

3 Swift Drive –Zoning By-law Amendment and Rental Housing Demolition Applications – Decision Report - Approval

Date: December 5, 2023

To: North York Community Council

From: Director, Community Planning, North York District

Wards: 16 - Don Valley East

Planning Application Number: 21 251397 NNY 16 OZ

Rental Housing Application Number: 21 251400 NNY 16 RH

Related Application Number: 21 251396 NNY 16 SA

SUMMARY

This application proposes to amend City-wide Zoning By-law 569-2013 for the lands at 3 Swift Drive. The applicant proposes to demolish the existing 4-storey residential building at 3 Swift Drive containing 61 rental dwelling units and redevelop the lands with 35-storey (112 metre) and 31-storey (100 metre) towers connected by a 7-storey (27 metre) podium. The application also proposes a 518.9 square metre on-site public parkland dedication and a 268 square metre privately-owned publicly-accessible space. The proposed development would contain 857 residential units of which 61 units will be rental replacement units, with a total gross floor area of 55,368.5 square metres resulting in a density ("FSI") of 10.67 times the area of the lot. A Location Map can be found in Attachment 2 to this report.

The proposal also includes a Tenant Relocation and Assistance Plan that addresses the right of existing eligible tenants to return to a replacement rental dwelling unit at similar rents and financial compensation to lessen hardship. The proposed replacement rental dwelling units will be secured at affordable, mid-range (affordable), and mid-range (moderate) rents.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposed development conforms to the City of Toronto Official Plan. This report reviews and recommends approval of the application to amend the Zoning By-law and the Rental Housing Demolition application at 3 Swift Drive. The proposed development represents an appropriate level of intensification on the site and provides for amenity improvements for existing residents and the surrounding community.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 3 Swift Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to the report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the Zoning By-law Amendment as may be required.
3. City Council accept an on-site parkland dedication pursuant to Section 42 of the *Planning Act* having a minimum size of 518.9 square metres, in the location generally as shown on Attachment No. 6 to the report, with the location and configuration of the on-site parkland dedication to be to the satisfaction of the General Manager, Parks, Forestry and Recreation; the on-site parkland dedication to be transferred to the City shall be in an acceptable environmental condition, free and clear, above and below grade, of all easements, encumbrances, and encroachments all to the satisfaction of the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor.
4. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation; the development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.
5. City Council approve the Rental Housing Demolition Application File No. 21 251400 NNY 16 RH in accordance with Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 which allows for the demolition of sixty one (61) existing rental dwelling units at 3 Swift Drive, subject to the following conditions:
 - a. The owner shall provide and maintain sixty-one (61) replacement rental dwelling units on the subject site for a period of at least 20 years beginning from the date that each replacement rental dwelling unit is first occupied. During such 20-year period, no application may be submitted to the City for condominium registration, or for any other conversion to a non-rental housing purpose, or for demolition without providing for replacement. The sixty one (61) replacement rental dwelling units shall be comprised of forty (40) one-bedroom units, twenty (20) two-bedroom units and one (1) three-bedroom unit, and shall collectively have a total gross floor area of at least 3,979.5 square metres, as generally illustrated in the plans submitted to the City Planning Division dated July 19, 2023, with any revision to these plans being to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

b. the owner shall, as part of the sixty one (61) replacement rental dwelling units required in Recommendation 5.a above, provide at least thirty-four (34) one-bedroom, nineteen (19) two-bedroom, and one (1) three-bedroom replacement rental dwelling units at affordable rents, one (1) one-bedroom unit at mid-range (affordable) rents, and five (5) one-bedroom and one (1) two-bedroom rental units at mid-range (moderate) rents, as currently defined in the Toronto Official Plan, all for a period of at least ten (10) years beginning from the date of first occupancy of each unit.

c. the owner shall provide an acceptable Tenant Relocation and Assistance Plan to all Eligible Tenants of the sixty-one (61) existing rental dwelling units proposed to be demolished at 3 Swift Drive, addressing the right to return to occupy one of the replacement rental dwelling units at similar rents, the provision of rent gap assistance, and other assistance to lessen hardship. The Tenant Relocation and Assistance Plan shall be developed in consultation with, and to the satisfaction of, the Chief Planner and Executive Director, City Planning Division;

d. the owner shall provide tenants of all sixty-one (61) replacement rental dwelling units with access to, and use of, all indoor and outdoor amenities in the proposed development at no extra charge, and on the same terms and conditions as any other resident of the development, without the need to pre-book or pay a fee unless specifically required as a customary practice for private bookings;

e. the owner shall provide ensuite laundry in each replacement rental dwelling unit within the proposed development at no extra charge.

f. the owner shall provide central air conditioning in each replacement rental dwelling unit within the proposed development at no extra charge.

g. the owner shall provide and make available for rent at least fifteen (15) vehicle parking spaces to tenants of the replacement rental units. Such vehicle parking spaces shall be made available: firstly, to returning tenants whose lease agreements for their existing rental units included access to a vehicular parking space, at no charge; secondly, to returning tenants who held parking agreements in the existing building for access a vehicular parking space, at the same monthly parking charges that such tenants previously paid; thirdly, to returning tenants who did not previously rent a vehicle parking space, on the same terms and conditions as any other resident of the development; and fourthly to new tenants of the replacement rental units on the same terms and conditions as any other resident of the development;

h. the owner shall provide tenants of the replacement rental dwelling units with access to all bicycle and visitor vehicular parking at no charge and on the same terms and conditions as any other resident of the development.

i. the replacement rental dwelling units required in Recommendation 5. a. above shall be made ready and available for occupancy no later than the date by which seventy percent (70%) of the new dwelling units in the proposed development,

exclusive of the replacement rental units, are made available and ready for occupancy, subject to any revisions to the satisfaction of the Chief Planner and Executive Director, City Planning Division; and,

j. the owner shall enter into, and register on title to the lands at 3 Swift Drive, an agreement pursuant to Section 111 of the City of Toronto Act, 2006 to secure the conditions outlined in Recommendation 5. a. through 5. j. above, all to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning Division, prior to issuance of Notice of Approval Conditions for site plan approval by the Chief Planner and Executive Director, City Planning or their designate pursuant to Section 114 of the City of Toronto Act, 2006.

6. City Council authorize the Chief Planner and Executive Director, City Planning to issue Preliminary Approval of the Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 for the demolition of sixty-one (61) rental dwelling units at 3 Swift Drive after all the following have occurred:

a. all conditions in Recommendation 5 above have been fully satisfied and secured.

b. the Zoning By-law Amendment has come into full force and effect.

c. the issuance of the Notice of Approval Conditions for site plan approval by the Chief Planner and Executive Director, City Planning or their designate pursuant to Section 114 of the City of Toronto Act, 2006.

d. the issuance of excavation and shoring permits (conditional or full permits) for the approved development on the site; and

e. the owner has confirmed, in writing, that all existing rental dwelling units proposed to be demolished are vacant.

7. City Council authorize the Chief Building Official and Executive Director, Toronto Building Division to issue a Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code after the Chief Planner and Executive Director, City Planning has given the Preliminary Approval referred to in Recommendation 6 above.

8. City Council authorize the Chief Building Official and Executive Director, Toronto Building Division to issue a Residential Demolition Permit under Section 33 of the Planning Act and Chapter 363 of the Toronto Municipal Code for 3 Swift Drive after the Chief Planner and Executive Director, City Planning Division has given the Preliminary Approval referred to in Recommendation 6 above, which may be included in the Rental Housing Demolition Permit under Chapter 667 pursuant to section 6.2 of Chapter 363, on condition that:

a. the owner removes all debris and rubble from the site immediately after demolition.

b. the owner erects solid construction hoarding to the satisfaction of the Chief Building Official and Executive Director, Toronto Building.

c. the owner erects the proposed building no later than four (4) years from the date on which the demolition of the existing rental dwelling units commences, subject to the time frame being extended at the discretion of the Chief Planner and Executive Director, City Planning; and,

d. should the owner fail to complete the proposed development within the time specified in Recommendation 8. c. above, the City Clerk shall be entitled to enter on the collector's roll, as with municipal property taxes, an amount equal to the sum of twenty thousand dollars (\$20,000.00) per dwelling unit for which a demolition permit is issued, and that such amount shall, until payment, be a lien or charge upon the land for which the Residential Demolition Permit is issued.

9. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to, at its sole cost and expense:

a. submit a revised Functional Servicing Report and Stormwater Management Report ("**Engineering Reports**") to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water.

b. has secured the design and the provision of financial securities for any upgrades or required improvements to the existing municipal infrastructure and/or new municipal infrastructure to support the development identified in the accepted Engineering Reports, in a municipal infrastructure agreement, 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 and/or new infrastructure are required to support the development, according to the accepted Engineering Reports, accepted by the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water.

10. City Council request the Chief Planner and Executive Director, City Planning to secure the following on the plans and drawings as part of the site plan control application and as part of the site plan agreement to the satisfaction of Chief Planner and Executive Director, City Planning:

a. the provision of a public access easement, at no cost or expense to the City, from the Owner in favour of the City in perpetuity, including any rights of support as may be necessary, for public pedestrian and vehicular use of the east/west private driveway for a minimum width of 6.0 metres, to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services and the City Solicitor; and

b. the privately owned publicly-accessible space ("POPS"), having an approximately area of 268 square metres at grade at the southern end of the site fronting Eglinton Avenue East, with the specific design of the POPS and any

associated easements, at no cost or expense to the City, to provide public access (where appropriate) to be determined as part of the Site Plan Approval process for this site, to the satisfaction of the Chief Planner and Executive Director, City Planning.

11. City Council authorize the City Solicitor and any other City staff to take such actions as are necessary to implement City Council's decision, including execution of the Section 111 agreement and other related agreements.

FINANCIAL IMPACT

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

DECISION HISTORY

A pre-application meeting was held on July 28, 2021. The Zoning By-law Amendment application was submitted and deemed complete on February 4, 2022. A Preliminary Report on the application was adopted by North York Community Council on February 3, 2022, authorizing staff to conduct a community consultation meeting with an expanded notification area. The Preliminary Report is available at the following link: <https://www.toronto.ca/legdocs/mmis/2022/ny/bgrd/backgroundfile-198961.pdf>

On July 19, 2022, City Council delineated 115 proposed Major Transit Station Areas/Protected Major Transit Station Areas. Official Plan Amendment 575 ("OPA 575") adopted through By-law 646-2022, establishing Site and Area Specific Policy 686 as a Major Transit Station Area ("MTSA") for Sloane Station. OPA 575 is currently before the Minister of Municipal Affairs and Housing for a Decision pursuant to Section 26 of the Planning Act. No decision has been made at the time of this report.

Sloane Station was delineated as a MTSA with a proposed minimum density target of 160 people and jobs per hectare. The site at 3 Swift Drive is located in the Sloan Station MTSA and is approximately 300 metres from Sloane station.

City Council's Decision may be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

PROPOSAL

This application proposes to amend the Zoning By-law for the property at 3 Swift Drive to permit the redevelopment of the lands with 35-storey and 31-storey towers connected by a 7-storey podium. The development is proposed to contain a total of 857 dwelling units, of which 61 would be rental replacement units. The total gross floor area proposed for this development is 55,368.5 square metres, resulting in an overall density of 10.7 times the lot area.

The proposal contains 220 resident parking spaces, of which 12 would be visitor parking spaces provided within a three-level underground parking garage. A total of 858 bicycle parking spaces are proposed as part of this development, of which 86 would be short term bicycle parking spaces and 772 would be long-term spaces.

The application proposes to demolish 61 existing rental units and replace them with 61 rental units at similar rents to those in effect at the time of the application. Existing tenants would be provided the right to return to a replacement rental unit and financial compensation in the form of rent gap assistance payments, as well as additional assistance to lessen hardship.

An Application Data Sheet can be found in Attachment 1 to this report and the following is a summary of the revised application's statistics compared to the original submitted application:

	Original Plans dated December 21, 2021	Revised Plans dated October 31, 2023
Site Area	5,188.5 m2	5,188.5 m2
FSI	11.31	10.7
Total Residential GFA	58,686 m2	55,368.5 m2
Total Project GFA	64,262 m2	70,807.9 m2
Indoor Amenity	1,648 m2	1,714 m2
Outdoor Amenity	1,648 m2	1,247 m2
New Residential Units	1 Bedroom – 526 (64%) 2 Bedroom – 213 (26%) 3 Bedroom – 85 (10%) Total – 824	1 Bedroom – 597 (70%) 2 Bedroom – 174 (20%) 3 Bedroom – 86 (10%) Total – 857
Proposed Towers Height	West 39 storeys (122 m) and East 41 Storeys (130 m) plus 7 m mechanical penthouse)	West 35 storeys (112.05 m) and East 31 Storeys (100.25 m) plus 6 m mechanical units)
Proposed Podium Height	3-7 storeys	4-7 storeys
Proposed Parkland dedication	0 m2	518.9 m2
Proposed POPS	0 m2	268 m2
Vehicle Parking	Resident - 330 Visitor - 41 Total - 371	Resident - 208 Visitor - 12 Total - 220

	Original Plans dated December 21, 2021	Revised Plans dated October 31, 2023
Bicycle Parking	Resident - 742 Visitor - 83 Total - 825	Resident - 772 Visitor - 86 Total - 858

Vehicular access to the proposed development would be from Swift Drive from an east/west private driveway along the north property line. The private driveway accesses a below-grade parking structure and a passenger drop-off area. The main entrance to the development will be from the north side of the podium, adjacent to the 268 square metre POPS fronting Eglinton Avenue East. The north side of the podium will also have an entrance adjacent to the vehicular drop-off area. The proposal includes a 519 square metre parkland dedication on the east side of the site.

Existing Use and Dwelling Units

The site contains a 4-storey residential rental apartment building that includes 61 rental dwelling units. The breakdown of the existing units by unit type and rent classification at the time of application is outlined in Table 1 below.

Table 1. Unit Mix and Rent Classifications of Apartment Building at 3 Swift Drive

	1-Bedroom	2-Bedroom	3-Bedroom	Total
Affordable	34	19	1	55
Mid-Range	1	0	0	1
Mid-Range (Moderate)	5	1	0	6
Total	40	20	1	61

The replacement units, as secured through this report's recommendations, will include 40 three-bedroom units, 20 two-bedroom units and 1 three-bedroom unit for a total of 61 affordable units.

At the time of this report, 51 units are occupied by eligible tenants and 10 units are either vacant or occupied by tenants who moved into the building after the Rental Housing Demolition application was made.

Site Description

The subject site is located on the northeast corner of Eglinton Avenue East and Swift Drive. The subject site is rectangular in shape, has an area of 5,189 square metres, and has an 89-metre frontage on Eglinton Avenue East and 46-metre frontage on Swift

Drive. There is currently a four-storey residential apartment building with a separate one-storey parking structure. The Eglinton Avenue East right-of-way is at a slightly higher elevation from the site (the difference being approximately 1.0 metre). Vehicular access to the existing apartment building is from Swift Drive.

Surrounding Area

Surrounding uses include:

North: 25 Eccleston Drive is a four-storey residential apartment building.

East: 21 Eccleston Drive is a four-storey residential apartment building.

South: Eglinton Avenue East. Bermondsey Employment area is on the south side of Eglinton Avenue East.

West: Swift Drive abuts the westerly property line. 2 Swift Drive is a four-storey residential apartment building on the west side of Swift Drive.

Reasons for Application

The Zoning By-law Amendment application proposes to amend City-wide Zoning By-law 569-2013 to establish site-specific provisions, including those related to height, density, and setbacks, in order to permit the proposed building.

A Rental Housing Demolition application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the *City of Toronto Act*, 2006 has been submitted to demolish the sixty-one (61) existing rental dwelling units on the lands.

APPLICATION BACKGROUND

Application Requirements

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

- Planning Rationale Report
- Housing Issues Report
- Block Context Plan
- Community Services and Facilities Study
- Traffic Impact Study
- Transportation Demand Management Plan Study
- Sun/Shadow Study
- Pedestrian Level Wind Assessment
- Energy Strategy Report
- Geotechnical Engineering Report
- Hydrogeological Review Report and Review Summary Form

- Arborist Report / Tree Preservation Report with Tree Preservation Plan
- Functional Servicing and Stormwater Management Report
- Servicing Report Groundwater Summary
- TGS Version 3 Checklist and TGS Version 3 Statistics Template

The reports and studies submitted by the applicant are available on the City's Application Information Centre at the following link:

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

Agency Circulation Outcomes

The applications, together with the reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members will have been given an opportunity to view the oral submissions made at the statutory public meeting held by North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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 (2020), and shall conform to provincial plans, including the Growth Plan (2020) for the Greater Golden Horseshoe, the Greenbelt Plan, and others.

Official Plan

The land use designation for the site is *Apartment Neighbourhoods*. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

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

Zoning

The site is subject to City-wide Zoning By-law 569-2013, as amended. Under By-law 569-2013, the site is zoned RM (f21.0; a835; d1.0). The RM (f21.0; a835; d1.0) zone permits an apartment building and a maximum building height of 10.0 metres or two

stories. See Attachment 4 for the Zoning By-law Map. The City wide 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/>

Rental Housing Demolition and Conversion By-law

This application involves the demolition of rental housing. Since the development site contains six or more residential units, of which at least one unit is rental housing, an application is required under Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law. The By-law requires an applicant obtain a permit from the City allowing the demolition of the existing rental housing units. The City may impose conditions that must be satisfied before a demolition permit is issued.

Design Guidelines

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

Tall Buildings Design Guidelines
Bird Friendly Guidelines
Growing Up: Planning for Children in New Vertical Communities
Pet Friendly Design Guidelines for High Density Communities

The City's Design Guidelines may be found here:

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

Toronto Green Standard

The Toronto Green Standard (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 TGS.

Site Plan Control

The proposed development is subject to Site Plan Control. The applicant has submitted a site plan control application (**21 251396 NNY 16 SA**) that is being processed concurrently with the Zoning By-law Amendment application.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020).

The PPS identifies that the long-term prosperity and social well-being of the province depends on planning for strong and sustainable communities, a clean and healthy environment, and a strong and sustainable economy. The PPS contains policies that promote the use of active transportation and transit before other modes of travel. Policy 1.1.3.3 promotes transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment, taking into account the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The Growth Plan contains policies similar to the PPS, which support the achievement of complete communities that are designed to support health and active living and the meeting of people's needs for daily living throughout an entire lifetime. Policy 2.2.2.3 of the Growth Plan supports general intensification throughout the City of Toronto, but also recognizes that the appropriate type and scale of development and transition of built form to adjacent areas will also guide the appropriate level of intensification. Policy 2.2.1.4 and Section 2.2.6 of the Growth Plan supports a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

The proposed development's mix of unit sizes and full rental replacement is consistent with the policies of the PPS and conforms to the Growth Plan. The proposed development meets the policy objectives of the PPS and Growth Plan by providing an appropriate level of intensification of the site, which is adjacent to higher order transit, while contributing to a mix of ownership types and densities necessary to meet projected requirements of current and future residents as well as encourage active transportation using bicycle facilities proposed as part of the development.

Development in *Apartment Neighbourhoods*

Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. Although the *Apartment Neighbourhoods* land use designation are not areas where significant growth is anticipated on a City-wide basis, the Official Plan does contemplate that appropriately scaled development can occur in some *Apartment Neighbourhoods* subject to compliance with the development criteria in the Official Plan. Policy 4.2.2 establishes development criteria for development in neighbourhoods to contribute to the quality of life in the area. Policy 4.2.3 states that compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings which improves the existing site conditions.

In considering the appropriate level of intensification, City staff considered the location of the subject site and its relation to transit. The site fronts onto Eglinton Avenue East, which is identified as a Higher Order Transition Corridor on Map 4 of the Official Plan with a planned right-of-way width of 45 metres. Further, the new Eglinton Crosstown Light Rail Transit (Eglinton LRT) runs along this segment of Eglinton Avenue East. The subject site is also located approximately 300 from the new Sloane LRT Station. The delineation of the Sloane MTSA also supports intensification of the site at an appropriate scale that is compatible with the adjacent *Apartment Neighbourhoods*. The existing apartment neighbourhood is older and does not reflect the scale of development of current *Apartment Neighbourhoods* in proximity to transit stations and within a MTSA. The proposed site can support a greater level of intensification than the current four-storey apartment building on this site. As further discussed below, the proposal provides for a compatible and appropriately scaled development in this established *Apartment Neighbourhood* that will have access to new transit adjacent to the Subject Site while contributing to a better quality of life for the area. A Location Map can be found in Attachment 2 to this report.

Height and Massing, and Site Organization

The applicant has revised their plans since the time of their original submission. The proposal has changed from the original 39-storey (122 + 6 metre) and 41-storey (130 + 6 metre) towers to the current 31-storey (100 metre) and 35-storey (112 metre) towers, with an increase in density from 11.3 to 10.7 times the lot area including the new public park. The heights of the 31-storey and 35-storey towers and the seven-storey podium are appropriate and comply with Policies 4.2.2 a) and 4.2.3 b), given the site's location on the existing Eglinton Light Rail Transit corridor and proximity to Sloane station.

The Tall Building Guidelines and Official Plan policy 4.2.3 c) prescribe that development in Apartment Neighbourhoods is to be compatible with existing apartment buildings on and adjacent to the site and provide appropriate separation distances between buildings. The proposed 31-storey and 35-storey towers have separation distances between 25.5 to 27.2 metres. The west and east towers will be setback to the north property line by 12.5 metres. Both towers are stepped-back 3.0 metres from the podium on the south adjacent to Eglinton Avenue East, 0.0 metres on the east adjacent to the new public park, and 3.0 metres on the west adjacent to Swift Drive. Both towers are stepped-back 5.0 metres from the podium on the north elevation. Both towers and the seven-storey podium will have no stepbacks adjacent to the 268 square metre POPS. The site plan for the proposed development can be found in Attachment 6 to this report.

The proposal contemplates 789 and 792 square metre gross construction floor plates for the west and east towers, respectively. The proposed tower floor plates exceed the 750 square metres recommended in the Tall Building Design Guidelines, however the impact of the larger floorplates is mitigated by improved separation distance between the two towers and the massing of the towers which have minimized any impacts from the proposed development. In addition, the larger floorplates do not have any significant additional shadow impact on the proposed public park to the east, adjacent properties, or the public realm. The height, location, and massing of the 31-storey and 35-storey towers are appropriate. The elevations for the proposed development can be found in Attachments 7a to 7d and 3D Renderings are provided in Attachments 8a and 8b.

Moreover, the nearest low-density residential neighbourhood, which consists of detached dwellings designated *Neighbourhoods*, is located northeast and 80 metres from 3 Swift Drive and separated by other *Apartment Neighbourhoods* sites (see Attachment 3: Official Plan Land Use Map).

The proposed building will have an east side yard setback of 5.0 metres at-grade adjacent to the new public park. Levels two to six on the east elevation includes 2.0-metre cantilevered balconies that reduce the setback to 3.0 metres above the ground level. The 5.0 metre at-grade separation distance is acceptable and staff do not object to the cantilevered balconies. The proposed building will be setback 3.0 metres at the south from Eglinton Avenue East. The property line to curb distance is large for this segment of Eglinton Avenue East and provides opportunity for planting and other improvements to the public realm. The proposed building will be setback 3.0 metres at the west adjacent to Swift Drive and 7.5 metres from the north property line. Both the west and north setbacks are appropriate and provide sufficient distances for functionality of pedestrians and vehicles. The building setbacks are appropriate, provide sufficient distance for the POPS, driveways, and tree planting, as prescribed in Policies 4.2.2 g), h), 4.2.3 k), l), m) and n) of the Official Plan.

The revised plans show a four- to seven-storey podium with 268 square metre POPS adjacent to Eglinton Avenue East to the south. This design results in good sunlight exposure for the 268 square metre POPS and breaks the building massing horizontally along Eglinton Avenue. There are two primary accesses. The north access is a private driveway from Swift Drive to the underground parking structure and loading entrance. The private driveway also includes a passenger drop-off area that leads to one of the main entrances. The south elevation of the podium includes a pedestrian-only access adjacent to the POPS. The POPS will be integrated with the public sidewalk and a double row of trees on the Eglinton Avenue East right-of-way for one large open space, as prescribed in Policies 4.2.2 f), 4.2.3 d), e), and j) of the Official Plan.

The podium is proposed to be four-storeys adjacent to Swift Drive, six storeys adjacent to Eglinton Avenue East, and seven-storeys between the towers. The four and six-storey podiums at the corner of Swift Drive and Eglinton Avenue East provides an appropriate transition to the existing four-storey residential apartment buildings throughout the *Apartment Neighbourhood*. The four-storey podium adjacent to Swift Drive is an appropriate scale and transition which is consistent with the existing buildings in the *Apartment Neighbourhood*. There is no podium on the east elevation adjacent to the new public park but the proposal includes balconies on floors two to six. The massing of the proposed development is appropriate.

Sun/Shadow

Official Plan Policies 4.2.2 b) and c) identify that building location and massing will be done in a manner so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, streets, and public open spaces, particularly during the spring and fall equinoxes (from March to June). Shadow impact on transition properties between *Apartment Neighbourhoods* and *Neighbourhoods*, may be acceptable in some instances. Shadow impact is to be expected and is acceptable within the *Apartment Neighbourhood*.

The applicant submitted a Sun/Shadow study which applied a conical angular-plane in support of the proposal. The Sun/Shadow study demonstrates that the proposed development first impacts the *Neighbourhoods* to the northeast beginning 1:18 pm between March to June. The shadow from the proposed development impacts the *Neighbourhoods* for one hour from 3:18 pm to 4:18 pm. The shadow impact on the *Neighbourhoods* completely disappears by 6:18 pm.

Staff have reviewed the Sun/Shadow study against the policies of the Official Plan and are of the opinion that the proposal's incremental shadow impact on adjacent properties comply with the policies and are acceptable.

Wind

Official Plan Policy 4.2.2 c) identifies that new buildings will be located and massed to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces. The applicant submitted a Pedestrian Level Wind Study prepared by Gradient wind Engineers & Scientists dated July 6, 2023, in support of the proposed development. The consultant's study determined that conditions on most of the site, including entrances, are generally expected to be suitable for the intended use year-round.

Wind conditions on the sidewalks surrounding the development are appropriate. Wind mitigation measures are suggested for the parkland dedication to the east, the POPS area on the south elevation, and the Level 8 terrace where there is a common outdoor amenity area. Mitigation measures for these conditions will be implemented through detailed building and site design and secured as part of the Site Plan Control application.

Public Realm

The proposal conforms with the applicable public realm policies of the Official Plan. The proposed building improves the street wall along Swift Drive and Eglinton Avenue East. The proposal contemplates an accessible outdoor seating area in the 268 square metre POPS adjacent to Eglinton Avenue East, which is supported by Policy 3.1.1.20 and Section 4.2 to enhance the open space on the subject site supporting the context of the *Apartment Neighbourhoods*. New tree plantings are proposed on the Swift Drive and Eglinton Avenue East frontages, and adjacent to the parkland dedication to the east. Detailed landscaping will be reviewed and secured through the associated site plan control process. The details of the POPS design will be integrated with the landscaping along the Eglinton Avenue East right-of-way through the site plan control process.

Amenity Space

Official Plan Policies 3.1.2.6 and 3.2.2 f) state that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens, and other

types of outdoor spaces. Policies 3.2.3 d) and e) speak to improving the quality of landscaped open space and outdoor amenity space for new and existing residents. These policies are partially implemented via City-wide Zoning By-law 569-2013, which requires a combined 4.0 square metres per unit of indoor and outdoor amenity space.

The applicant is proposing to provide indoor and outdoor amenity space at-grade, on the first-floor mezzanine, the top of the podium, and within the building envelope.

There is 444 square metres of indoor amenity space is proposed at level one adjacent to a 560 square metre outdoor amenity space. An additional 1,210 square metres of indoor amenity space is proposed on level eight adjacent to 921 square metres of outdoor amenity space. Overall, the application proposes to provide 1,714 square metres of indoor amenity space and 1,247 square metres of outdoor amenity space, which falls short of the minimum combined 4.0 square metres indicated in Zoning By-law 569-2013. Whereas the indoor amenity space is sufficient, the outdoor amenity space falls short of the 2.0 square metres per unit standard. Staff have considered the shortfall in required outdoor amenity space with the 518.9 square metre parkland dedication and the 268 square metre POPS.

The new indoor and outdoor amenity space will be an improvement for returning tenants of the existing four-storey apartment building, which does not have adequate indoor amenity space. The new indoor and outdoor amenity spaces will be available for use by all returning tenants and new residents. The amount of indoor and outdoor amenity space proposed by the development is appropriate and supported by staff. The amount of indoor and outdoor amenity space will be secured in the implementing Zoning By-law and the locations of the amenity spaces will be secured as part of the site plan control process.

Family Size Units

The proposal has been reviewed against the Growing Up Guidelines for dwelling unit size and type. The Growing Up Guidelines endeavors to ensure a minimum percentage of large units to meet the diverse needs of the community. The guidelines require a minimum of 15% of the units in a proposal be two-bedroom units and 10% of the units be three-bedroom units.

Of the 857 proposed dwelling units, inclusive of the 61 rental replacement units, 597 (70%) are one-bedroom, 174 (20%) are two-bedroom, and 86 (10%) are three-bedroom units. The number of three-bedroom units is sufficient and the number of two-bedroom units exceeds the requirements in the Growing Up Guidelines. Staff are satisfied that the proposal will provide an appropriate mix of unit types to meet the community's needs.

Rental Housing Demolition and Replacement

In accordance with Official Plan Policy 3.2.1.6, the applicant is proposing to replace all 61 existing rental units in the new development by their respective bedroom types and at rents similar to those in effect at the time of application.

All replacement rental units would be provided with ensuite laundry facilities and central air conditioning. Tenants of the replacement rental units would have access to bicycle parking and all indoor and outdoor amenities on the same terms and conditions as the residents of the rest of the building.

Tenants of the replacement rental dwelling units would have access to at least 15 vehicle parking spaces, with returning tenants who currently have a parking space included in their lease receiving first priority and based on seniority.

Replacement rental units are proposed to be located on the second and third floor of the new development. The total GFA of the 61 replacement rental units is 3,979.5 square metres, which is 99.3% of the GFA of the existing rental units proposed to be demolished. There are 56 of the proposed replacement units that exceed existing sizes of units, while five one-bedroom units are slightly smaller than existing one-bedroom units.

The applicant has confirmed that tenants would reserve the right to return to a replacement rental unit of a similar unit type and size at similar rent, and that rents for replacement rental units without returning tenants would not exceed the applicable affordable, mid-range (affordable) or mid-range (moderate) rent thresholds for a period of at least 10 years. Tenants who return to replacement rental units would be subject to rent increases capped by the provincial rent increase Guideline, irrespective of whether such Guideline applied to those units under the Residential Tenancies Act 2006 (RTA), until their tenancies end. All 61 replacement rental dwelling units will be secured as rental tenure within the proposed development for a period of at least 20 years, beginning on the date that each replacement rental dwelling unit is first occupied.

City Planning staff are of the opinion that the proposed replacement plan is appropriate and consistent with the intent of Policy 3.2.1.6.

Tenant Relocation and Assistance Plan

The applicant has agreed to provide tenant relocation and assistance to all eligible tenants, all to the satisfaction of the Chief Planner and secured through legal agreements with the City. The Tenant Relocation and Assistance Plan would assist tenants in finding and securing alternative accommodations during the demolition and construction period. As part of this plan, all eligible tenants would receive:

- The right to return to one of the replacement rental dwelling units in the new building at similar rents.
- At least six months' notice before having to vacate their rental unit, inclusive of notice required under the Residential Tenancies Act ("RTA").
- Financial compensation equal to three months' rent pursuant to the RTA;
- Financial compensation, above and beyond that required under the RTA, in the form of rent gap assistance. The rent gap would be calculated as the difference between the monthly rent paid by each eligible tenant and the most recent average rent for vacant private rental apartments by unit type in Canada Mortgage and Housing Corporation's (CMHC) Rental Market Survey Zone 13 - North York (Southeast), which encompasses the development site, over the

period of construction of the proposed building (estimated at 36 months). The vacant market rents used to establish rent gap payments will be indexed upwardly to better reflect changes in market conditions since the completion of the latest CMHC survey.

- A rental leasing agent available upon request.
- A move-out moving allowance and a move-back moving allowance if the eligible tenant exercises their right to return to a replacement rental dwelling unit; and
- Any special needs compensation as determined by the Chief Planner and Executive Director, City Planning.

City Planning is satisfied with the applicant's proposed tenant relocation and assistance plan, as it is in line with the intent of the City's standard practices and will appropriately address and lessen hardship experienced by tenants. The tenant assistance matters will be secured through one or more agreements with the City and be to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

Staff is recommending that Council approve the Rental Housing Demolition Application to demolish 61 existing rental units, subject to the recommendations of approval identified within this report.

Traffic Impact

A Transportation Impact Study (TIS) by WSP was submitted in support of the proposed development. The consultant estimates in this study that the original proposal would generate approximately 143 and 150 two-way vehicle trips during the weekday AM and PM peak hours, respectively.

The revised proposal identified an increase of 33 residential units. The corresponding TIS Addendum, dated July 25, 2023, indicated an additional 6 vehicular trips would be generated by the current plan and this increase in generated trips would not affect the previous traffic analysis. Transportation Services accept this conclusion.

The consultant concludes that traffic generated by the proposed development can be accommodated by the adjacent street system without the need for any intersection improvements. Transportation Services has accepted the conclusions of the Transportation Impact Study.

Transportation Demand Management

A Transportation Demand Management ("TDM") plan was provided in the applicant's Urban Transportation Consideration Report. TDM measures that have been proposed include a travel information package, a \$50,000.00 financial contribution for one Bike Share Station, bicycle repair station, transit screen, and the provision of pre-loaded \$50.00 Presto cards for all tenants. Transportation Planning staff have reviewed the TDM Strategy and agree with the TDM Strategy in principle. Certain TDM measures will be secured through the Site Plan Control process.

Access and Parking

Vehicular access to the site will be provided by an east/west private driveway from Swift Drive to the underground parking garage, loading area, and a passenger pick-up/drop-off area. Staff will secure a six-metre-wide public access easement over the driveway for pedestrian and vehicular access. The access easement will be secured via the site plan control process. Additional access easements will be sought from adjacent properties as they redevelop to achieve a coordinated private driveway network with public access.

The parking space requirements for the project are governed by the applicable parking provisions contained in the City-wide Zoning By-law 569-2013, as amended, but the draft bill in Attachment 5 to this report proposes a reduced parking ratio of 0.24 spaces/unit for residents and 0.01 spaces/unit for visitors. The proposed vehicular parking standards in the draft bill are acceptable to the Transportation Services staff. Table 2 below shows the parking analysis for the site as per the accepted parking rates/ratios.

Table 2: Minimum Parking Space Requirements – By-law No. 569-2013 (PA3)

Use	Scale	Parking Rate ¹	No. of Spaces Required ²
Residential			
Bachelor	32	0.24	206
1 Bedroom	566		
2 Bedrooms	173		
3 Bedrooms or More	86		
Visitors	857	0.01	9
Sub-Total Residents			206
Sub-Total Visitors			9
Grand Total			215

Based on the accepted parking rates/ratio, a total of 215 parking spaces are required for the site of which 206 for residents and 9 for visitors under the site-specific By-law. According to the site statistics, a total of 220 parking spaces are proposed, including 208 resident spaces that includes 10 accessible parking spaces, and 12 visitor spaces, which fulfilled the parking requirement as discussed above.

Chapter 200.15.10 under By-law No. 569-2013 requires a minimum of 5 accessible spaces for the first 100 spaces, plus 1 space per additional 50 spaces above 100 spaces. The proposed and required number of accessible parking spaces for this development is 8 and 10, respectively. The proposed 10 accessible parking spaces satisfies the minimum requirement.

More detailed comments will be provided with regard to the design and configuration of the driveways and access points through the site plan control process.

Bicycle Parking

The site falls within Bicycle Zone 2, as defined in Zoning By-law 569-2013. As a result, the TGS requires bicycle parking spaces to be provided in accordance with Table 3.

Table 3: Bicycle Parking Space Requirements

Use	Bicycle Parking Space		No. of Bicycle Parking Spaces		
	Short-Term	Long-Term	Short-Term	Long-Term	Total
Residential (857	0.1/unit	0.9/unit	86	772	858

The architectural drawings illustrate on-site bicycle parking spaces as shown in Table 4.

Table 4: Proposed Bicycle Parking Space Supply

Level	Bicycle Parking Spaces Provided		
	Short-Term	Long-Term	Total
Mezzanine	0	704	704
P1 Parking Level	60	0	60
P2 Parking Level	0	68	68
Surface	26	0	26
Total	86	772	858

Given the above bicycle parking analysis, AQ 2.1 of the TGS is satisfied.

Loading

The loading space supply requirements for the project are governed by the provisions contained in the Toronto Zoning By-law No. 569-2013. Based on the bylaw, 1 Type C and 1 Type G loading spaces are required. Based on the site plan 1 Type C and 1 Type G loading spaces are proposed, which satisfies the minimum requirement of By-law No. 569-2013. Furthermore, turning movement diagrams (VMDs) have been provided illustrating a heavy vehicle entering and exiting the site in a forward motion, which is acceptable.

Servicing

Engineering and Construction Services staff have reviewed the submitted materials and determined that there may be a sanitary capacity issue downstream of the development site. In both the existing four-storey apartment building and the proposed 31-storey and 35-storey tower development, there is surcharging into the sanitary sewer system north of Ecclestone Drive and into the Charles Sauriol Conservation Area near the ravine. There are several maintenance holes that are surcharging to above grade in both the existing and proposed development conditions. The most recent Functional Servicing and Stormwater Management Reports are not acceptable.

Engineering and Construction Services requires the applicant to submit a satisfactory Functional Servicing and Stormwater Management Report for review and acceptance

and/or enter into one or more agreements with the City requiring the owner, at no cost to the City, to complete any upgrades or required improvements to the existing municipal infrastructure and/or new municipal infrastructure to support the development should it be determined that improvements or upgrades and/or new infrastructure are required. In the event Council approves the proposed development the recommendations contained in this report include conditions to secure the above requirements prior to introducing the bills to Council.

Parkland

The submitted architectural and landscape plans demonstrates an on-site parkland dedication of 518.9 square metres, in a rectangular shape, in the eastern portion of the site with frontage on Eglinton Avenue East, which is acceptable to the Parks Development section. The parkland will be conveyed in accordance with the timing set out in Section 415-28 of the Toronto Municipal Code, prior to the issuance of the first above-grade building permit. The applicant's submitted drawings delineate a 5.0-metre setback between the park boundary and adjacent building face, which is also acceptable to the Parks Development section.

Chimney Swift

The Canadian Wildlife Service is a Branch of the Department of Environment and Climate Change Canada, a department of the Government of Canada. On March 1, 2022, the Canadian Wildlife Service advised the applicant that there was a presence of birds called Chimney Swifts residing in the existing four-storey apartment building, which are federally protected under the *Species at Risk Act* and the *Migratory Birds Convention Act*. The applicant retained Aboud & Associates, who confirmed historical records of the Chimney Swifts on site and that the applicant is required to replace the birds' habitat to be in compliance with the legislation. The chimney swift habitat must be provided within one year of demolition of the building. The new chimney swift habitat may part of the proposed building mass or a free-standing structure on the subject site. In the event Council approves the proposed development, the chimney swift monument will be a permitted structure in the Zoning By-law.

Schools

The application was circulated to the school boards for review and comment. Toronto District School Board ("TDSB") has determined that there is insufficient capacity at the local schools to accommodate students anticipated from this development. Sufficient accommodation may not be available when this development is realized due to the cumulative impact of development in the area. In the event Council approves the proposed development, the TDSB requires warning clauses in all purchase and sale/tenancy agreements and warning signs on the development site.

The Toronto Catholic District School Board ("TCDSB") has also indicated that the projected accommodation levels at local schools warrant the use of warning clauses as a result of the cumulative impact arising from all residential development in the school's attendance areas. The TCDSB will require that warning signs be erected on the site, and that warning clauses be placed in all purchase and sale/tenancy agreements.

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 are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Performance measures for the Tier 1 including automobile infrastructure, bicycle infrastructure will be secured through the draft Zoning By-law Amendment in Attachment 5 of this report. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Community Services Assessment

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

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

The applicant was required to submit a CS&F Study as part of a complete application requirement. The CS&F Study by IBI Group Professional Services (Canada) Inc. dated December 23, 2021 advised that the proposal is within close proximity to schools, libraries, community and recreation centres, parks, emergency services, places of worship, health services, and social services. The subject site is well serviced by existing community services, parks and recreation, and other community facilities and social services. The study concludes that the proposed development will not place an undue burden on the existing community services and facilities within the surrounding area.

Community Consultation and Tenant Consultation

A Community Consultation meeting was hosted by City staff on April 5, 2022, via Webex, in conjunction with the Ward Councillor to discuss the proposal. Approximately 70 members of the public attended in addition to City staff and the applicant's representatives. Staff received feedback from the meeting and comments through the

Application Information Centre. Concerns raised included: adequate parking supply in proposal, increased traffic and congestion, loss of current amenity, accommodation and compensation for existing tenants, timely completion of construction, height and density of the proposal, tenure, local school capacity, existing infrastructure capacity, and the aesthetics of the proposal.

A separate consultation meeting was hosted by the City Planning Division on January 24, 2023 for existing tenants. The tenant consultation meeting was held to review the City's housing policies, the impact of the proposed demolition on existing tenants, and the proposed Tenant Relocation and Assistance Plan. The meeting was held in person and attended by approximately 35 tenants, representatives of the applicant (including the applicant's planning consultant and architect), City Planning staff, and the local Councillor and their staff.

During the meeting, tenants asked questions and expressed concerns about:

- The timing of the proposed demolition, when tenants would have to vacate their existing rental units, and the estimated length of time over which the proposed development would be constructed;
- The proposed replacement rental unit sizes;
- The amount of replacement units with balconies versus the existing condition;
- Seniority and the process for selecting and returning to a replacement rental unit;
- How and when the financial compensation provided under the City-approved Tenant Relocation and Assistance Plan would be administered to tenants;
- Whether the City has contingencies in place for construction delays;
- How the amount of tenant compensation, including the rent gap assistance, is calculated and whether it would be sufficient in supporting a tenant's interim housing cost; and
- The loss of parking and storage lockers.

Staff worked with the applicant to address and resolve concerns that came out of the Community Consultation Meeting. To address the concerns raised, the applicant has provided improved amenities for returning and new tenants. All existing rental units on the site will be replaced within the proposed development. Staff have approved a tenant compensation and accommodation package that addresses all of the above tenants' concerns which is secured in an agreement that is registered on title. The applicant is also required to provide a agreeable construction management plan through the site plan control process.

The applicant will be providing an on-site parkland dedication that is to be part of a larger parkland area. The applicant's revised design also includes a POPS facing Eglinton Avenue East in addition to common indoor amenity areas within the building and common outdoor amenity areas on the roof of the podium. All of these new facilities will be available to existing and future residents of 3 Swift Drive.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is

consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal complies with the City of Toronto Official Plan. Staff recommend that Council support approval of the applications.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings
Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map 569-2013
Attachment 5: Draft Zoning By-law Amendment By-law 569-2013
Attachment 6: Site Plan
Attachment 7a: North Elevation
Attachment 7b: East Elevation
Attachment 7c: West Elevation
Attachment 7d: South Elevation
Attachment 8a: 3D Rendering
Attachment 8b: 3D Rendering

Attachment 1: Application Data Sheet

Municipal Address: 3 SWIFT DRIVE Date Received: December 24, 2021

Application Number: 21 251397 NNY 16 OZ & 21 251400 NNY 16 RH

Application Type: Rezoning and Rental Housing Demolition and Replacement

Project Description: Zoning By-law Amendment Application for a 35 and 31-storey residential building having a gross floor area of 70,807.9 square metres. 858 residential units are proposed, of which, 61 are rental replacement units.

Applicant	Agent	Architect	Owner
Republic Developments 100 King St W, Suite 5700 Toronto, ON M5X 1C7	IBI Group 7th Fl 55 St Clair Ave W Toronto, ON M4V 2Y7	IBI Group Architects 7th Fl 55 St Clair Ave W Toronto, ON M4V 2Y7	2724471 ONTARIO INC. 5830 Campuc Rd, Suite 100, Mississauga, ON L4V 1G2

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood RM (f21.0; a835; d1.0)	Site Specific Provision:
Zoning:		Heritage Designation: N
Height Limit (m):	11.5	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 5,189 Frontage (m): 105 Depth (m): 55

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,356		2,933	2,933
Residential GFA (sq m):	5,824		55,368.5	55,368.5
Non-Residential GFA (sq m):				
Total GFA (sq m):	5,824		70,807.9	70,807.9
Height - Storeys:	4		31 & 35	31 & 35
Height - Metres:			112.05 & 100.25	112.05 & 100.25

Lot Coverage Ratio (%): 60.29 Floor Space Index: 10.67

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	55,368.5	151.4

Retail GFA: 0
Office GFA: 0
Industrial GFA: 0
Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	61		61	61
Freehold:				
Condominium:				
Other:			796	796
Total Units:	61		857	857

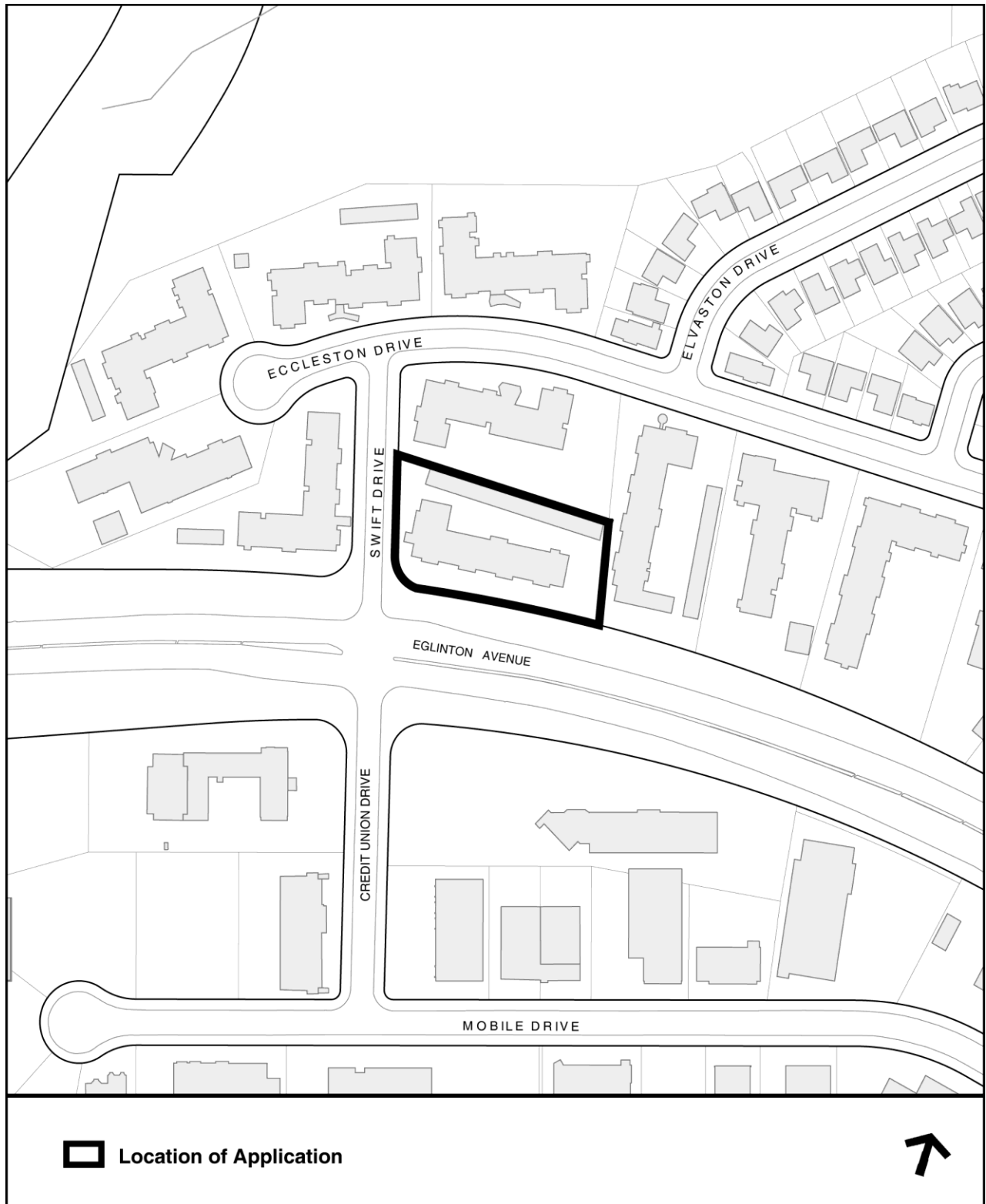
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	32	565	174	86	
Total Units:	32	565	174	86	

Parking and Loading

Parking Spaces:	220	Bicycle Parking Spaces:	858	Loading Docks:	2
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Attachment 2: Location Map



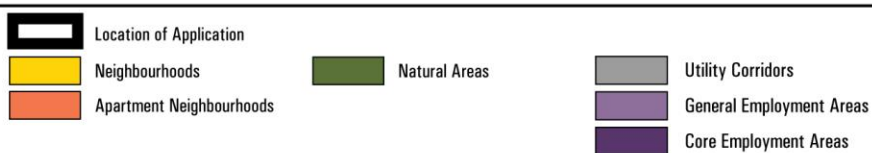
Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #20

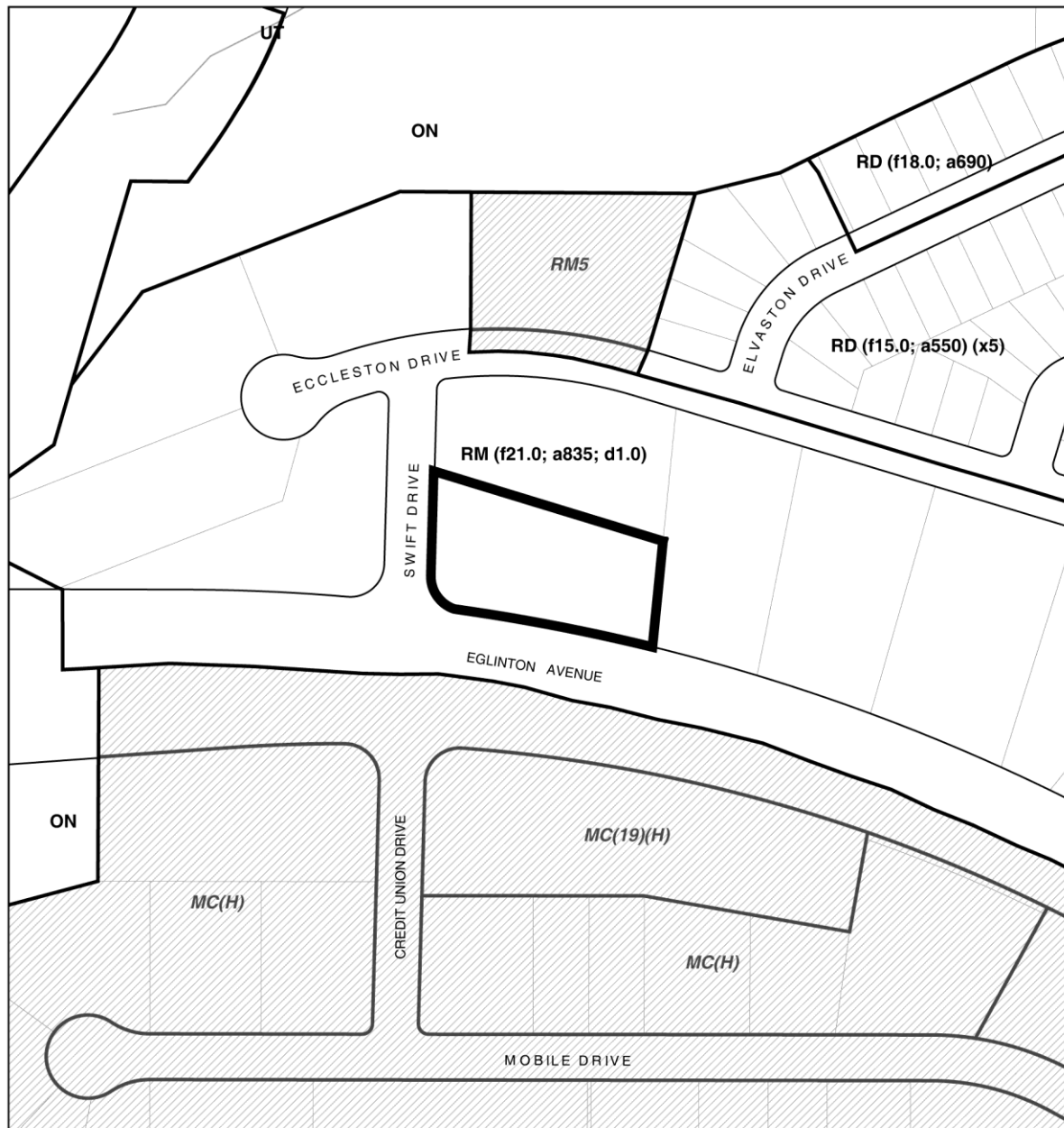
3 Swift Drive

File # 21 251397 NNY 16 0Z



Not to Scale
Extracted: 01/04/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

3 Swift Drive

File # 21 251397 NNY 16 02



Location of Application

RD
RM
ON
UT

Residential Detached
Residential Multiple
Open Space Natural
Utility and Transportation



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

RM5
MC

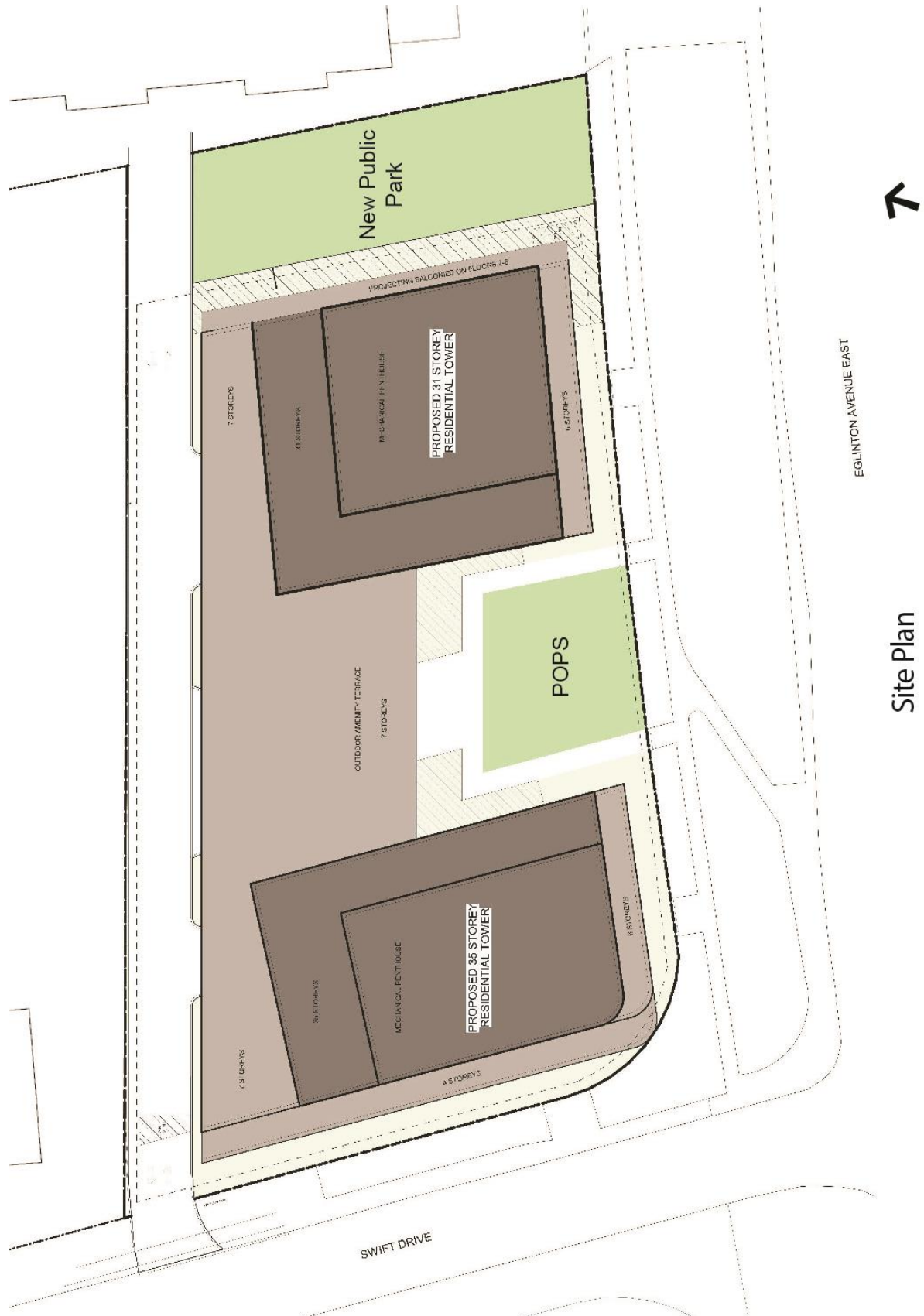
Multiple-Family Dwellings Fifth Density Zone
Industrial-Commercial Zone



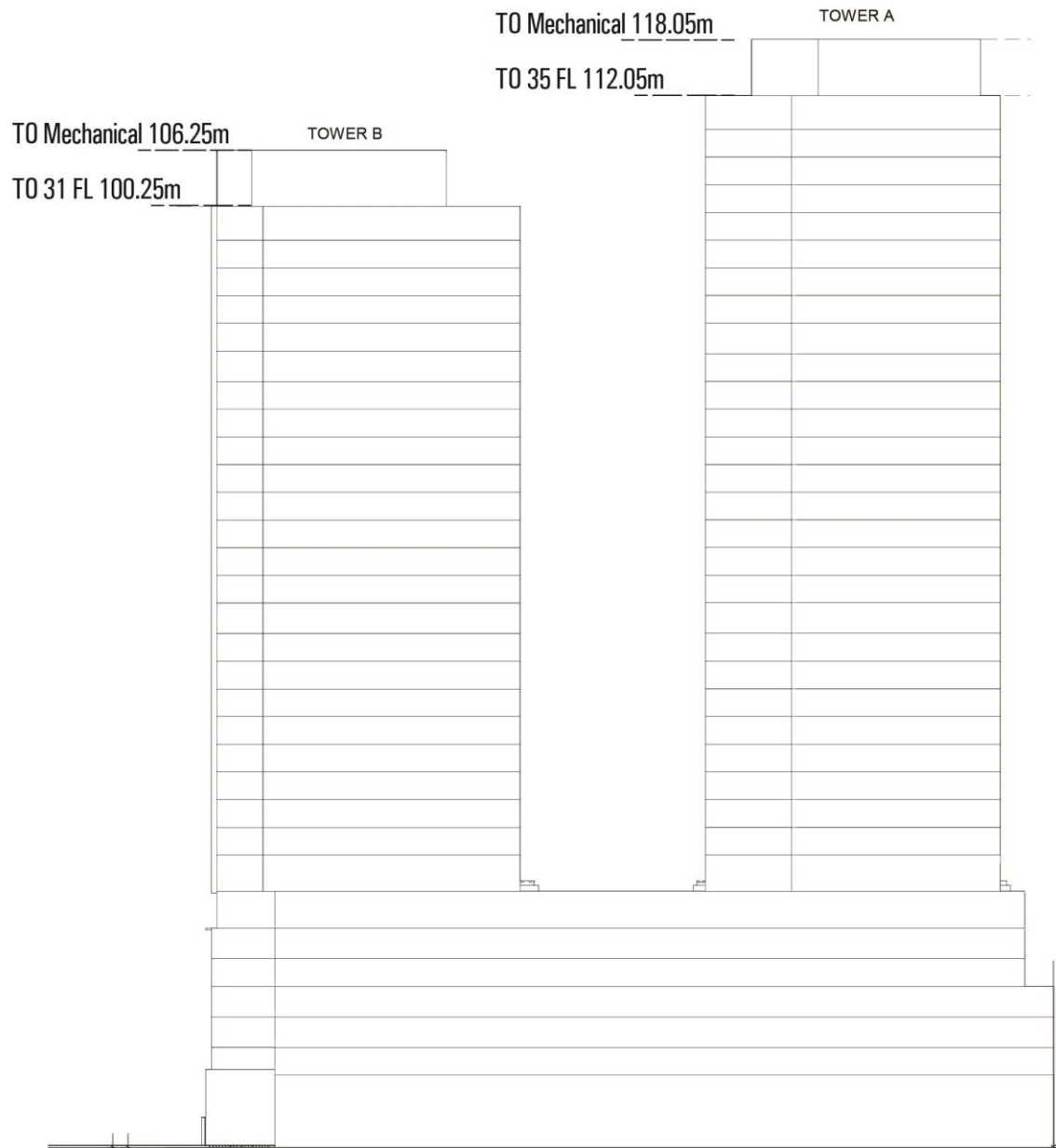
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Attachment 5: Draft Zoning By-law Amendment

To be provided at North York Community Council as separate attachment

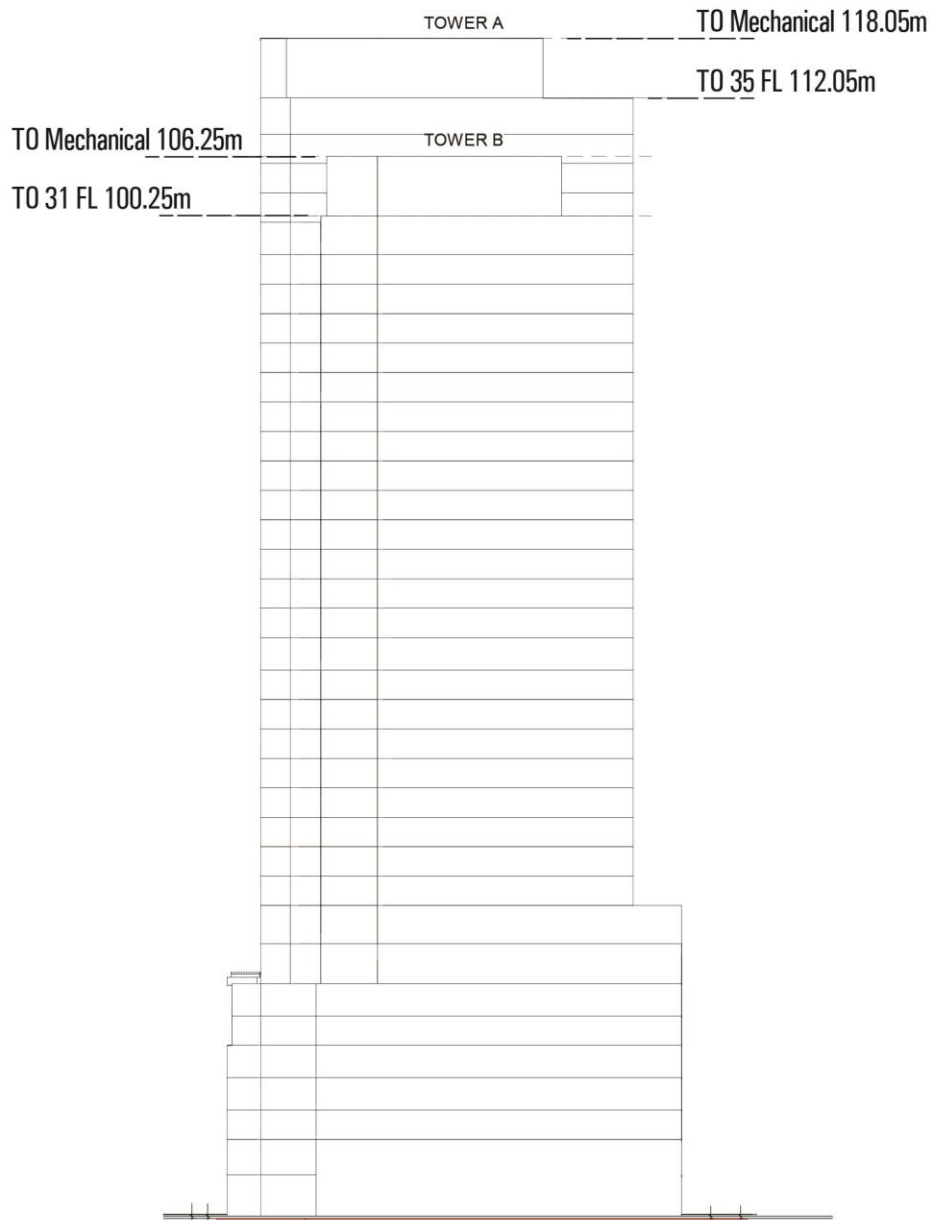


Attachment 7a: North Elevation



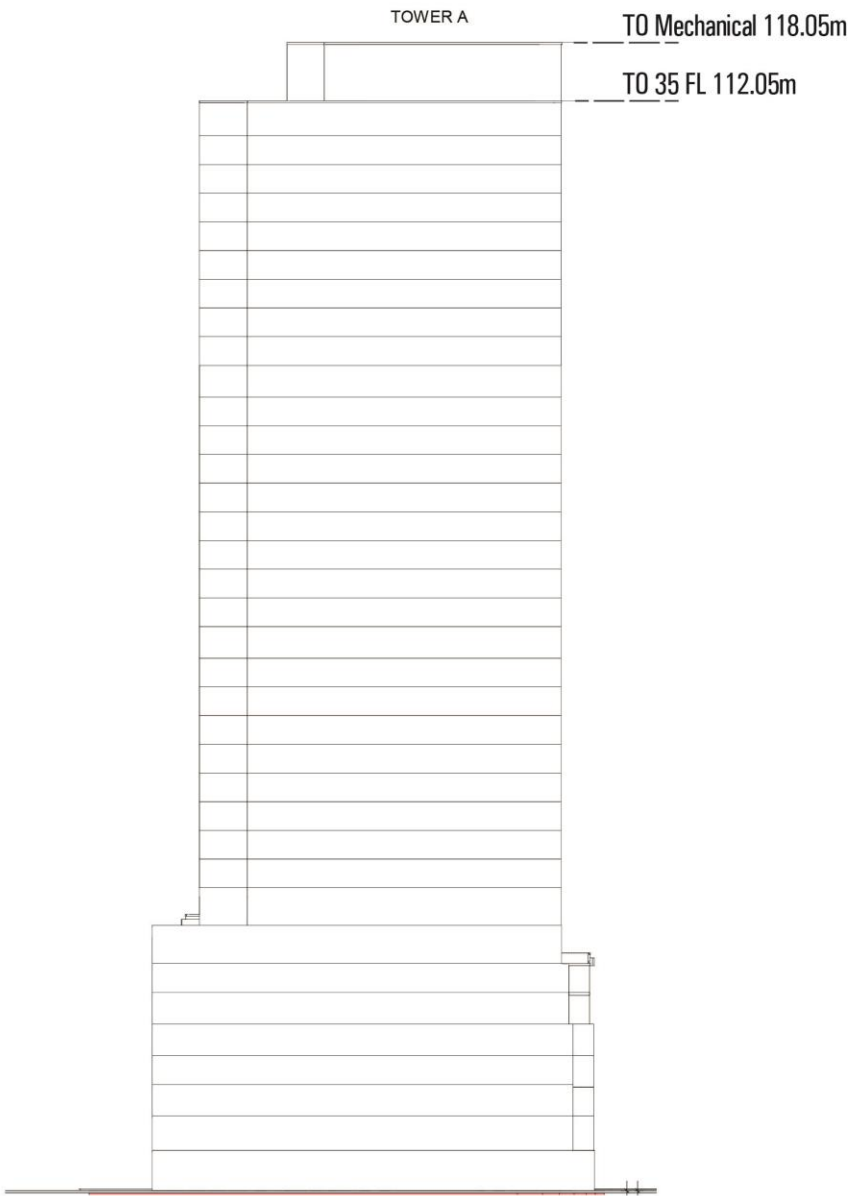
North Elevation

Attachment 7b: East Elevation



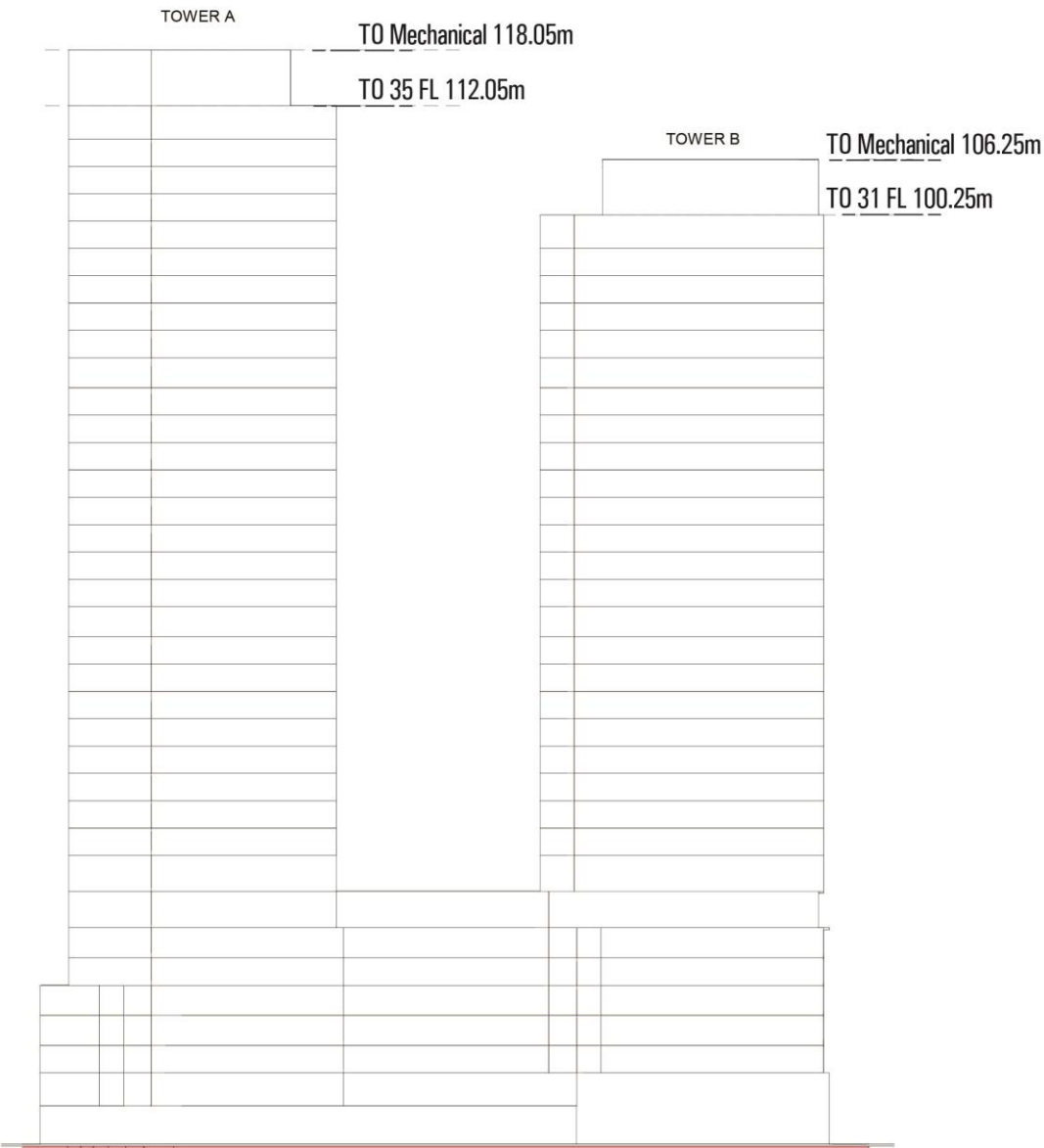
East Elevation

Attachment 7c: West Elevation



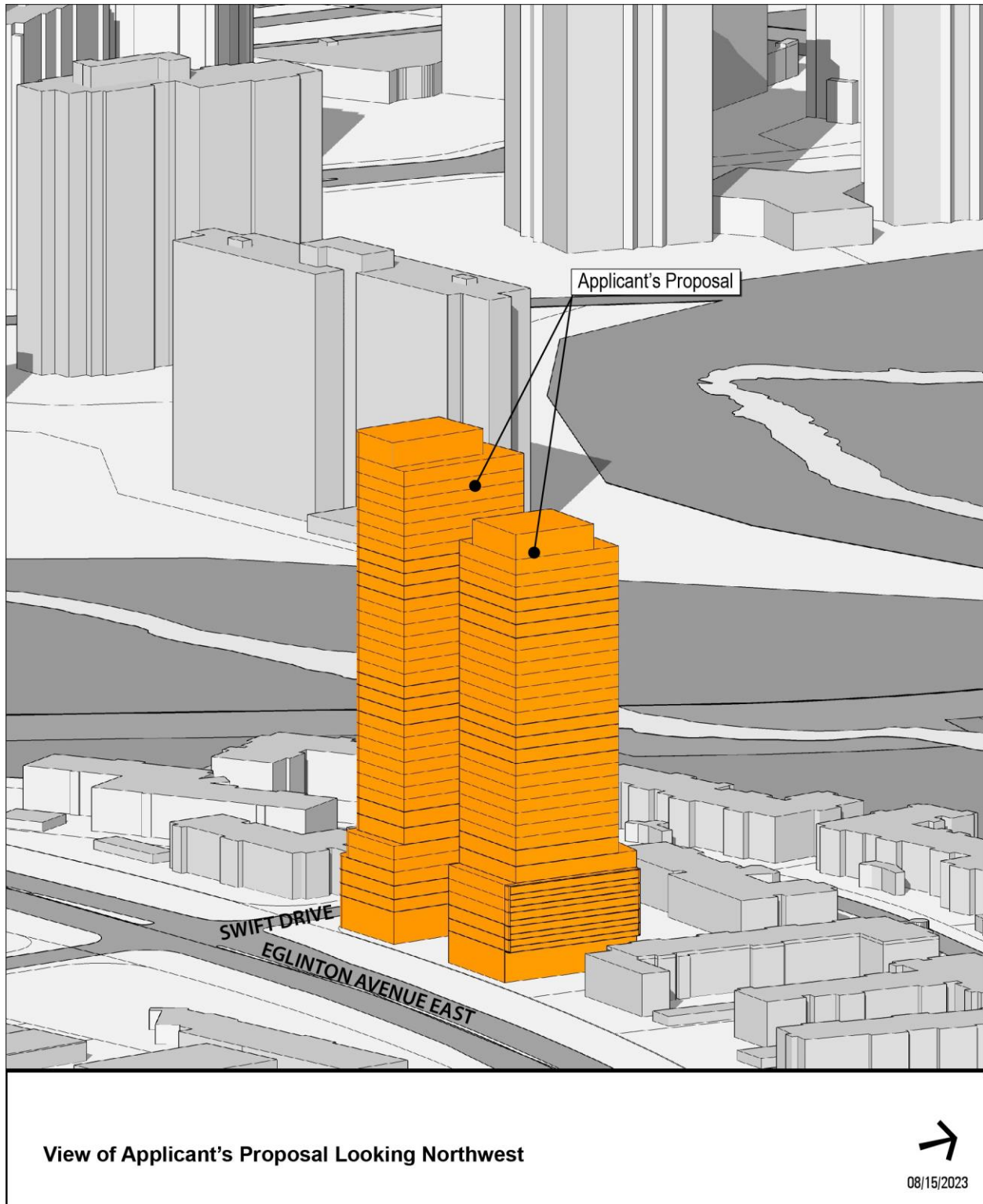
West Elevation

Attachment 7d: South Elevation



South Elevation

Attachment 8a: 3D Rendering



Attachment 8b: 3D Rendering

