicing Report and Stormwater Management Report, and Foundation Drainage Report, accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water; f) confirmation from the City Solicitor that the implementation of the Functional Servicing Report, Groundwater Report, Stormwater Management Report, including the Foundation Report, accepted by Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Transportation Services does not require changes to the proposed amending bylaw or any such required changes have been made to the proposed amending by-laws to the satisfaction of the Chief Planner and Executive Director, City Planning Division and the City Solicitor; and

g) the Owner has made satisfactory arrangements with Engineering and Construction Services and entered into the appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades and road improvements are required to the infrastructure to support this development, according to the accepted Traffic Impact Study accepted by the Chief Engineer and Executive Director of Engineering and Construction Services and the General Manager, Transportation Services.

4. 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**

# **Previous Approval**

The subject site is part of the former Canadian Tire lands which were located on the south side of Sheppard Avenue East, west of the Leslie subway station and between the Bessarion subway station, extending south to Highway 401, and which totalled 20 hectares (50 acres) in area. In 2000 Canadian Tire filed an application for a mixed-use re-development for the entire 20-hectare property. To ensure the area was planned as a comprehensive, mixed use community, the Bessarion-Leslie Context Plan was undertaken and, after community consultation, was approved in 2002. A Zoning by-law (1094-2002) and a Plan of Subdivision implemented the Bessarion-Leslie Context Plan, and provides the implementation tools for a public road network, streetscape character, pedestrian connections, development density and building heights for the property. In 2006 Canadian Tire sold the majority of these lands to Concord Adex but retained ownership of the subject site which is identified as 1181 Sheppard Avenue East. It is located on the southwest corner of Sheppard Avenue East and the CN rail line, west of Leslie Street.

In 2008, Canadian Tire filed applications for an Official Plan and Zoning By-law amendment on the subject property to permit a new 25-storey head office building for the Canadian Tire Corporation, which included ancillary retail uses, a new daycare

facility, and a direct pedestrian connection to the Leslie subway station. On October 1, 2009 City Council approved the applications subject to a holding (H) provision which may be lifted when the conditions respecting a safety feature on the property related to the adjacent CN Rail line are satisfied and when site plan approval is granted. A Section 37 contribution of \$1,000,000 towards the provision of a public community centre, streetscaping improvements along Sheppard Avenue East, on-site public art, and the incorporation of green building technologies such as daylight harvesting were also to be secured prior to Site Plan approval.

City Council's decision can be viewed here: http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2009.NY27.53

Canadian Tire ultimately decided not to pursue the relocation of their head office building to this location and did not pursue any further planning or building approvals. Concord Adex purchased the site from Canadian Tire in 2019.

# Sheppard Avenue East (Bayview to Leslie) Focused Planning Review

On June 26 - 29, 2018, City Council passed a motion directing staff from the City Planning Division, in consultation with other appropriate City Divisions, to review the existing policies of the Sheppard East Subway Corridor Secondary Plan and to analyse the existing and planned built form context to clarify, refine, and/or strengthen the appropriate density and height limitations and other planning and built form policies for the Mixed Use Areas and Institutional Areas located to the north and south of Sheppard Avenue East between the east side of Bayview Avenue and the east side of Leslie Street (the "Sheppard Avenue East Review"). The subject site falls within this study area. Council also directed staff to evaluate whether there is potential for appropriate, grade-related, low-rise intensification opportunities on existing older two-storey and three-storey townhouse and apartment building properties in the vicinity of Talara Drive and Highway 401 that are designated *Neighbourhoods* and *Apartment Neighbourhoods*. The decision of City Council can be found here:

#### http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY31.8 At the

At the January 6, 2022 meeting of North York Community Council, a letter from the local ward councillor was submitted to Community Council for consideration with recommendations acknowledging that City Planning staff undertook and completed the Sheppard Avenue East Review and directed City Planning staff to build upon the completed review and undertake a further study examining the streets and blocks network, parks and open spaces, an enhanced public realm, heritage, built form, multimodal transportation options, servicing infrastructure, and compatible land uses in the area. The item was adopted by Community Council on January 6, 2022 and will be considered by City Council on February 2, 2022. The decision of Community Council can be found here:

#### http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY29.27

At its meeting on June 29, 2020, City Council approved the recommended approach and work plan for the Growth Plan Conformity and Municipal Comprehensive Review (MCR) - Work Plan (PH 14.4). Council approved a prioritization strategy for the delineation of 180+ Major Transit Station Areas (MTSAs) across the City that advances the delineation of PMTSAs before completion of the MCR to support the implementation of inclusionary zoning. The report can be found at the following link: <u>http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2020.PH14.4</u>

#### **Current Application**

The subject Application for Official Plan Amendment and Zoning By-law Amendment was determined to meet the complete application submission requirements of the *Planning Act* and the Toronto Official Plan as of December 23, 2019.

The Preliminary Report was adopted by North York Community Council on February 5, 2022 authorizing staff to hold 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/viewAgendaltemHistory.do?item=2020.NY13.8

A Request for Direction Report was before North York Community Council at its meeting of June 28, 2022 and adopted without amendment. It was adopted by City Council on July 19, 2022 without amendment. The decision can be found here:

https://www.toronto.ca/legdocs/mmis/2022/ny/bgrd/backgroundfile-227247.pdf

# SITE AND SURROUNDING AREA

**Site Description and Dimensions:** The site is located at 1181 Sheppard Avenue East adjacent to the Metrolinx rail corridor. The site is rectangular in shape and has an overall site area of 8,411 square metres.

Existing Use: Vacant (formerly part of Canadian Tire distribution centre)

#### Surrounding uses include:

**North:** On the north side of Sheppard Avenue East are 4 and 5-storey office buildings and the Ambrose Parkette. Further north is a low density neighbourhood.

**East:** To the east of the site is the GO Transit rail corridor and Oriole GO Station. Further east is the Leslie Toronto Transit Commission (TTC) subway station, and the Canadian College of Naturopathic Medicine. The site is located approximately 150 metres from the Leslie TTC station and approximately 650 metres from the existing Oriole GO station. Once the Oriole GO Station is relocated, the GO Station will be approximately 100 metres from the subject site.

**South:** Directly south of the site is a 28-storey residential building. Further south is the Concorde Park Place neighbourhood, which is a tower neighbourhood with heights up to 36-storeys.

**West:** Immediately west the site is a gas station and car wash, and a fast food restaurant. Further west is a Canadian Tire retail store.

# THE APPLICATION

The applicant submitted revised plans to the City in March 2023. The table below identifies the revisions made to the application since the time of original submission:

	Original Submission (Dec 2019)	Revision 1 (April 2021)	Revision 2 (March 2023)	
Site Area	8,411 square metres	8,411 square metres	8,411 square metres	
Gross Floor Area Total	72,861 square metres	73,002 square metres	66,951 square metres	
Non-Residential Gross Floor Area	41,081 square metres	39,099 square metres	8,309 square metres	
Residential Gross Floor Area	31,780 square metres	33,903 square metres	58,642 square metres	
Density (FSI)	8.66	8.68	7.96	
Units Total	513 dwelling units	452 dwelling units	805 dwelling units	
Studio	311 (61%)	60 (13.3%)	0 (0%)	
1-bedroom	80 (16%)	269 (59.5%)	557 (69%)	
2- bedroom	69 (13%)	63 (14%)	132 (16%)	
3- bedroom	53 (10%)	60 (13.3%)	116 (14%)	
West Tower Height - Storeys	25-storeys	33-storeys	34-storeys	
West Tower Height - Metres (excluding mechanical)	73 metres	105.7 metres	104.6 metres	
East Tower Height- Storeys	22-storey	22-storey	33-storeys	
East Tower Height- Metres (excluding mechanical)	89 metres	89.15 metres	104.6 metres	

	Original Submission (Dec 2019)	Revision 1 (April 2021)	Revision 2 (March 2023)	
Vehicular Parking - Total	1.035 spaces	811 spaces	500 spaces	
Vehicular Parking - Residential	357 spaces	332 spaces	386 spaces	
Vehicular Parking - Residential Visitor	51 spaces	45 spaces	112 spaces*	
Vehicular Parking - Non-residential	635 spaces	434 spaces	*non-residential and visitor parking will be shared	
Bicycle Parking - Total	518 spaces	466 spaces	641 spaces	
Bicycle Parking - Long-term	385 spaces	361 spaces	607 spaces	
Bicycle Parking - Short-term	133 spaces	105 spaces	35 spaces	

# **ISSUE BACKGROUND**

#### **Reasons for Application**

An amendment to the Sheppard East Subway Corridor Secondary Plan is being sought to increase the maximum permitted density on the lands to 7.96 times the area of the lands, whereas the Secondary Plan permits a maximum density of 7.5 times the area of the lands.

An amendment to the former City of North York Zoning By-law No. 7625, as amended by Zoning By-law 961-2009, is required to permit the proposed residential use, the proposed height and density, and to incorporate appropriate development standards for the proposed development.

#### Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has been submitted (File No. 22 121816 NNY 17 SA). The Site Plan Control application has also been appealed to the Ontario Land Tribunal.

# POLICY CONSIDERATIONS

**Official Plan Designation:** The site is designated *Mixed Use Areas* on Map 19 of the Official Plan and is located in the Sheppard East Subway Corridor Secondary Plan Area and is subject to Site and Area Specific Policies of the Secondary Plan. The Secondary Plan permits a density of 7.5 times the lot area for this site.

**Zoning:** The site is zoned General Commercial (C1)(111)(H) in the City of North York Zoning By-law 7625, as amended by site-specific by-law 961-2009. By-law 961-2009 is available here: <u>https://www.toronto.ca/legdocs/bylaws/2009/law0961.pdf</u>

The site is not subject to Zoning By-law 569-2013.

#### COMMENTS

#### **Provincial Framework**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement ("PPS"), and shall conform to provincial plans. 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 PPS, and conformity with the Growth Plan. Staff find the proposal to be consistent with the PPS and conforms with the Growth Plan.

#### **Official Plan Amendment**

The site is subject to the policies of the Sheppard East Subway Corridor Secondary Plan. The Secondary Plan states that the Leslie node is to be an employment focused node, and that lands south of Sheppard Avenue East should be predominantly developed for non-residential employment and service commercial uses.

Since the 2019 submission, the applicant has proposed a mix of office and residential uses for the site. The current submission has the non-residential and office uses located in the podium/base building, with the east tower, which was proposed as office, now being entirely residential with a proposed non-residential gross floor area of 8,309 square metres

The Secondary Plan allows for a maximum permitted density on the lands of 7.5 times the area of the site. The applicant has reduced the proposed density from 8.7 times the lot area, as was proposed in 2022, to 7.96 times the lot area

#### Land Use

Since the time of the June 2022 Request for Direction Report, the applicant has revised their proposal relocating the non-residential gross floor area from the east tower to the podium building. The 5-storey podium that is proposed to be shared between the two residential towers will contain a mix of residential, retail, office, and daycare uses. The office gross floor area has been reduced from 36,289 square metres to 6,899 square metres.

The applicant continues to propose a 800 square metre daycare in the podium of the proposal. Additional details will be required to determine how this space will be secured.

## **Built Form**

The existing site specific zoning by-law permits a 20-storey office building having an overall height of 76 metres. The applicant's submission, that formed part of the June 2022 Request for the Direction Report, proposed two tall buildings on top of a five storey podium with tower heights of 33-storeys (105.7 metres) and 22-storeys (89.15 metres) respectively, but excluding mechanical space. Since the time of the 2022 Request for Direction Report, the applicant has revised their proposal to include two residential towers having heights of 33-storeys (104.6 metres) and 34-storeys (104.6 metres) atop a five store podium (20 metres).

The overall building height of the east tower has increased by 15.45 metres between the April 2021 and March 2023 submission (see statistics table on page 5). In addition to the increase in overall building height, the applicant proposes that the east tower be entirely residential. The change of the east tower from an office use to residential has subsequently resulted in a reduction of the tower floorplate as well as the introduction of a significant setback from the building base. The overall height of the west tower has generally remained unchanged between submissions. A minor reduction in metric height to the west tower has been proposed as part of the most recent revision. Although changes to the building heights have been proposed, the revised towers continue to cast shadow on the *Neighbourhoods* to the north as well as Ambrose Parkette in the morning hours of March and September.

The tower floorplates have also been revised since the time of the April 2021 submission. The west tower has been revised to have a typical floor plate size of 750 square metres. The floorplate of the west tower is in keeping with the tall building guidelines. The east tower floorplate has been revised from an office floorplate having a floorplate of 1,797 square metres, to a residential tower having a floorplate of 929 square metres.

The tower setback from the north property line as well as the tower stepback from the podium has increased for both the east and west towers. Both towers are now setback between 20 to 25 metres from the north property line. The east tower setback has been increased from 13.2 metres from the north property line to 25 metres. The west tower is proposed to be 11 metres from the podium along Sheppard Avenue East. Staff have previously identified wind concerns on this site, and continue to be concerned with the impacts that the lack of tower stepback may have on wind conditions and pedestrian comfort on the site and surrounding area.

Staff are of the opinion that the proposed height of the west tower should be reduced in order to minimize the shadow impacts on the *Neighbourhoods* designated lands and Ambrose Parkette in the morning hours of March and September. Staff are also of the opinion that the east tower floorplate should be reduced to be more in keeping with the Tall Buildings Guidelines.

#### Sun, Shadow

Staff had identified in the June 2022 Request for Direction Report that there were concerns with the shadow impacts of the proposal on the adjacent public streets and sidewalks, on Amrose Parkette, and on the neighbourhood to the north. The applicant has submitted revised shadow studies in support of the most recent plan revisions. The shadow studies demonstrate improvement to the shadow impact with the east tower being converted from an office floorplate to a residential floorplate and being setback further south from the north property line. The extent of shadow cast by both the east and west tower have increased in the early morning hours of March and September. The revised shadow studies demonstrate that the shadows on the Neighbourhood to the north and of the Amrose Parkette have increased in the hours of 9:18 am and 10:18 am in March and September than previously shown by the applicant in 2021.

Staff are of the opinion that the shadowing during these morning hours in March/September could be further improved with a reduction in the building height of the west tower as discussed in the Built Form section above.

#### Wind

A Pedestrian Level Wind Study prepared by RDWI was submitted in December 2019, and an updated study was submitted in April 2021. A letter from RDWI was submitted as part of the March 2023 submission, and recommended further wind tunnel testing be undertaken to confirm the impact of the changes on wind conditions.

Staff recommend that should the OLT approve the application in some form, that the OLT withhold its final order until such time as the wind tunnel testing has been completed, and any building envelope changes to address the findings of the wind tunnel study have been made to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

# **Transit Connection**

The subject site is located adjacent to the Leslie TTC Station and relocated Oriole GO Station. Both at-grade and underground access to the transit stations has been explored as part of the development proposal since the time of submission. The 2008 application included a proposed entrance connection from the development to the underground pedestrian link forming a portion of TTC's Leslie Station located on the subject lands and within TTC's easement. The TTC has constructed a weather protected pedestrian link from Leslie Station to the subject lands, which are located west of the railway tracks, to protect for future rapid transit regional connections as contemplated in the Secondary Plan. The tunnel exists, but requires fit-up and finishing, as well as connection to the subject site for it to provide pedestrian access. The TTC encourages the provision of an entrance connection on the subject lands via the already constructed weather protected pedestrian link to Leslie Station. A direct underground pedestrian tunnel connection continues to be explored by the applicant, TTC staff and City staff. The underground pedestrian tunnel would connect the subject development, via the P5 level, to an existing TTC pedestrian tunnel which would in turn provide direct access to the Leslie TTC station.

City Staff and TTC staff have been working with the applicant to secure the direct underground pedestrian connection to the Leslie TTC Station from the proposed development but have encountered challenges in bringing the connection to fruition due to licencing requirements. As an interim solution, the applicant is proposing to provide a knock-out panel and space for the egress vestibule for the pedestrian connection on the P5 level as part of their proposal. As noted, the TTC has invested considerable funds in the provision of a weather protected, barrier free pedestrian connection to the west of the rail corridor with the intention to provide a direct entrance connection from the west to Leslie Station. The TTC has indicated support of the owner's provision of a western entrance to Leslie Station through the development proposal that takes advantage of the existing public investment made by TTC to build the barrier free pedestrian connection for this specific purpose. City staff and TTC staff will continue to work with the applicant to secure the direct connection to the pedestrian tunnel connection as part of the development proposal.

An outdoor, at-grade connection is currently proposed along the eastern and southern limit of the site, providing at-grade pedestrian connections via a stairway and public elevator between Sheppard Avenue East and Singer Court. Pedestrians would be able to walk from the stairway/elevator which fronts Sheppard Avenue East, east along the Sheppard Avenue East sidewalk, to the Leslie Street TTC entrance via the public sidewalk.

#### **Driveway Access**

The applicant is proposing three access driveways for the subject site. On Singer Court, the site is proposed to provide one north-south all-moves access that connects directly to the underground parking garage. Also, an all-moves driveway will be provided on the Singer Court cul-de-sac to provide access to pick-up/drop-off spaces on-site. In general, Transportation Services accepts these driveways, though they have some comments related to the driveway design. The third proposed driveway is a right-in/right-out access taken from Sheppard Avenue East, providing access to the site's loading and a secondary access to the parking garage.

Transportation Services have indicated that the parking access must be closed from the Sheppard Avenue East entrance, and signage must be put up to indicate that entrance is to be used for loading only. The parking access as proposed has been determined to be unsafe as vehicles may be required to wait on the ramp while loading vehicles turn into the loading areas and/or for the loading vehicles to wait to be unloaded.

Transportation Services will allow a new right-in/right-out driveway access on Sheppard Avenue East as part of this development if it is to provide access to the site's loading area only. The current proposal shows a connection to the parking levels, which must be deleted.

# **Parking and Loading**

The applicant has revised their proposal to provide a total of 500 parking spaces within a 5-level underground parking garage. Of the 500 parking spaces, 386 parking spaces would be provide for residential dwelling units, and 112 parking spaces provided for the

non-residential uses. All non-residential parking spaces are proposed to be provided on concourse Level 1, with all residential parking provided within concourse levels 2 and 3, as well as within Level P4 and P5. The proposed parking supply of 500 satisfies the By-law minimum parking standard requirements and is acceptable.

#### Servicing

A Functional Servicing and Stormwater Management Report and associated plans have been submitted for the site and have been reviewed by Engineering and Construction Services. Revisions to the Functional Servicing and Stormwater Management Report are required prior to acceptance by Engineering and Construction Services.

In the event that the OLT allows the Official Plan and 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.

#### Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020) that is in effect at the time of this report. A further assessment would have to be undertaken should a new Provincial Planning Statement come into effect prior to the OLT making a decision. Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan.

While a number of earlier matters appear to be moving towards a positive resolution, the following matters continue to remain unresolved, and as such, additional discussions are required:

- Overall building height of the west tower;
- The floorplate of the east tower;
- The deletion of access to the parking levels from Sheppard Avenue East, and having that entrance be used for loading only; and
- The direct underground pedestrian connection to the Leslie TTC station and relocated Oriel GO station.

Staff recommend that City Council direct City Staff to continue to negotiate with the applicant to resolve the outstanding issues detailed in this report. City Council direct the City Solicitor, and appropriate City Staff, to attend and oppose the application in its current form, as per the issues identified in this report.

# CONTACT

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# SIGNATURE

David Sit, Director Community Planning, North York District

# ATTACHMENTS

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Site Plan/Draft Plan of Subdivision
- Attachment 6a: South Elevation
- Attachment 6b: North Elevation
- Attachment 6c: East Elevation
- Attachment 6d: West Elevation

Municipal Address:	1181 SHEPPARD AVE E	Date Received	d: Decemb	oer 23, 2019
Application Number:	19 264391 NNY 17	OZ		
Application Type:	OPA & Rezoning			
Project Description:	Proposed redevelop having heights of 33 storey mixed use po overall gross floor a 58,642 square metre 1,410 square metre would be office gross metres of gross floor development. A tot of the revised propo	B-storeys and 34-st odium. The revised area of 66,951 squa res would be reside s would be retail gr ss floor area. A day or area is proposed al of 805 dwelling u osal. Application ha	oreys, joined d proposal wor re metres, of ontial gross flo ross floor area ycare of 800 s at grade as p units are propo s been appea	by a 5- uld have an which, or area, a, and 6,899 square art of the osed as part
Applicant CONCORD ADEX DEVELOPMENTS CORPORATION	Agent CONCORD ADEX DEVELOPMENTS CORPORATION	Architect DIALOGUE ARCHITECTS		IAN TIRE PRATION
EXISTING PLANNING	CONTROLS			
Official Plan Designatio	n: Mixed Use Area	s Site Specific Pre	ovision:	
Zoning:	C1(111)(H)	Heritage Desigr	nation: N	
Height Limit (m):		Site Plan Contro	ol Area: Y	
PROJECT INFORMAT	ION			
Site Area (sq m): 8,47	11 Fronta	ge (m): 69	Depth (m	): 86
Building Data	Existing	Retained P	roposed	Total
Ground Floor Area (sq	m):	3,	,829	3,829
Residential GFA (sq m)	:	53	3,305	53,305
Non-Residential GFA (s	7,	,352	7,352	
Total GFA (sq m):		60	0,657	60,657
Height - Storeys:		34	4 :	34

Height - Metres:			105	105	
Lot Coverage Ratio (%):	45.53	Floor Sp	bace Index: 7.	21	
Floor Area Breakdown		Above Grade (sq m) Below Grade (sq m)			
Residential GFA:	52,903	402			
Retail GFA:	640	741			
Office GFA: Industrial GFA:	5,146	825			
Institutional/Other GFA					
Residential Units by Tenure	Existing	Retained	Proposed	Total	
Rental:					
Freehold:					
Condominium: Other:			805	805	
Total Units:			805	805	
Total Residential Units by Size					
Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom	
Retained:					
Proposed:		557	132	116	
Total Units:		557	132	116	
Parking and Loading					
Parking	<b>.</b>				
Spaces: 500	Bicycle Parl	king Spaces: 6	641 Loading	Docks: 4	

## Attachment 2: Location Map







Attachment 4: Existing Zoning By-law Map



#### Attachment 5: Site Plan



Site Plan



South Elevation



#### Attachment 6b: North Elevation

North Elevation





East Elevation



#### Attachment 6d: West Elevation