

278 - 280 Viewmount Avenue – Zoning Amendment – Appeal Report

Date: March 13, 2024

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 8 - Eglinton-Lawrence

Planning Application Number: 22 241838 NNY 08 OZ

Related Planning Application: 22 241943 NNY 08 SA

SUMMARY

On December 22, 2022, a Zoning By-law Amendment application was submitted to permit a 33-storey (107 metres) residential building with a total of 342 units and 296 square metres of retail space on the ground floor. The proposed development will have a total gross floor area (GFA) of approximately 22,360 square metres, and the FSI is 15.5 times the area of the site.

On December 21, 2023, the applicant appealed the Zoning By-law Amendment application to the Ontario Land Tribunal (“OLT”) due to Council not making a decision within the time frame prescribed in the Planning Act. A first Case Management Conference has been scheduled for March 27, 2024.

This report recommends that City Council instruct the City Solicitor with the appropriate City staff to attend the OLT hearing and 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 the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current Application regarding the Zoning By-law Amendment appeal for the lands at 278 - 280 Viewmount Avenue and to continue discussions with the applicant in an attempt to resolve outstanding issues.
2. In the event that the Ontario Land Tribunal allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Order with respect to the zoning by-law amendment be withheld until such time as the City Solicitor advises that:
 - a) the final form and content of the draft Zoning By-law is to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning, which

among other matters may include a holding (H) provision to address municipal servicing;

- b) the owner has satisfactorily addressed the Transportation Services and Engineering and Construction Services matters in the Engineering and Construction Services Memorandum dated September 5, 2023, and any outstanding issues arising from the ongoing technical review (including provision of acceptable reports and studies), as they relate to the Zoning By-law Amendment application, to the satisfaction of the General Manager, Transportation Services and Chief Engineer and Executive Director, Engineering and Construction Services;
- c) the owner has submitted to the Chief Engineer and Executive Director, Engineering and Construction Services, for review and acceptance, a Functional Servicing Report to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development;
- d) the owner has made satisfactory arrangements with Engineering and Construction Services and enter into the appropriate financially secured agreement with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services;
- e) Space has been provided within the development for installation of maintenance access holes and sampling ports on the lands, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the Sewers By-law Chapter 681.10 and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
- f) the owner has satisfactorily addressed matters from the Tree Protection and Plan Review, Urban Forestry Memorandum dated August 15, 2023, or any outstanding issues raised by Urban Forestry arising from the ongoing technical review (including provision of acceptable reports and studies), as they relate to the Zoning By-law Amendment application, to the satisfaction of the General Manager, Parks, Forestry & Recreation.
- g) the owner has submitted a revised Travel Demand Management Plan to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services;
- h) the owner has submitted architectural plans reflecting the proposal as approved in whole or in part, to the satisfaction of the Chief Planner and Executive Director, City Planning;

- i) the owner has submitted a Rental Housing Demolition Application and City Council, or the Chief Planner and Executive Director, City Planning where authorized to do so, has authorized the Rental Housing Demolition Application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006, as applicable;
 - j) the owner has at its sole cost and expense, facilitated the City undertaking a peer review of the submitted Noise and Vibration Assessment, and secured any recommended mitigation measures in the amending by-law, all to the satisfaction of the Chief Planner and Executive Director, City Planning; and,
 - k) the owner has submitted an updated and complete Toronto Green Standard (TGS) Checklist and Statistics Template, to the satisfaction of the Chief Planner and Executive Director, City Planning.
3. City Council authorizes the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

FINANCIAL IMPACT

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

DECISION HISTORY

A pre-application meeting was held on November 16, 2022. The current application was submitted on December 22, 2022 and deemed complete as of July 21, 2023, after a further submission of outstanding materials.

Glencairn Planning Study

The Growth Plan (2020) requires municipalities to delineate areas around higher order transit stations or Major Transit Station Areas (“MTSA”) and implement policies to achieve minimum population and job density targets for each MTSA. The Glencairn subway station area was identified as being below the minimum requirement of 200 people and jobs per hectare as prescribed by the Growth Plan (2020) and requiring additional study.

At its meeting on June 28, 2022, North York Community Council adopted a staff report and recommendation to initiate a Glencairn Subway Station planning study. This study will be for an area bounded by the south side of Lawrence Avenue West, Dalemount Avenue to the east, the York-Kay Gardner Beltline Trail to the south, and Capitol Avenue/Corona/Times Street to the west. The purpose of the study is to develop a planning framework in order to meet the density targets specified in the Growth Plan (2020).

The recommendations directed staff to engage a consultant team to undertake the planning study, and upon conclusion of the study, to bring forward planning instruments, where appropriate, to implement the findings. Furthermore, City Planning staff are

directed to coordinate active development applications with the study, and to use the study to inform the City's position on any development applications that are received.

The decision of the Community Council meeting and the staff report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY33.25>

The site is within the study area of Glencairn Planning Study.

SITE AND SURROUNDING AREA

Site Description and Dimensions: The site is located on lands municipally known as 278 – 280 Viewmount Avenue, on the northeast corner of Viewmount Avenue and Marlee Avenue. The rectangular site is approximately 1,578 square metres in size, has a frontage of 43 metres along Marlee Avenue and a frontage of approximately 37 metres on Viewmount Avenue.

Existing Use: 278 Viewmount Avenue is a single detached residential house and 280 Viewmount Avenue is a two-storey commercial building with commercial uses on the ground floor and residential units above on the second floor.

Surrounding uses include:

North: the property directly adjacent to the north is a four-storey residential building fronting onto Marlee Avenue with surface parking on the east side of the property. Vehicular access to the parking area is from Hillmount Avenue.

East: to the east of the site, there are single and semi-detached low rise houses that front along Viewmount Avenue and then east of these houses is Benner Park and the Viewmount entrance to Glencairn Subway Station of Line 1 Yonge-University-Spadina Subway. The Glencairn Subway Station's Viewmount entrance is located approximately 205 metres from the site.

South: to the south of the property, on the opposite side of Viewmount Avenue, is a two-storey commercial building with residential units on the second floor at the southeast corner of Viewmount and Marlee Avenues.

West: opposite the site, on the west side of Marlee Avenue, there is a single detached house at the corner of Viewmount and Marlee (410 Marlee Ave). To the north of this lot, there are currently three single detached houses along this block of Marlee from Viewmount to Hillmount Avenue. However, there is an OLT approved development application for a 10-storey, 214-unit residential building with commercial uses at grade for the properties known as 412-414 Marlee Avenue and 281-285 Hillmount Avenue (File 20 226085 NNY 08 OZ).

THE APPLICATION

Description

Height: 33-storey (107 metres, plus additional 6.0-metre mechanical penthouse) residential building with retail uses at grade.

Density (Floor Space Index): 15.5 times the area of the lot.

Unit count: 342 dwelling units (80 studio units (23%), 156 one-bedroom units (46%), 71 two-bedroom units (21%) and 35 three-bedroom units (10%)). The total residential gross floor area is 22,360 square metres.

Additional Information

See Attachments 1, 2, 5, and 6 of this report for a location map, Application Data sheet, a site plan, and elevations of the proposal. The Application Data Sheet contains additional details on the proposal including: site area and dimensions; floor area; unit breakdowns; and parking counts.

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

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

Reasons for Application

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

Agency Circulation Outcomes

The application, together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application was submitted concurrent with the application for Zoning By-law Amendment and deemed complete as of July 21, 2023 after a further submission of outstanding materials. The application for site plan control is being held by the City in abeyance pending the outcome of the Zoning By-law Amendment application.

POLICY CONSIDERATIONS

Official Plan Designation: The site is designated *Mixed Use Areas* on Map 17 of the Official Plan.

Zoning: The site is subject to Zoning By-law 569-2013. The site is zoned Commercial Residential (CR), with a density of 1.0 times the area of the lot and a height limit of 10.5 metres (3 storeys).

COMMUNITY CONSULTATION

A Virtual Community Consultation Meeting was hosted by City staff on December 6, 2023. Approximately 62 people registered, and around 35 people participated, as well as the Ward Councillor. Following a presentation by City staff and the Applicant, the following comments and issues were raised:

- height of the proposed development is too tall;
- proposal is too dense;
- existing traffic issues will be exacerbated;
- Marlee and Viewmount are only two-lane streets that cannot accommodate a tall building;
- Questioned the existing infrastructure in the area to support this new development, e.g., school and water capacities;
- housing that is being proposed is not family friendly and not affordable, and so it is not contributing towards solving the housing crisis;
- lack of compatibility with the existing neighbourhood; and
- lack of green space in the proposal.

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.

The Growth Plan includes policies which suggests that the implementation and achievement of the Growth Plan policies is to be undertaken on a comprehensive basis by the municipality. This would include developing a strategy to achieve minimum intensification targets, identifying Strategic Growth Areas (which includes Major Transit Station Areas), and identifying the appropriate type and scale of development in these areas. This would be undertaken as part of the municipality's municipal comprehensive review (MCR) exercise. The achievement of these policy directions will be better understood on a comprehensive basis through the City's ongoing planning exercise.

Similar policy direction is also provided under the PPS where Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock and areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. Further, Planning Authorities shall establish and implement minimum targets for intensification and redevelopment within built up areas, based on local conditions.

As noted above, the Glencairn subway station is one of seven MTSA and PMTSA Station Areas that requires additional study before staff can bring forward policies that would set out appropriate densities and other MTSA or PMTSA related policies. The study is intended to look at the area comprehensively and determine the appropriate

level of intensification and redevelopment within this area and ensure that other supporting elements such as infrastructure, public service facilities and development standards are in place to support this future community. The subject site is within the study area. The existing built context of the area immediately surrounding the subject site is predominately low rise and mid-rise in nature. The proposal needs to be carefully considered in advance of such study given the Growth Plan's policy direction that the municipality should through the MCR exercise consider the local context in the implementation of the Growth Plan policies.

Furthermore, policy 1.6.6.1 of the PPS directs that growth should be accommodated in a manner that promotes the efficient use and optimization of existing municipal water and sewage services and that servicing, and land use considerations are integrated throughout all stages of the planning process. It has not yet been demonstrated that the proposed development can be accommodated by existing municipal services. Additional PPS policies will be further identified through the OLT process.

Land Use

The site is designated *Mixed Use Areas*, which permits a broad range of commercial, residential, and institutional uses as well as parks and open spaces and utilities. The development proposal includes 296 square metres of non-residential gross floor area on the ground floor and the remainder is residential gross floor area. The land use proposed is generally appropriate, subject to addressing the comments below.

Site Layout and Organization

Planning staff have reviewed the proposed development against the policies of the Official Plan as well as relevant design guidelines.

The existing immediate context for this site is of a lower scale, and the proposed development has not demonstrated appropriate transition to the lower-density areas, in particular to the east. The proposed building does not provide adequate to transition in scale within and adjacent to the existing context of the site. The tower setback to the north and east property lines do not meet the Tall Building Guidelines recommendations for tower setbacks to property lines and creates a undesirable relationship with the existing two storey home to the east where minimal setbacks are being proposed. Land consolidation is highly encouraged in order to address this relationship and provide orderly planning for all the properties within the Mixed Use Area designation.

The proposed development also does not provide an appropriate transition to the nearby *Neighbourhoods* to the east of the site and is relying on lands that are not part of the application to provide a separation distance to the *Neighbourhoods* designated lands.

The lack of adequate ground floor setbacks, including zero-metre setbacks on Marlee and Viewmount Avenues, also result in a lack of space for ground-level landscaped space, a lack of separation to adjacent properties, as well as a lack of tree planting to contribute to the public realm and private landscaping. The limited opportunities to

accommodate landscaped areas also appears to not meet the Toronto Green Standards soil volume requirements.

Built Form

Planning staff have reviewed the proposed site organization and built form, including height, massing, and transition, against the policies of the Official Plan and the relevant design guidelines, and are of the opinion that the built form of the proposed building does not conform with the relevant policies of the Official Plan, nor is it supported by relevant design guidelines.

Due to the size of the site and the concerns about meeting appropriate setbacks and transition, as well as the wind conditions noted below, it has not been demonstrated that the proposed 33 storey tall building can be accommodated on the size of the site.

Sun, Shadow, Wind

A shadow study was submitted with the application. The proposed development casts a shadow on the Marlee Avenue public realm in the morning periods. During the March and September equinox, the shadow cast on Marlee Avenue lasts from approximately 9:18 a.m. to 12:18 p.m.

A Pedestrian Level Wind Study was submitted in support of the application which shows that the current building design, including the minimal setbacks and height, result in unacceptable wind downwash on the public realm. The sidewalk and entrances in front of the lobby space and on the south side of the property have uncomfortable pedestrian level and outdoor amenity wind conditions. Furthermore, several locations around the building and at the rooftop amenity space level exceed the safety level for wind conditions.

Indoor/Outdoor Amenity Space

Zoning By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit, of which at least 2.0 square metres for each dwelling unit is for indoor amenity space and at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space.

The application is proposing a total of 1,368 square metres of residential amenity, comprised of 684 square metres of indoor amenity space (2 square metres/unit) and 684 square metres of outdoor amenity space (2 square metres/unit). Indoor amenity space is proposed on the 5th floor with an adjacent outdoor terrace. Similarly, an indoor amenity space with associated outdoor amenity space is also proposed on the 7th floor. Further information is required to assess the appropriateness and functionality of the indoor amenity spaces.

Streetscape

A road widening of 3.44 m is required along the Marlee Avenue frontage of these properties to satisfy the Official Plan requirement of a 27.0 m wide right-of-way conveyance. In addition, a 6.0 m corner rounding is required at the southwest corner of the site adjacent to the intersection of Marlee Avenue and Viewmount Avenue. As noted in the earlier section of this report, the proposal provides for 0-metre setbacks to Viewmount and Marlee. In this regard, the plans presently do not denote the required

unencumbered corner rounding and staff is unable to confirm whether the proposal addresses this matter.

Furthermore, the development proposes a lay-by parking space on Viewmount Avenue which should be removed to increase the opportunity for street tree plantings.

Traffic Impact, Access, Parking

One full movement vehicular access to the site is proposed via a driveway from Viewmount Avenue. A Transportation Impact Study, dated December 14, 2022, by BA Group, was submitted in support of the proposed development. The consultant estimates in this study that the proposed development will generate approximately 90 and 75 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively. It will also generate in the order of 100 and 96 two-way non-auto trips in the weekday morning and afternoon peak hours, respectively. The consultant concludes that traffic generated by the proposed development can be accommodated by the street system without the need for intersection improvements. Transportation Services has requested several revisions to the Transportation Impact Study prior to accepting the traffic related impacts from this development.

As per the Zoning By-law, a maximum of 237 parking spaces are permitted, including 193 residential and 44 non-residential. A total parking supply of 85 spaces, including 80 residential spaces and 5 non-residential spaces, is provided within a four-level underground parking garage are provided on-site, which meets the minimum parking requirement and is below the maximum permitted. A total of 8 accessible parking spaces are proposed, which meets the minimum requirement. For loading, one Type G loading space is provided, which meets the minimum requirements.

In addition to the preceding, there are other site circulation and design matters identified in the Engineering and Construction Services (ECS) memo, dated September 5, 2023, which may impact the proposed site and underground organization, and the resulting performance standards. To date, the applicant has not satisfactorily addressed same.

Transportation Demand Management (TDM)

A TDM plan was included as part of the applicant's Transportation Impact Study. The TDM plan specified considerations such as a bicycle repair station to reduce the single occupancy auto vehicle trips generated by the proposed development. Additional TDM measures are also required for this site to support the proposed parking supply, address the site related vehicular traffic issues, and to satisfy the requirements in the Toronto Green Standard. Consideration should be given to TDM measures such as Bike-Share contributions, car-share vehicle space, and carpool parking spaces.

Servicing

A Functional Servicing and Stormwater Management Report, a Hydrogeological Review Report, a Geotechnical Report, a Transportation Impact Study and associated engineering plans have been submitted for the application. Engineering and Construction Services Staff have reviewed the submitted materials in support of the Zoning By-law Amendment application and have requested revisions to the reports and

plans and have requested additional information which has not been provided to date. In this regard, the applicant has not demonstrated the feasibility of development on the subject lands. The availability of servicing will be a matter that will need to be addressed as part of the OLT appeal.

Revised plans and reports are required to demonstrate an acceptable design solution to the satisfaction of the City. A holding provision may be required to implement this design solution, including any required agreements and compliance with Chapter 681.10 of the Sewers By-law.

Housing

The building at 280 Viewmount Avenue has a total of five rental dwelling units on the second floor as well as the single detached dwelling at 278 Viewmount Avenue. The Housing Issues Report provided by the applicant states that the single detached dwelling has been owner occupied since 2004. It was purchased by the applicant in August 2022 and leased back to the previous owner.

Section 111 of the City of Toronto Act, 2006 authorizes City Council to regulate the demolition and conversion of residential rental properties. Chapter 667 of the Toronto Municipal Code, the Residential Rental Property Demolition and Conversion Control By-law, implements Section 111. The By-law prohibits the demolition and conversion of rental housing in any building or related group of buildings containing six or more residential units, of which at least one unit is a rental unit, without obtaining a permit from the City and requires a decision by either City Council or, where delegated, the Chief Planner.

The development proposal requires delegated approval under Chapter 667 of the Toronto Municipal Code as it involves the demolition of at least six dwelling units, five of which are rental. To date, a Rental Housing and Demolition application has not been submitted. In the event the OLT approves the Zoning By-law Amendment application, the applicant is required to submit a Rental Housing Demolition Application and provide for a tenant relocation and assistance plan, all to the satisfaction of the City.

Growing Up Guidelines

The Council-adopted Growing Up: Planning for Children in New Vertical Communities urban design guidelines provide guidance on the proportion and size of larger units recommended in new multi-residential developments.

Guideline 2.1 of the guidelines states that a building should provide a minimum of 25% large units (10% of the units should be three-bedroom units and 15% of the units should be two-bedroom units). As currently proposed, 21% of all new units are two-bedroom units and 10% are three-bedroom units. This supports the objectives of the Growing Up Guidelines, the City's Official Plan housing policies, and housing policies to accommodate a broad range of households, including families with children, within new developments. With respect to unit sizes, the unit size information was not provided on the architectural plans and further information is required to assess the appropriateness of the unit sizes.

TTC

The TTC has advised that Wheel-Trans will pick up/drop off on-street at the curb side on Viewmount Avenue. Technical specifications have been provided to the applicant to accommodate for the Wheel-Trans. Furthermore, a glass vestibule or lobby that can provide a clear line of sight between the operator and the bus parked on Viewmount Avenue would also be required.

Toronto Green Standard / Tree Preservation

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

The application is subject to the provisions of the City of Toronto Municipal Code. A Utility Coordinate Plan, a Landscape Plan, and a Planting and Soil Volume Plan were provided and reviewed by Urban Forestry. The City's Official Plan directs that public and private city-building activities and changes to the built environment will be environmentally friendly, based on preserving and enhancing the urban forest by providing suitable growing environments for trees, increasing tree canopy coverage and diversity, and regulating the injury and destruction of trees. Urban Forestry does not support the Zoning By-Law Amendment application as the proposed north building setback would require the removal of a healthy private tree located at the northern portion of the site. Furthermore, street planting along Viewmount Avenue is required and has not been demonstrated on the plans.

Parkland

The City of Toronto Parkland Strategy (PLS) is a 20-year strategic City-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The PLS assesses parkland provision using the baseline of residential population against the area of parkland available across the City. According to the 2022 draft update to the PLS methodology, the development site is currently in an area with 12 - 28 square metres of parkland per person, which is less than the City-wide average provision of 28 square metres of parkland per person (2022).

In accordance with Section 42 of the Planning Act, the Owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Schools

The Toronto Lands Corporation (TLC)/Toronto District School Board has advised that there may be insufficient capacity at the local elementary school (Glen Park Public School) to accommodate students by the time this development is occupied. Although

there are currently limited pupil places available in the local elementary school, sufficient accommodation may not be available when this development is realized due to the cumulative impact of development in the area.

The status of local elementary school accommodation should be communicated to new and existing residents to inform them that students from new development will not displace existing students at local schools. As such, the TDSB has requested conditions as part of the site plan agreement including the installation of a notice sign on the development site and warning clauses in all agreements of purchase and sale/lease/rental/tenancy agreements.

The Toronto Catholic District School Board has advised that at this time, the local elementary school has sufficient space to accommodate additional students. The local secondary school is operating at capacity, however as per as per the TCDSB Capital Plan, Dante Alighieri Academy has been approved for a 1,300 pupil place replacement school with occupancy anticipated for 2024. The TCDSB will continue to monitor development growth in this area as it relates to cumulative impact on local schools.

The TCDSB also requests that due to the proximity of this proposal to St. Cosmas and St. Damian Catholic School, they be consulted with respect to a future construction management plan to address student safety as part of this development.

Noise and Vibration

A Noise and Vibration Impact Study dated December 14, 2022 was submitted by the applicant in order to determine whether there are any impacts on the proposal from the TTC subway. Should the OLT approve the application, staff recommends that a peer review of the approved design be conducted and paid for by the applicant, and that any issues that arise through the review which are applicable to the Zoning By-law Amendment be addressed prior to the final order by the OLT.

Further Issues

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

Conclusion

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, and applicable City guidelines intended to implement Official Plan policies.

This report recommends that City Council direct the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues. This recommendation is consistent with the PPS and conforms with the Growth Plan.

CONTACT

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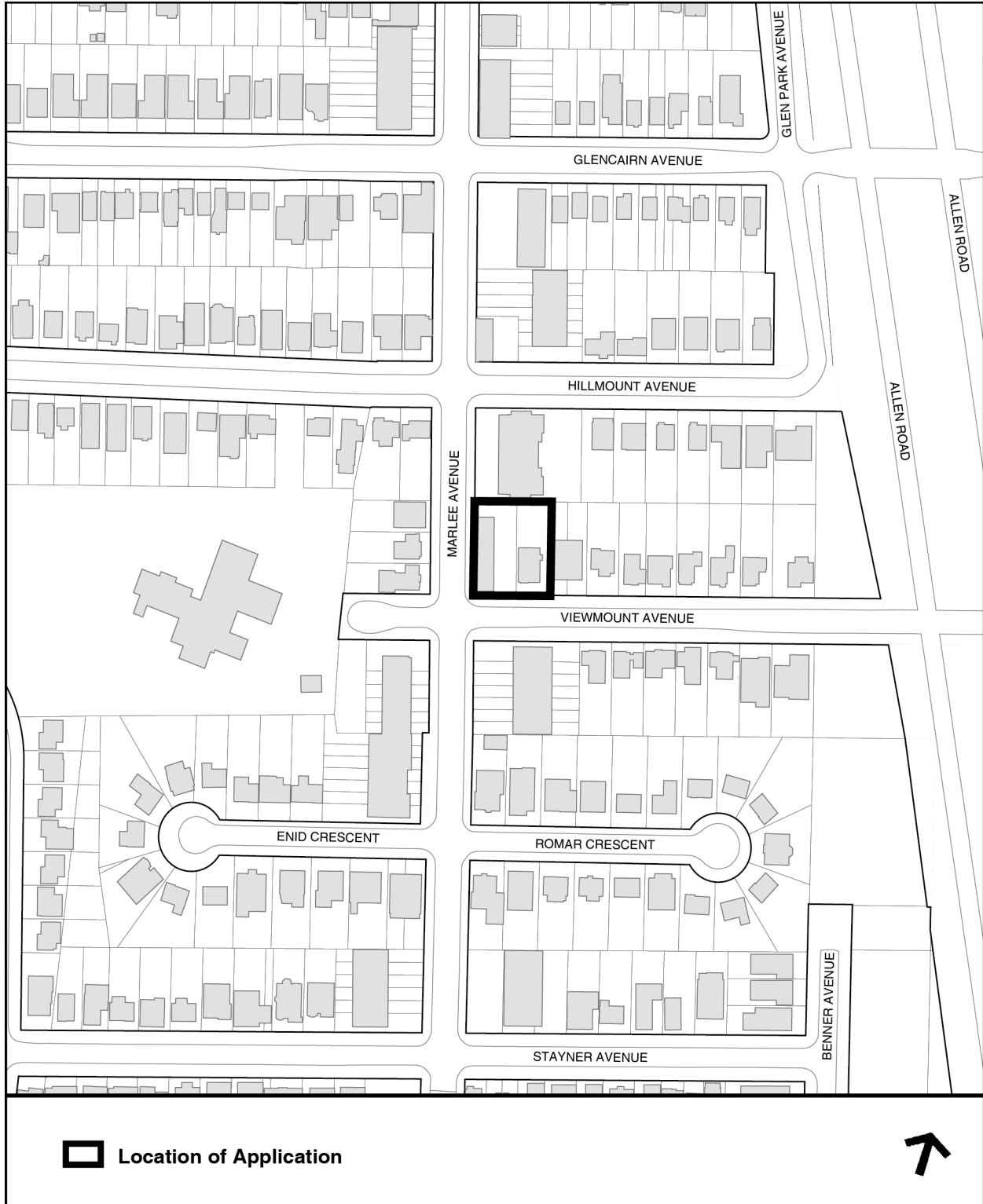
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David Sit, MCIP, RPP, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: Official Plan Land Use Map
Attachment 4: Zoning By-law Map
Attachment 5: Site Plan
Attachment 6: Elevations

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 280 VIEWMOUNT AVE **Date Received:** December 22, 2022

Application Number: 22 241838 NNY 08 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning By-law Amendment Application for a 33-storey high-rise mixed-use building with a total of 342 units and a total gross floor area of 22,360 square metres, which includes 296 square metres of retail space.

Applicant	Agent	Architect	Owner
ALTREE DEVELOPMENTS			280 VIEWMOUNT INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR 1.0 (c1.0; r1.0) SS	Heritage Designation:
Height Limit (m):	10.5	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 1,590 Frontage (m): 43 Depth (m): 37

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			938	938
Residential GFA (sq m):	121		22,064	22,064
Non-Residential GFA (sq m):	584		296	296
Total GFA (sq m):	705		22,360	22,360
Height - Storeys:	2		33	33
Height - Metres:			107	107

Lot Coverage Ratio (%): 58.99 Floor Space Index: 14.06

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	22,064	
Retail GFA:	296	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	5			
Freehold:				
Condominium:			342	342
Other:				
Total Units:	5		342	342

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		80	156	71	35
Total Units:		80	156	71	35

Parking and Loading

Parking Spaces: 85 Bicycle Parking Spaces: 387 Loading Docks: 1

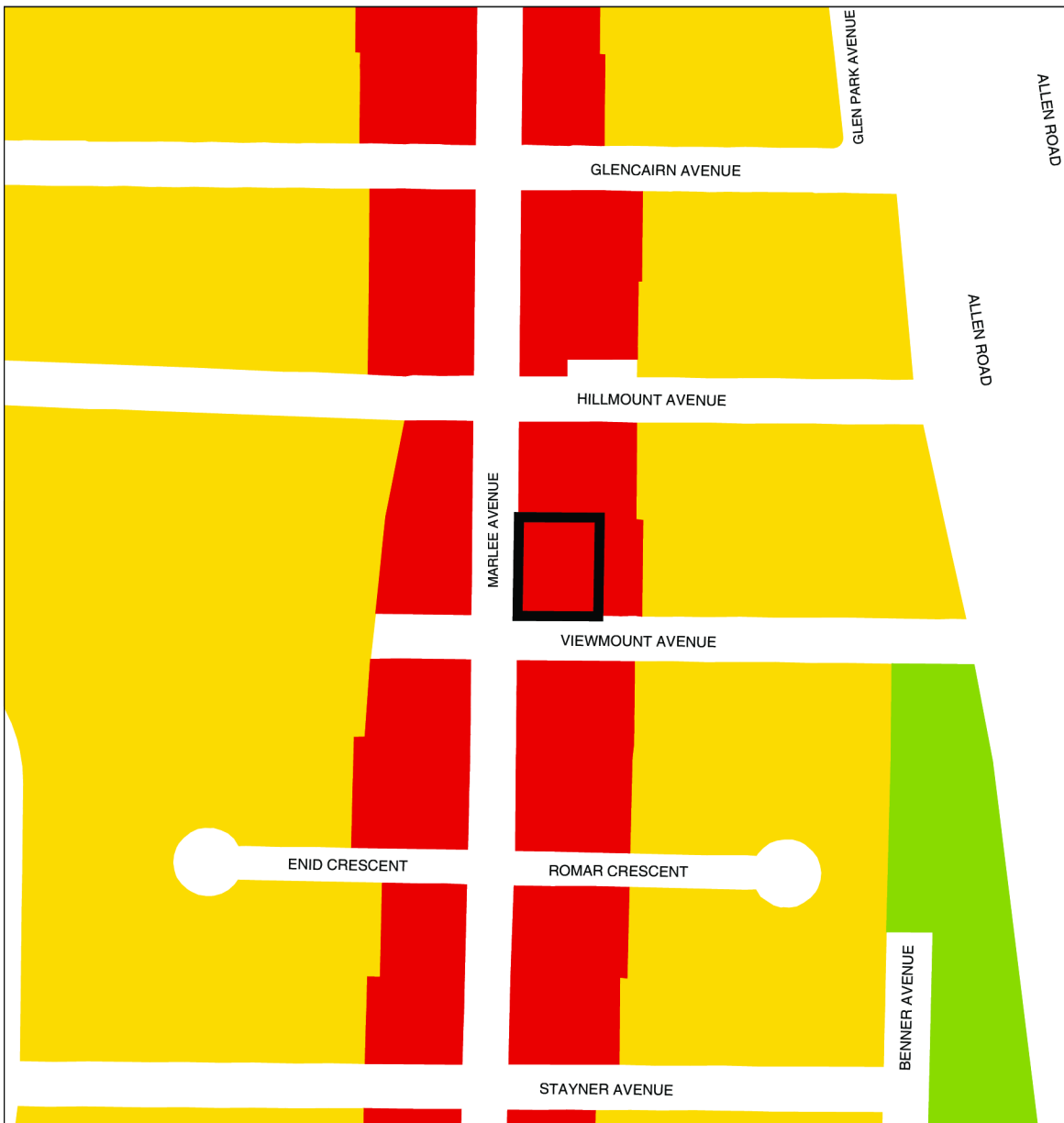
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Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map #17

278-280 Viewmount Avenue

File # 22 241838 NNY 08 0Z

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


 Not to Scale
 Extracted: 01/03/2023

Attachment 4: Zoning By-law Map



Zoning By-law 7625

278-280 Viewmount Avenue

File # 22 241838 NNY 08 0Z



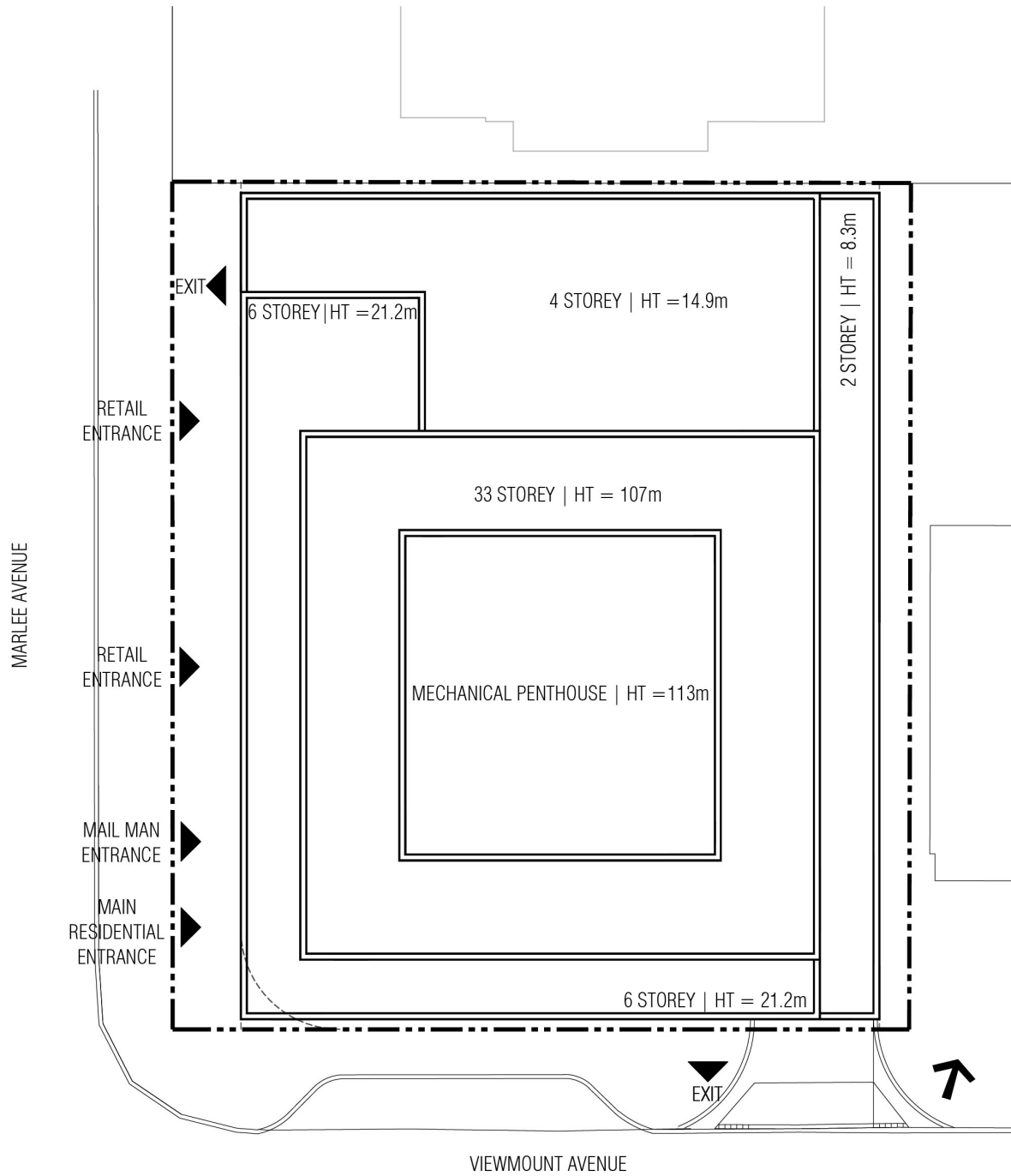
Location of Application

- R5 *One-Family Detached Dwelling Fifth Density Zone*
- R6 *One-Family Detached Dwelling Sixth Density Zone*
- R7 *One-Family Detached Dwelling Seventh Density Zone*
- C1 *General Commercial Zone*

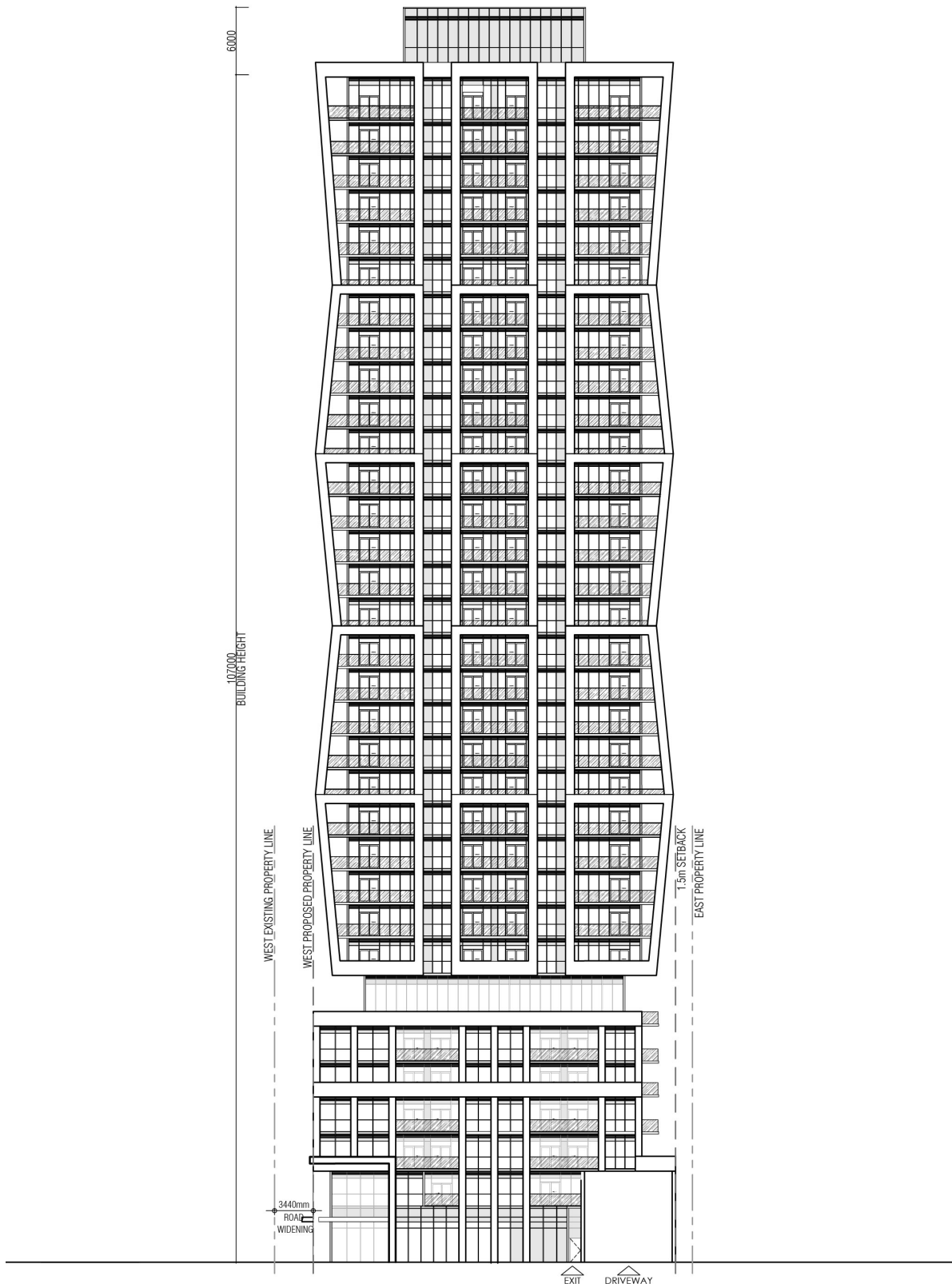


Not to Scale
Extracted: 01/03/2023

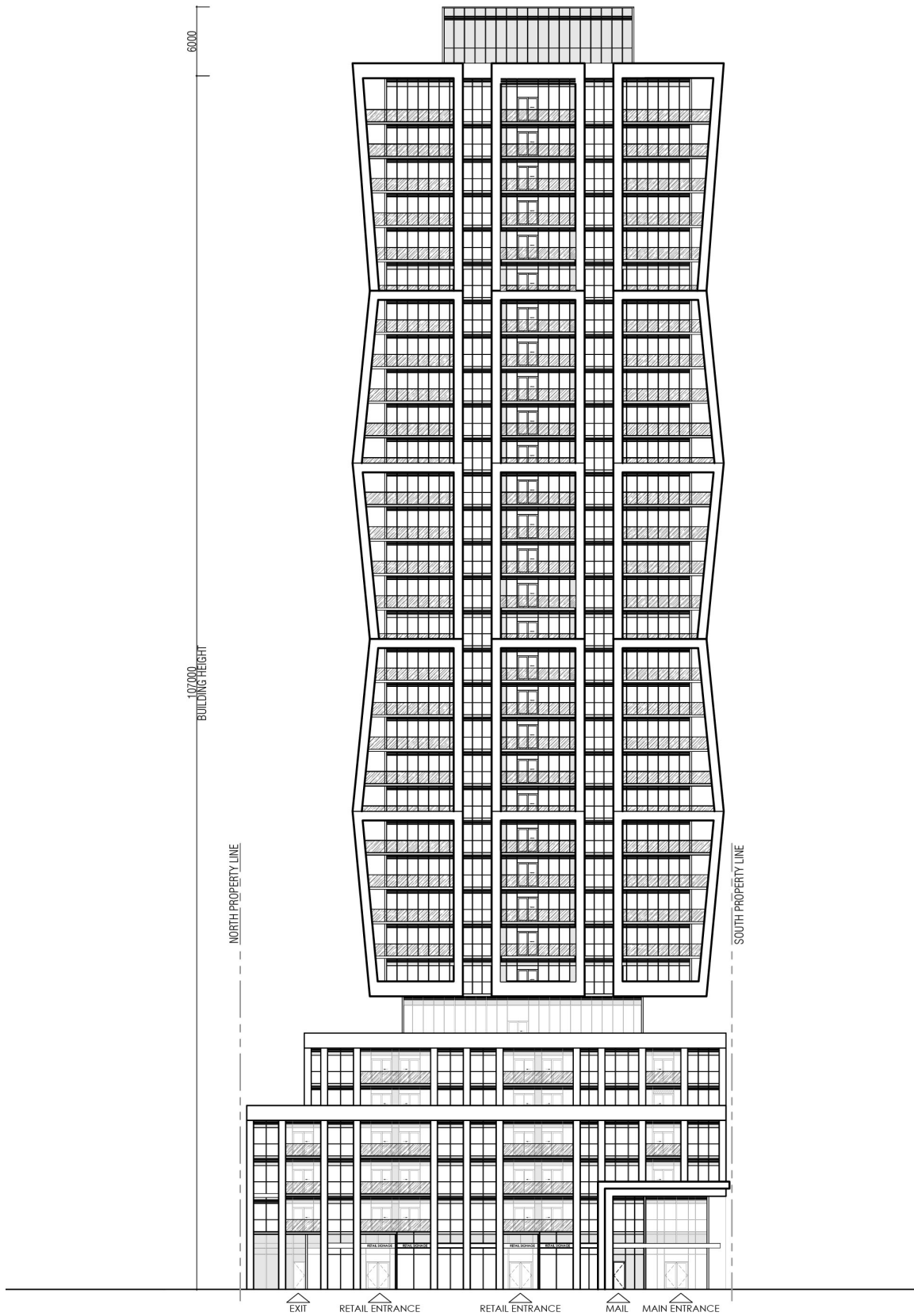
Attachment 5: Site Plan



Attachment 6: Elevations

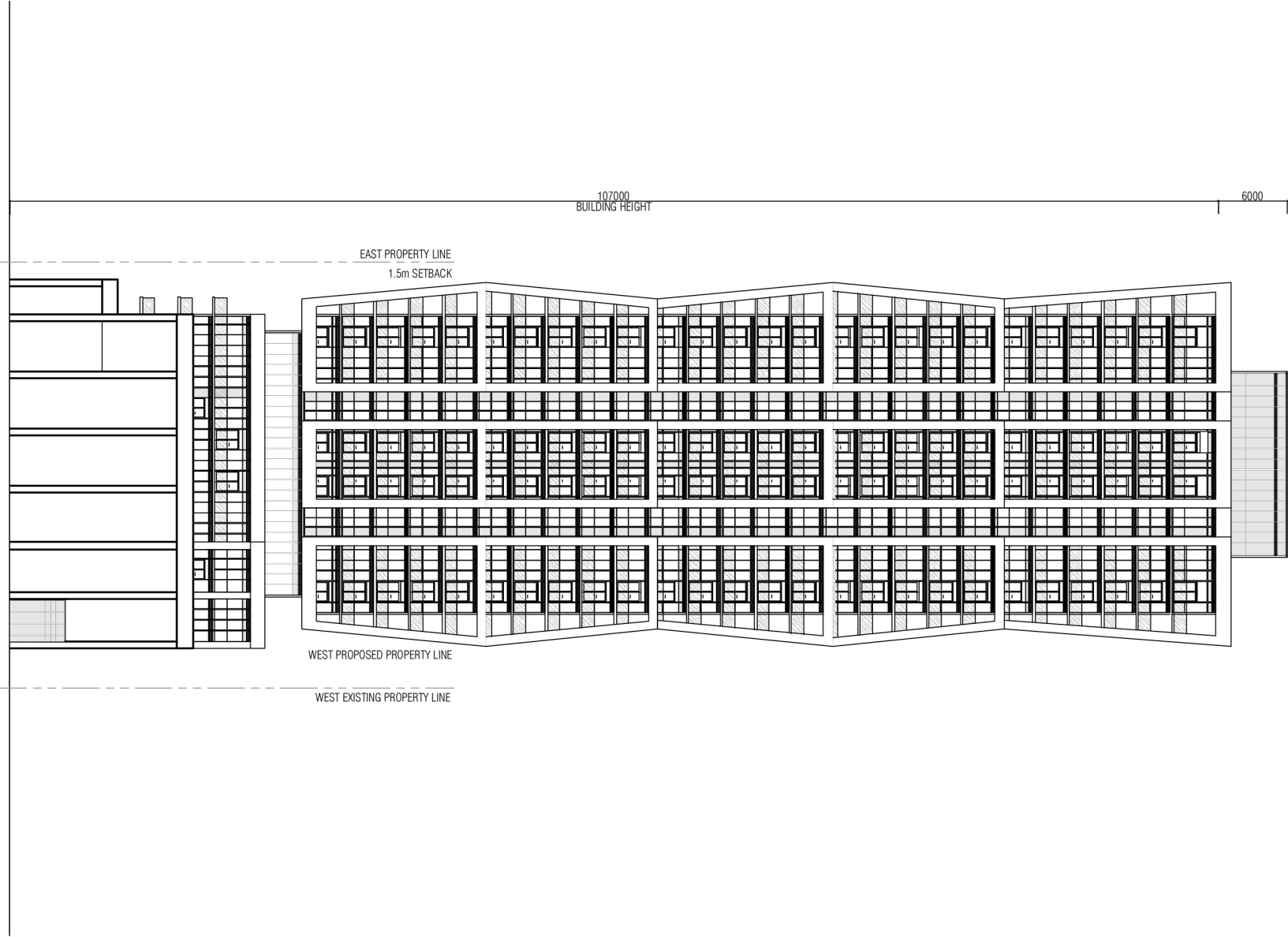


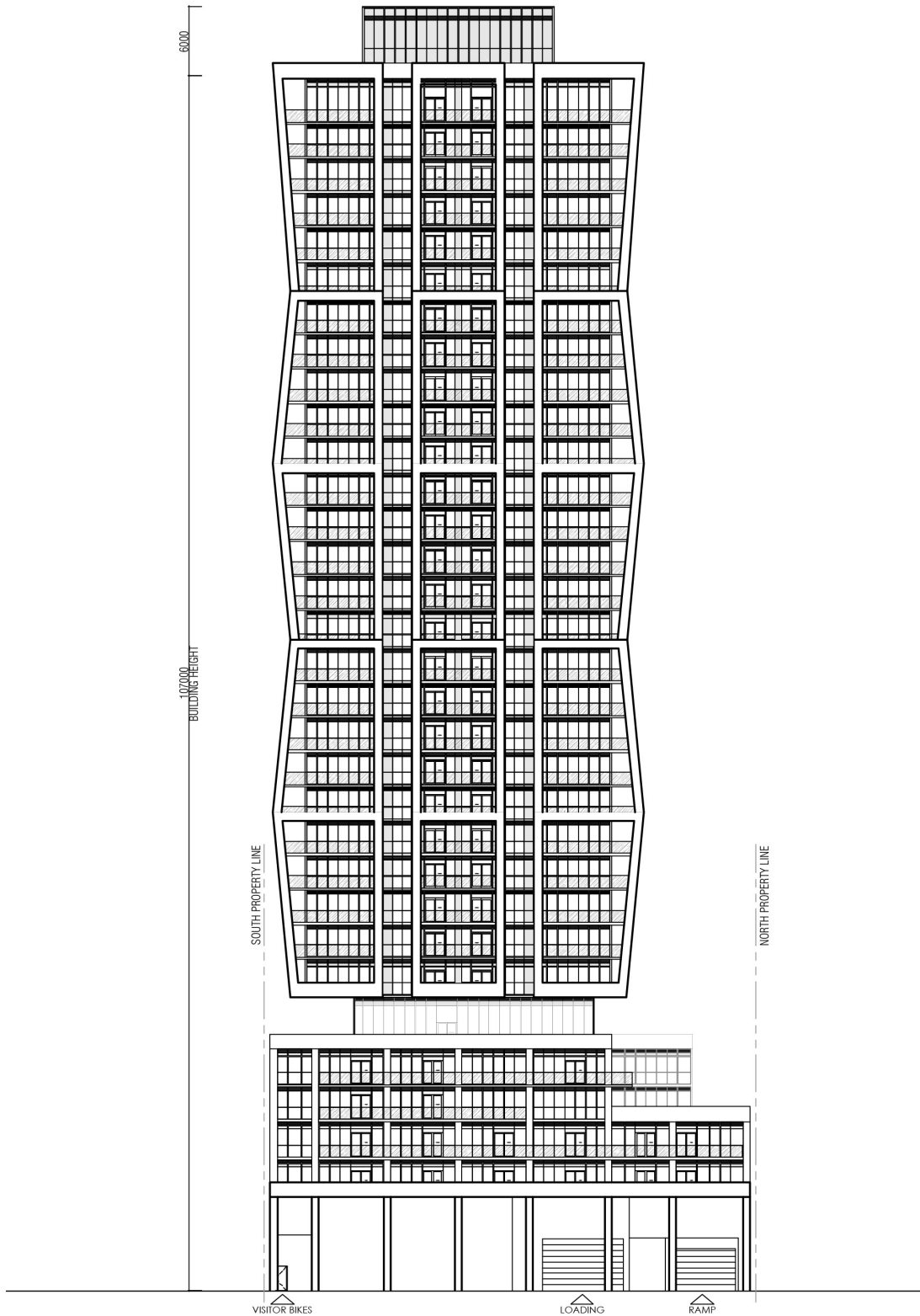
South Elevation



West Elevation

North Elevation





East Elevation