

## **75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Ave East (Block 9 & Block 18 on REG PLAN 66M-2518) – Official Plan and Zoning Amendment Applications – Decision Report – Approval**

Date: June 19, 2024

To: North York Community Council

From: Director, Community Planning, North York District

Ward: Ward 17 - Don Valley North

**Planning Application Number:** 24 129405 NNY 17 OZ

### **SUMMARY**

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This application proposes to amend the City of Toronto Official Plan and Zoning By-law to permit a 44 - (144.3 metres) and 39 (129.3 metres) - storey mixed use development at 75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Avenue East)) (Block 9 & Block 18 on REG PLAN 66M-2518). The development proposes to incorporate an elementary school for the Toronto Catholic District School (TCDSB) into the first 2-storeys of the base building (Block 9) and a new school yard (Block 18). The proposed development would consist of 867 residential dwelling units and have a gross floor area of approximately 60,809.5 square metres, including 4,618 square metres dedicated to the TCDSB school. A total of 480 square metres of retail space is proposed at street-level.

The proposed Official Plan Amendment and Zoning By-law amendment 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 Official Plan Amendment and Zoning By-law amendment also conforms to the City's Official Plan.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law. The recommended Zoning By-law includes a Holding (H) provision on the lands to ensure that preliminary infrastructure matters are addressed.

### **RECOMMENDATIONS**

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The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan, for the lands at 75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Avenue East)) (Block 9 & Block 18 on REG PLAN 66M-2518) substantially in accordance with the draft Official Plan Amendment attached as Attachment 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Avenue East)) (Block 9 & Block 18 on REG PLAN 66M-2518) substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. City Council direct that before introducing the necessary Bills to City Council for enactment, the applicant be required to:
  - a) Submit a revised Functional Servicing and Stormwater Management Report for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
  - b) Submit a revised Transportation Impact Study for review and acceptance to the satisfaction of the General Manager, Transportation Services.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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### **Concord Park Place**

The subject site is part of the Concord Park Place master planned community, which was formerly owned by Canadian Tire and known as the Canadian Tire Lands.

In 2000, Canadian Tire submitted applications for Official Plan Amendment, Zoning Bylaw Amendment, and Draft Plan of Subdivision to develop a new mixed use community on their lands. To provide further guidance for the proposal, the Bessarion-Leslie Context Plan (Context Plan) and an Environmental Assessment (EA) for Esther Shiner Boulevard were undertaken, and after community consultation, were approved by Council in February 2002. The Context Plan provided a framework for development,

including street and block pattern, building heights, transportation linkages and urban design guidelines.

In November 2002, Council approved the applications and passed OPA No. 530 and Zoning By-law Amendment No. 1094-2002, which implemented the approved Context Plan. The draft approved plan of subdivision divided the development into three phases. Phase 1 being the lands containing the Canadian Tire retail store and gas station, Phase 2 being the lands east of Provost Drive, and Phase 3 being the lands west of Provost Drive, which contains the subject site. Phases 1 and 2 were registered in 2006. The November 2002 City Council decision document can be found at: <http://www.toronto.ca/legdocs/2002/agendas/council/cc021126/ny12rpt/cl022.pd>

In late 2006, Concord Adex (the applicant) purchased the lands with the exception of the retail store site, a mixed use block (Block 2) to the west of the store, and the Canadian Tire office block at Sheppard and Leslie Street. In 2009/2010, the applicant revised the layout of the lands and filed applications to amend the Official Plan, the Zoning By-law, and the 2002 draft approved plan of subdivision. A Preliminary Report was considered by North York Community Council on January 18, 2011, and was adopted without amendments. A copy of the Report and Community Council's decision can be found at: [Agenda Item History - 2011.NY3.41 \(toronto.ca\)](#)

In November 2011, the applicant appealed to the Ontario Municipal Board (OMB) based on Council's failure to make a decision within the time prescribed by the *Planning Act*. The City and the applicant continued to work to resolve outstanding issues, which included building heights, family sized units, additional Section 37 contributions and minor zoning matters. Considerable progress on the issues was made and a Request for Directions Report (dated May 28, 2012) identifying the outstanding matters was considered by North York Community Council and City Council in June / July 2012. Following the drafting of the Request for Directions Report, the City and applicant reached a settlement. The details of the settlement were discussed in a report from Legal Services (dated July 12, 2012), which was also considered by City Council in July 2012. The Request for Directions Report (dated May 28, 2012), the report from Legal Services (dated July 12, 2012), and Council's decision on the matter can be found at: [Agenda Item History - 2012.NY17.47 \(toronto.ca\)](#)

On November 27, 2012, Council considered a subsequent Request for Directions Report and adopted the recommendations. The Request for Directions Report and Council's decision can be found at: [Agenda Item History - 2012.MM28.26 \(toronto.ca\)](#)

On March 8, 2013, the OMB issued an Order to approve the applications. Official Plan Amendment No. 186 and Zoning By-law Amendment No. 959-2013 (OMB) were adopted to implement the OMB Order/Decision.

The Draft Plan of Subdivision was registered on December 1, 2014.

OPA No. 186 can be found at: [Authority: \(toronto.ca\)](#)

Zoning By-law Amendment No. 959-2013 (OMB) can be found at: [law0959.pdf \(toronto.ca\)](#)

## **Review of Sheppard Avenue East Subway Corridor Secondary Plan**

On June 26, 2018, City Council passed a motion directing City Planning, in consultation with appropriate City Divisions, to review the existing policies contained within the Sheppard East Subway Corridor Secondary Plan and analyze the existing and planned built form context to clarify, refine, and/or strengthen the appropriate density and height limitations and other planning and built form policies for the Mixed Use Areas and Institutional Areas located to the north and south of Sheppard Avenue East between the east side of Bayview Avenue and the east side of Leslie Street. The subject site falls within this study area.

This Council motion also directed staff to evaluate whether there is potential for appropriate, grade-related, low-rise intensification opportunities on existing older two-storey and three-storey townhouse and apartment building sites in the vicinity of Talara Drive and Highway 401 that are designated Neighbourhoods and Apartment Neighbourhoods in the Official Plan. Link to Council motion can be found here:

[Agenda Item History - 2018.NY31.8 \(toronto.ca\)](#)

## **ReNew Sheppard East (Sheppard Avenue East Planning Review)**

On February 2, 2022 City Council directed that City Planning staff build upon the review completed as part of the Sheppard Avenue East Subway Corridor Secondary Plan Review that was initiated in 2018 and undertake a study to analyze a streets and blocks network, parks and open spaces, an enhanced public realm, heritage, built form, multi-modal transportation options, adequate servicing infrastructure, and compatible land uses. The study, called ReNew Sheppard East, is currently being undertaken to develop a planning framework to guide future development for the Sheppard Avenue East corridor. City Council's decision can be found here:

[Agenda Item History - 2022.NY29.27 \(toronto.ca\)](#)

## **Major Transit Station Area Delineations**

On July 19 - 22, 2022, City Council adopted four Official Plan Amendments, Official Plan Amendments 540, 544, 570 and 575, that include a total of 115 Major Transit Station Areas (MTSAs)/Protected Major Transit Station Areas (PMTSAs). The subject site is located within the Bessarion Station MTSA (SASP 730) as identified within OPA 575. The Council-adopted Leslie Station MTSA is planned for a minimum population and employment target of 300 residents and jobs combined per hectare. The Official Plan Amendments were forwarded to the Minister of Municipal Affairs and Housing for

approval. The Minister has yet to issue approval of the Council-approved Official Plan Amendments for the proposed PMTSAs and MTSAAs.

A copy of the report and decision can be found at the following link: [Agenda Item History - 2022.PH35.16 \(toronto.ca\)](#)

## **Pre-Application Consultation**

A pre-application consultation ("PAC") meeting was held on February 1, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available here: <https://www.toronto.ca/1001SheppardAveEBlock9>.

The current application was submitted on March 25, 2024 and deemed complete on April 24, 2024. A Preliminary Summary of the application is available here: <https://www.toronto.ca/1001SheppardAveEBlock9>.

## **THE SITE**

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### **Description**

The subject site at 75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Avenue East) forms Block 9 and Block 18 in the registered plan of subdivision (Registered Plan 66M-2518), or Parcel A, and Parcel B in By-law 959-2013. The surrounding area includes 20 blocks, inclusive of new public streets, community centre, public park, and blocks for development. By-law 959-2013 outlines permitted residential and commercial uses on Block 9. In addition to the permitted residential and commercial uses, the Section 37 provisions in By-law 959-2013 secured Block 9 and Block 18 as school reserve sites.

The subject site is located south of Sheppard Avenue East, southeast of the Bessarion TTC Subway Station. Block 9 is the northernmost parcel on the site and Block 18 is the southernmost parcel, located directly north of Ethennonnhawahstihnen' Park.

The site is generally rectangular in shape and has an area of approximately 7,314 square metres with approximately 90 metres of frontage on the future Street D to the north, 42.1 metres on Ethennonnhawahstihnen' Lane, 42 metres on Billes Heights, and 100.3 metres to the south adjoining the lot boundary with Block 18.

### **Existing Use**

Block 9 is currently being used as a parking lot for the existing Concord Presentation Centre on Block 7. Block 18 is located to the north of Ethennonnhawahstihnen' Park.

## **Surrounding Land Uses**

As shown on Attachment 2: 'Location Map' of this report, the following are the surrounding land uses:

- North: Immediately north of the subject site is the Concord Adex Presentation Centre, which is Parcel A in the existing Zoning By-law or Block 7 in the registered plan of subdivision (Registered Plan 66M-2518). Further north of the site is an existing low-rise neighbourhood that is north of Sheppard Avenue East.
- South: South of the site is Ethennonnhawahstihnen' Park and the surrounding high-rise buildings in various stages of development, construction, and occupancy.
- East: To the east of the subject site is an active construction project by the applicant, King's Landing, which is Parcel C in the existing Zoning By-law, or Block 15 in the registered plan of subdivision (Registered Plan 66M-2518). Further east are high-rise developments and an existing Canadian Tire department store. Further east is the Oriole GO station, located approximately 800 metres from the subject site.
- West: To the west of the site is the new Ethennonnhawahstihnen' Community Recreation Centre and Library. Approximately 100 metres northwest of the site is the Bessarion Subway Station on the TTC Line 4. Further west is an existing low-rise neighbourhood.

## **THE APPLICATION**

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### **Description**

The application proposes to amend the Official Plan and Zoning By-law to permit a 44- and 39-storey mixed use development incorporating a Toronto Catholic District School Board (TCDSB) elementary school within the base of the building. Retail space is proposed on the ground level of the base building on Block 9. The proposed school yard would be on Block 18.

### **Density**

The proposal has a density of 9.05 times the area of the lot.

### **Dwelling Units**

The proposal includes 867 dwelling units, 27 studio (3%), 495 one-bedroom (57%), 257 two-bedroom (30%), and 90 three-bedroom units (10%).

## **Non-Residential Component**

The proposal includes 4,618 square metres dedicated to an elementary school for the TCDSB. A total of 480 square metres is proposed for retail.

## **Access, Bicycle Parking, Vehicle Parking and Loading**

The site would have access from Billes Heights via a seven-metre wide driveway to the loading spaces and the underground parking ramp. The proposal includes a total of 378 parking spaces, including 332 resident, 10 visitor and 36 school parking within three levels of underground parking. The applicable Zoning By-law does not require a minimum number of retail parking spaces. The Transportation Impact Assessment has identified that the intention is to provide retail parking space as part of the applicant's redevelopment of Block 7, located immediately north of the site.

The proposal includes a pick-up and drop-off area fronting Street D. The site includes a curb-side parent pick-up and drop-off area on Billes Heights and a curb-side school bus pick-up and drop-off zone on Ethennonnhawahstihnen' Lane.

The proposal includes a total of 671 bike parking spaces, including 503 long term and 129 short-term spaces, which are distributed in the underground parking and at grade-level. Included in the bicycle parking numbers are 3 long- and 6 short-term spaces for the school, 1 long- and 6 short-term spaces for retail, 10 publicly accessible spaces, and 13 premium bicycle parking spaces. The proposed development includes one Type 'B' and one Type 'G' loading space.

## **Additional Information**

See the attachments of this report for the Application Data Sheet (Attachment 1), Location Map (Attachment 2), existing Official Plan Land Use Map (Attachment 3), Existing Zoning By-law Maps (Attachments 4 and 5), a site plan (Attachment 8), and elevations (Attachment 9) of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: [www.toronto.ca/1001SheppardAvenueEastBlock9](http://www.toronto.ca/1001SheppardAvenueEastBlock9)

## **Reasons for Application**

An Official Plan Amendment is required to amend Land Use Map 19 of the Official Plan to redesignate Block 18 from *Parks and Open Spaces* to *Mixed Use Areas*.

Amendments are required to the Sheppard East Subway Corridor Secondary Plan to Policy 4.2.3, Map 9-2 Key Development Areas, and Map 9-3 Specific Development Policies to allow for the proposed height, density and to establish a specific development policy for the site.

A Zoning By-law Amendment is required to bring the site into City of Toronto Zoning By-law 569-2013, by zoning it as Commercial Residential (CR) and applying other site-

specific provisions to permit the proposed height, density, setbacks and other performance standards.

## **APPLICATION BACKGROUND**

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### **Application Requirements**

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

- Arborist Report;
- 3D Modelling;
- Accessibility Design Guideline;
- Block Context Plan;
- Landscaping and Lighting Plans;
- Soil Volume Plan;
- Tree Preservation Plan;
- Environmental Site Assessment;
- Energy Modeling and Energy Strategy Report;
- Function Servicing and Stormwater Management Report;
- Geotechnical Report;
- Noise Impact Study;
- Vibration Study;
- Planning Rationale;
- Pedestrian Level Wind Study;
- Sun and Shadow Study, Checklist and Cover Letter;
- Transportation Impact Assessment;
- Toronto Green Standard;

### **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 and to formulate appropriate Official Plan amendments and Zoning By-law standards.

## **POLICY & REGULATION CONSIDERATIONS**

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### **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, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan, and others.



## Official Plan

The Official Plan Land Use Map 19 identifies the site with two land use designations: Block 9 is designated *Mixed Use Areas* and Block 18 is designated *Parks and Open Spaces*. 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.

See Attachment 3 of this report for the Land Use Map 19.

The Official Plan can be found here: [Official Plan: Chapters 1-5 – City of Toronto](#)

## Secondary Plan

The Sheppard East Subway Corridor Secondary Plan identifies the site as being within the Bessarion Node. The development nodes are the primary areas for intensification within the Secondary Plan and are located at subway stations along the Sheppard Subway Line. Policy 4.2.B sets out a re-urbanization strategy for the Bessarion Node.

The site is subject to Policy 4.2.3 which applies to several blocks identified in Schedule 1 of the Secondary Plan. Provisions under Policy 4.2.3 that are applicable to the site regulate height and density, the provision of a school on Block 18, public art at the cost of 1% of gross construction cost for development, and minimum of 10% of units having a gross floor area of 100 square metres.

The Sheppard East Subway Corridor Secondary Plan can be found here: [9 - Sheppard East Subway Corridor Secondary Plan \(toronto.ca\)](#)

## Zoning

The site is currently zoned Residential Multiple Sixth Density, RM6(208) B under Site Specific Zoning By-law 959-2013 under the former City of North York Zoning By-law No. 7625. The zone permitting an apartment building and retail uses and Block 18 is zoned O1 (26), permitting commercial, recreational, accessory, and school and day nursery uses. A school and day nursery are permitted uses if constructed together with Parcel B (or Block 9). The school shall have a maximum building height of 16.8 metres, or 4 storeys and maximum gross floor area of 5,600 square metres. See Attachment 4 of this report for the existing Zoning By-law Map.

The site is not subject to Zoning By-law 569-2013. The application proposes to bring the site into the current City-wide Zoning By-law 569-2013.

## Design Guidelines

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

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities

- Design Guidelines for Privately Owned Publicly Accessible Spaces (POPS)
- Pet Friendly Design Guidelines for High Density Communities
- Percent for Public Art Program
- Retail Design Manual
- Toronto Accessibility Design Guidelines

The City's Design Guidelines may be found here: [Design Guidelines – City of Toronto](#)

## **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 Toronto Green Standard.

## **Statutory Public Meeting Comments**

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

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement (2020) (PPS) and conformity with the Growth Plan (2020) (Growth Plan).

The proposal is in keeping with the intensification policies of both the PPS and the Growth Plan. Policy 2.2.1(2)(c) of the Growth Plan directs that growth be focused in delineated built-up areas, strategic growth areas and locations with existing and planned transit. The site is located in a strategic growth area with access to existing transit and is located approximately 100 metres from the Bessarion TTC Subway Station, and approximately 800 metres from the Oriole GO Transit Station. The distance to these transit stations represent an approximate 5-10 minute walk.

The Growth Plan envisions the creation of complete communities that are compact, transit-supportive, and make effective use of investments in infrastructure and public service facilities. The proposal would support the creation of complete communities by incorporating residential, commercial, and school uses. The proposed mixed uses add to the range and mix of housing options and employment opportunities in the area in accordance with Provincial policy and supports the proposed MTSA target established by the City of a minimum of 300 people and jobs per hectare for the Bessarion Station

MTSA. In the opinion of Staff, the proposal is consistent with the PPS and conforms with the Growth Plan.

## **Land Use**

Block 9 is designated *Mixed Use Areas* which supports a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Block 18 is currently designated *Parks and Open Spaces* in the Official Plan.

The proposed residential and retail uses support the *Mixed Use Areas* designation of the Sheppard East Subway Corridor Secondary Plan. The proposal to redesignate Block 18 as *Mixed Use Areas* is appropriate as Block 18 would be integrated as the school yard for the elementary school proposed on Block 9. The proposed redesignation is supported by the Provincial policies to accommodate intensification and higher density mixed uses in a more compact built form within strategic growth areas. The proposed redesignation also meets Official Plan objectives which seek to support mixed uses to reduce auto dependency, create new jobs and homes, and have access to community facilities such as schools.

## **Built Form and Massing**

The Official Plan provides that development be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm. In achieving these objectives, the Official Plan directs development to provide streetwall heights and setbacks that fit harmoniously with the existing and/or planned context and provide additional setbacks at locations such as prominent destinations and areas with high pedestrian volumes. The Secondary Plan directs that building height and massing should minimize excessive shadowing and respond sensitively to nearby low density residential areas.

### ***Base Building***

The proposal incorporates a 5-storey base building with stepbacks above the second storey facing Billes Heights, Ethennonnhawahstihnen' Lane, and the proposed school yard. The base building also incorporates a stepback above the first storey facing Street D. The proposed stepbacks reduce building mass and respond to the site's local context with smaller right-of-way proportions when compared to the larger street width on Sheppard Avenue East, which generally comprises developments with base buildings that are up to 6-storeys in height.

The site has a downward grade difference of approximately 3.9 metres from Ethennonnhawahstihnen' Lane to Billes Heights. The base building incorporates stepbacks which would reduce the pedestrian perception of the massing of the base building as the grading slopes down. The base building would stepback above the 1st storey, creating a 1-storey streetwall facing Street D. The base building would stepback

above the second storey facing Ethennonnhawahstihnen' Lane and Billes Heights, creating a 2-storey streetwall. These stepbacks are appropriate and would frame the edges of the public realm with good street proportion and respond to the site grading.

In addition, the base building is setback 4.5 metres from the property lines and 2.4 metres from the proposed school yard. The base building is setback an additional 12.0 metres at the southwest corner of the lot, which is the location of the proposed school entrance and bus pick-up zone. The proposed base building setbacks are appropriate to facilitate the expected increased pedestrian volumes from the proposed residential, commercial, and school uses on the site and to accommodate key public realm elements such as tree plantings, landscaping, and space for retail activity at-grade. TCDSB staff have also notified City Planning staff that the proposed setbacks of 2.4 metres from the proposed playground and 12.0 metres for the school entrances have been coordinated ahead of the submission and are appropriate for the intended school uses.

City Planning staff find that the proposed base building height, massing, and setbacks conform to the applicable policies of the Official Plan, Sheppard East Subway Corridor Secondary Plan, and are in keeping with the Tall Building Design Guidelines.

### *Towers*

The proposed towers have a floorplate size of 798 square metres of gross construction area, representing an increase from the maximum of 750 square metres recommended in the Tall Building Design Guidelines. The Tall Building Guidelines provide flexibility for increase tower floorplate size but require that exceptional design attention be given to the shape and articulation of the tower to diminish the overall scale and impact of the building mass through greater separation distances, setbacks and stepbacks to mitigate wind, shadow, and sky view impacts. The Tall Building Guidelines also provide direction for the design of balconies, including the shape and size to minimize shadow impacts and access to sky view.

The proposal responds to the increased tower floorplate sizes by incorporating towers that are designed with a squarer shape and a tower separation distance of 26.4 metres, which slightly exceeds the minimum distance of 25 metres recommended in the Guidelines. The squarer shape and tower separation reduce shadow impacts resulting from the towers and maximize access to sunlight and open views of the sky between the towers from the public realm. The mechanical penthouse has been appropriately setback to the rear portion of the towers to reduce additional visual and physical impacts.

The Tall Building Guidelines also recommend a minimum tower stepback of 3.0 metres from the base building to reinforce the base building as the defining element for the public realm, support improved wind conditions, and to reduce the tower's visual impact from the public realm. The towers incorporate stepbacks that exceed, or adhere to the minimum standard, including a minimum stepback of 3.0 metres for both towers facing

Street D, 4.2 metres for the east tower facing Billes Heights, 7.5 metres for the west tower facing Ethennonnhawahstihnen' Lane, and 3.0 metres for both towers facing the school yard. The proposed tower stepbacks, together with the proposed base building stepbacks, meet the objectives of the Tall Building Design Guidelines. As discussed above, the design of balconies contributes to building mass. Since the initial submission, the applicant has incorporated revisions to reduce the extent of the balcony projections from 3.0 metres to a maximum of 2.0 metres which would be secured in the proposed Zoning By-law.

While the proposed floorplate exceeds the Guideline's maximum standard of 750 square metres, Staff find that the proposed tower shape, separation distance, stepbacks and setbacks would appropriately minimize physical and visual impacts, while maximizing access to sky view from the public realm.

Since the proposal was submitted, the applicant revised the application from 46- storeys and 36-storey to 44-storeys and 39-storeys, inclusive of a 5-storey base building. The Secondary Plan directs that the greatest heights and densities should be promoted closest to the subway stations. The site is located approximately 100 metres from the Bessarion Subway Station, making it an appropriate location to accommodate higher density development. Staff find that the proposed building heights, in combination with the design features described above, are acceptable for the site.

## **Block 18**

As described above, Block 18 is intended to be integrated as the schoolyard for the proposed school on Block 9. While the proposal identifies design features for the schoolyard through this Rezoning and Official Plan Amendment application, the City will coordinate with the applicant and TCDSB staff to ensure the design of the schoolyard and access to the schoolyard integrates with any connections to the public right-of-way and Ethennonnhawahstihnen' Park.

## **Shadow Impacts**

The applicant submitted a revised shadow study following the revisions to the building heights, tower separation, and increased east tower stepback. Staff note that the proposed shadow study is comparable to the shadow study submitted as part of the initial application. The shadowing caused by the west tower is slightly increased and the shadowing caused by the east tower is slightly reduced.

The shadow study illustrates that the shadowing produced by the proposed development would be contained within the Bessarion Development Node with limited impacts to the stable residential area outside the node, as directed by Policy 4.4.2d) of the Sheppard East Subway Corridor Secondary Plan. The shadowing during the fall/spring equinoxes is contained to low-rise neighbourhoods within the Bessarion Node with minor shadowing between 9:18am to 10:18am. The shadowing caused by the proposal on the north side of Sheppard Avenue East would be mostly past by 1:18pm, with minimal shadowing caused by the east tower. The shadows created by the

proposed development will generally not have adverse impacts on stable low-rise residential uses, open spaces, or parks, in accordance with the Secondary Plan.

The shadow impact resulting from the proposal is acceptable.

## **Wind Impacts**

The submitted Pedestrian Level Wind Study discusses conditions for the Proposed Configuration (including the subject site and nearby under-construction sites) and Future Configuration (including the subject site and future developments).

The wind study observed that the proposed configuration would generate wind safety concerns at the northwest corner and east side of the proposed development, which exceed the wind safety criterion in the proposed configuration. However, the wind study indicates that wind gust at all areas immediately to the subject site is expected to meet the safety criterion in the future configuration with the build out of the surrounding area. As additional measures, the wind study recommends wind control strategies such as landscaping and recessed entrances near retail entrances where increased wind is expected.

The wind conditions at the school yard are predicted to be generally comfortable for standing throughout the year and lower wind speeds that are comfortable for sitting are expected closer to the building. Other key areas that staff considered in assessing the wind study include the school bus pickup/drop off on the west side of the building and the parent pick up/drop off on the east side of the building. As measures to improve wind conditions, the Tall Building Design Guidelines recommends incorporating stepbacks, setbacks, and reducing the massing of balcony projections. The proposal incorporates increased tower stepbacks for the east tower (from 3.0 metres to 4.2 metres) and reduced balcony projections (from 3.0 metres to 2.0 metres). These revisions, in addition to the landscaping features recommended by the Wind Study would support the wind mitigation measures in the Tall Building Design Guidelines. In addition to these revised design features outlined above, the Wind Study identifies that the addition of future development (which would include the site currently under construction to the east of the subject site) would further alleviate wind impacts.

City Planning staff have reviewed the Pedestrian Level Wind Study for the proposed development and are satisfied with the assessment, conclusions, and recommendations contained within the Study.

## **Tree Preservation**

The Arborist Report and the Tree Preservation Plan have been reviewed by Urban Forestry staff. The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). Urban Forestry staff requires revisions to the Soil Volume Plan to identify open tree planting areas, and tree width and tree depths, in accordance with the TGS.

## **Access, Parking, Loading**

A Transportation Impact Study was submitted to assess the traffic impact, access, bicycle parking and loading arrangement for this development. The application proposes a total of 378 vehicle parking spaces, including, 332 resident and 10 visitor parking spaces, and 35 school parking spaces. A revised Transportation Impact Study is required for review and acceptance to the satisfaction of the General Manager, Transportation Services.

## **Servicing**

A revised Functional Servicing Report and Stormwater Management Report is required to identify if any upgrades are necessary to the existing infrastructure for this development. Staff recommend that the Bills necessary to implement the approval of this project be withheld until the Reports have been accepted by Engineering and Construction Services staff.

## **Parkland**

The parkland requirement for the subject site (Block 9 on Plan 66M-2518) has been satisfied with the conveyance of Blocks 14 and 19 (Ethennonnhawahstihnen Park) as part of the overall subdivision. Any additional height and density proposed beyond what is permitted in the in-force zoning by-law will be subject to cash-in-lieu, in accordance with Section 42 of the Planning Act. 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.

## **Toronto Green Standard**

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

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the Rezoning and Site Plan Control application process.

Performance measures for Tier 1 development features secured through the zoning by-law process including electric bicycle infrastructure and spaces and reduced parking ratio to residential unit count. These features will be secured in the proposed zoning by-law.

Other applicable TGS performance measures will be secured through the Site Plan Approval process such as energy modeling measures indicating reductions in greenhouse gas emissions, landscaping, and tree plantings.

## **Community Consultation**

A joint in-person Community Consultation meeting was hosted by the City on June 4, 2024, for the subject application and an active application at 1125 Sheppard Avenue East (File No. 24 128320 NNY 17 OZ). Approximately 90 participants attended the Community Consultation Meeting, which was attended by the Ward Councillor and the applicant's team. The Ward Councillor, City staff, and the applicant's team gave presentations and answered questions from the participants. The following comments were provided by the participants at the meetings:

- Building height and density;
- Availability of residential and visitor parking supply;
- Increased traffic congestion;
- Cumulative impact from developments in the surrounding area on both hard infrastructure such as sewers as well as access to schools, parks, and other community infrastructure.

The issues and comments raised through community consultation have been considered in the review of the application.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Official Plan. Staff are of the opinion that the revised proposal is consistent with the PPS (2020) and conforms with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Furthermore, the proposal, as revised, conforms to the Official Plan, particularly as it relates to policies that support the creation of complete communities through the provision of new housing supply, retail opportunities, and community services & facilities with the introduction of a new elementary school.

Staff worked with the applicant to make modifications to the proposal to improve the relationship of the development to the public realm through additional stepbacks and setbacks, and revisions to balcony projections. The revised building heights are in keeping with Provincial policy to direct density and height to transit stations, while meeting the Secondary Plan direction to limit impacts to stable residential neighbourhoods outside the development node. The revised proposal implements the



public realm and built form policies of the Official Plan and objectives of the Tall Building Design Guidelines. Staff recommend that Council support approval of the application.

## **CONTACT**

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Michael Romero, MCIP, RPP, Planner, Community Planning  
Tel. No. 416-395-6747, E-mail: Michael.Romero@toronto.ca

## **SIGNATURE**

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

## **ATTACHMENTS**

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### **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  
Attachment 5: Draft Official Plan Amendment  
Attachment 6: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

Attachment 7: Site Plan  
Attachment 8: Elevations

Attachment 1: Application Data Sheet

|                    |  |                |                |
|--------------------|--|----------------|----------------|
| Municipal Address: | 75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Avenue East)) (Block 9 & Block 18 on REG PLAN 66M-2518) | Date Received: | March 25, 2024 |
|--------------------|--|----------------|----------------|

Application Number: 24 129405 NNY 17 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan Amendment and Zoning By-law Amendment applications to permit the comprehensive redevelopment of the subject site with a mixed-use development consisting of 44 and 39-storey residential towers on a shared 5-storey podium. The mixed use development is located on Block 9. The proposal includes a total of 867 residential units, with 480 square metres of retail, 60,809.5 residential gross floor area, and a 4,618 square metre TCDSB elementary school located within Levels 1 and 2 of the development, and a new school yard on Block 18. A total of 480 square metres of retail space is proposed on the ground level.

|                                  |       |           |                          |
|----------------------------------|-------|-----------|--------------------------|
| Applicant                        | Agent | Architect | Owner                    |
| CONCORD ADEX INVESTMENTS LIMITED |       | DIALOG    | CONCORD ADEX INVESTMENTS |

#### EXISTING PLANNING CONTROLS

|                            |                        |                          |   |
|----------------------------|------------------------|--------------------------|---|
| Official Plan Designation: | Mixed Use Areas        | Site Specific Provision: | Y |
| Zoning:                    | 959-2013 (By-law 7625) | Heritage Designation:    | M |
| Height Limit (m):          |                        | Site Plan Control Area:  | Y |

#### PROJECT INFORMATION

|                   |       |               |     |            |    |
|-------------------|-------|---------------|-----|------------|----|
| Site Area (sq m): | 7,314 | Frontage (m): | 101 | Depth (m): | 73 |
|-------------------|-------|---------------|-----|------------|----|

|                           |          |          |          |       |
|---------------------------|----------|----------|----------|-------|
| Building Data             | Existing | Retained | Proposed | Total |
| Ground Floor Area (sq m): |          |          | 3,285    | 3,285 |

|                             |           |           |
|-----------------------------|-----------|-----------|
| Residential GFA (sq m):     | 60,809    | 60,155    |
| Non-Residential GFA (sq m): | 5,098     | 5,098     |
| Total GFA (sq m):           | 65,907    | 65,253    |
| Height - Storeys:           | 44 & 39   | 44 & 39   |
| Height - Metres:            | 129 & 144 | 129 & 144 |

Lot Coverage Ratio (%): 44.9                      Floor Space Index: 9.05

|                          |                    |                    |
|--------------------------|--------------------|--------------------|
| Floor Area Breakdown     | Above Grade (sq m) | Below Grade (sq m) |
| Residential GFA:         | 60,509             | 300                |
| Retail GFA:              | 480                |                    |
| Office GFA:              |                    |                    |
| Industrial GFA:          |                    |                    |
| Institutional/Other GFA: | 4,618              |                    |

|                                |          |          |          |       |
|--------------------------------|----------|----------|----------|-------|
| Residential Units<br>by Tenure | Existing | Retained | Proposed | Total |
| Rental:                        |          |          |          |       |
| Freehold:                      |          |          |          |       |
| Condominium:                   |          |          | 867      | 867   |
| Other:                         |          |          |          |       |
| Total Units:                   |          |          | 867      | 867   |

#### Total Residential Units by Size

|              |       |          |           |           |            |
|--------------|-------|----------|-----------|-----------|------------|
|              | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
| Retained:    |       |          |           |           |            |
| Proposed:    | 27    | 495      | 255       | 90        |            |
| Total Units: | 27    | 495      | 255       | 90        |            |

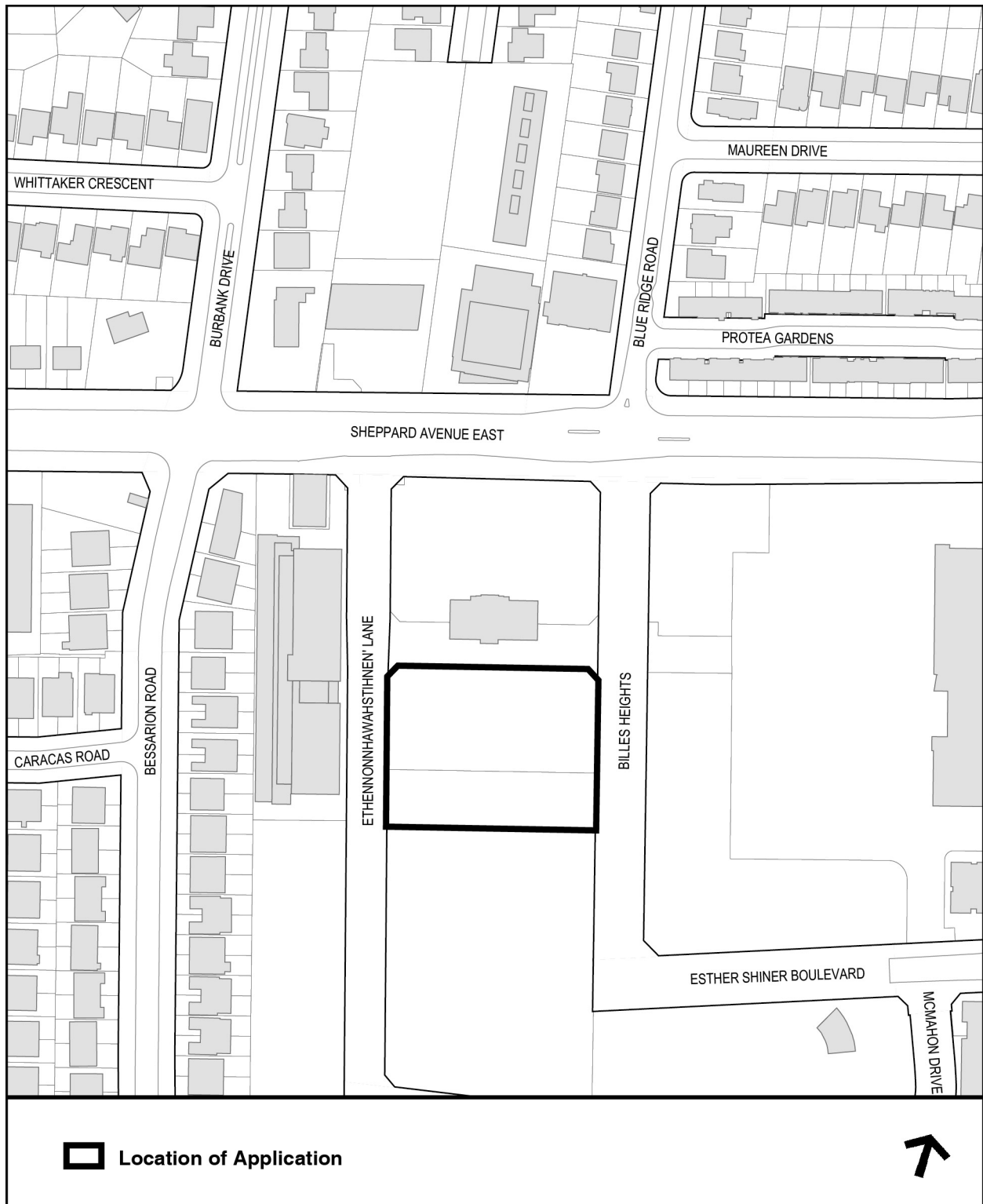
#### Parking and Loading

Parking Spaces: 378      Bicycle Parking Spaces: 678      Loading Docks: 3

#### CONTACT:

Michael Romero, Planner, 416-395-6747, Michael.Romero@toronto.ca

#### Attachment 2: Location Map



### Attachment 3: Official Plan Land Use Map



75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Ave East (Block 9 & Block 18) on REG PLAN 66M-2518)

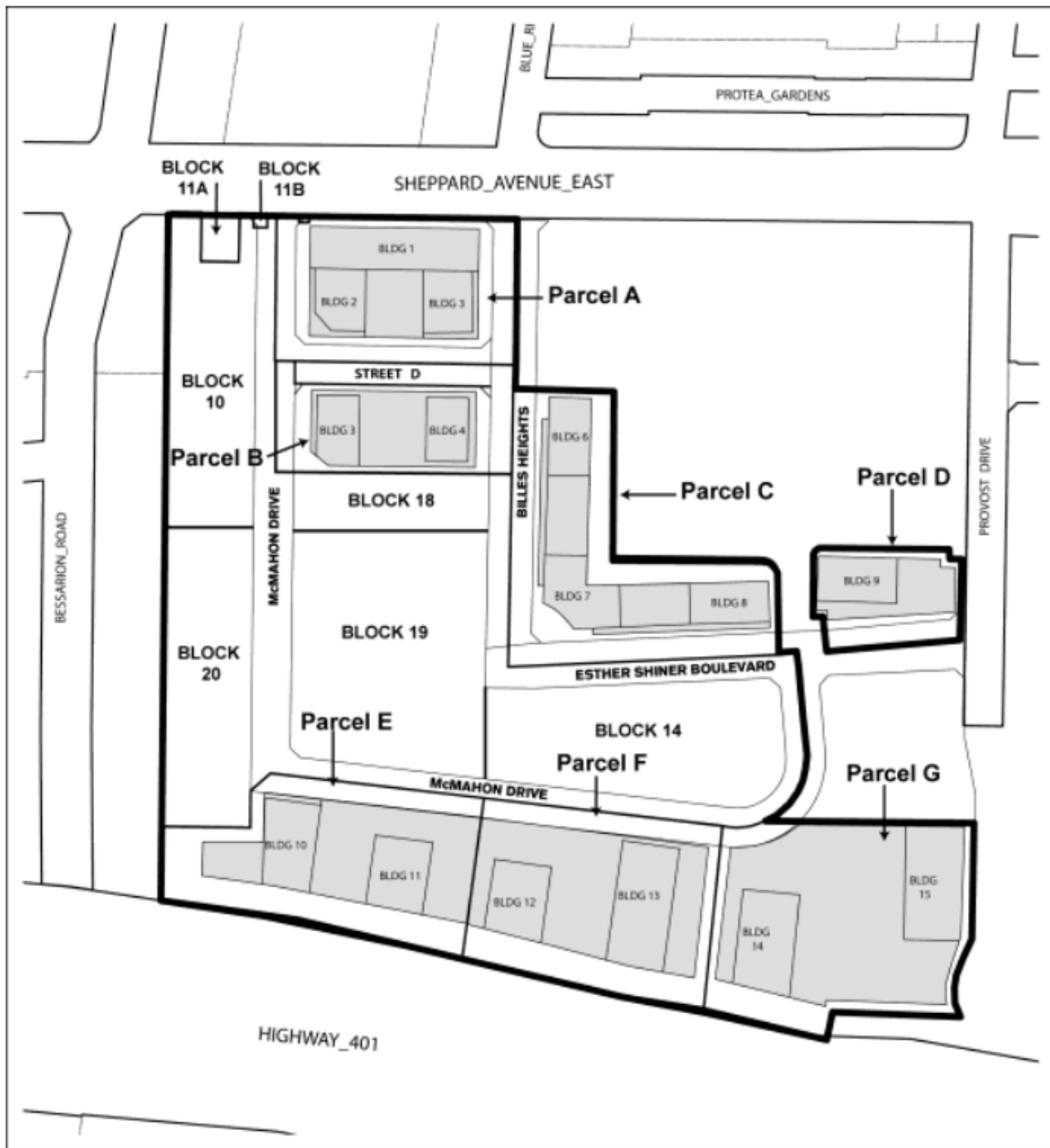
Official Plan Land Use Map 19

File # 24 129405 NNY 17 0Z



↑  
Not to Scale  
Extracted: 06/18/2024

## Attachment 4: Existing Zoning By-law Map



**TORONTO** City Planning

**Schedule RM6 (208)**

From Applicant's Drawings.

File # 10 227038 NNY 24 02

Date: 11/23/2012  
Approved by: L.P.

↑  
Not to Scale



Attachment 5: Draft Official Plan Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill XXX**

**BY-LAW XXX**

**To adopt an amendment to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2023, as 75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Avenue East)) (Block 9 & Block 18 on REG PLAN 66M-2518)**

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 751 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,  
Speaker

John D. Elvidge,  
City Clerk

(Seal of the City)



**AMENDMENT NO. 751 TO THE OFFICIAL PLAN**

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS  
75 & 63 ETHENNONNHAWAHSTIHNEN' LANE (FORMERLY KNOWN AS 1001  
SHEPPARD AVENUE EAST) (Block 9 & Block 18 on REG PLAN 66M-2518)**

---

The Official Plan of the City of Toronto is amended as follows:

1. Map 19, Land Use Plan, is amended by re-designating the lands known municipally as 63 Ethennonnhawahstihnen' Lane (formerly known as 1001 Sheppard Avenue East (Block 18 on REG PLAN 66M-2518) from *Parks* to *Mixed Use Areas*, as shown in attachment Schedule A.
2. Chapter 6, 9. Sheppard East Subway Corridor Secondary Plan, is amended by adding a site specific policy to Section 4.2 - Development Nodes, Subsection B - Bessarion Node for lands municipally known as 75 & 63 Ethennonnhawahstihnen' Lane (formerly known as 1001 Sheppard Avenue East (Block 9 & Block 18 on REG PLAN 66M-2518) with the following text:  
  
    **“4.2.B.8.    75 & 63 Ethennonnhawahstihnen' Lane**
  - a) Despite Policies 4.2.3(a) and (j), a mixed-use development consisting of 39- and 44-storey towers, is permitted, on Block 9 as shown on Schedule 1
  - b) An elementary school is required within the 5-storey base building of the development in a) above.
  - c) A school yard for the elementary school identified in b) above, is required on Block 18 as shown on Schedule 1.
2. Chapter 6, 9. Sheppard East Subway Corridor Secondary Plan, Map 9-2 Key Development Areas, is amended to show a density of 9.05 times the lot area for the lands municipally known as 75 & 63 Ethennonnhawahstihnen' Lane, as shown on Schedule B.
3. Chapter 6, 9. Sheppard East Subway Corridor Secondary Plan, Map 9-3 Specific Development Policies is amended to add Specific Development Policy 4.2.B.8 for the lands municipally known as 75 & 63 Ethennonnhawahstihnen' Lane, as shown on Schedule C.

**DRAFT - FOR REPORT  
PURPOSES ONLY**

SHEPPARD AVENUE EAST

ETHENNONNHAWAHSTIHNEN' LANE

BILLES HEIGHTS

ESTHER SHINER BOULEVARD




75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as  
1001 Sheppard Ave East (Block 9 & Block 18) on REG PLAN 66M-2518)

**Official Plan Amendment #**

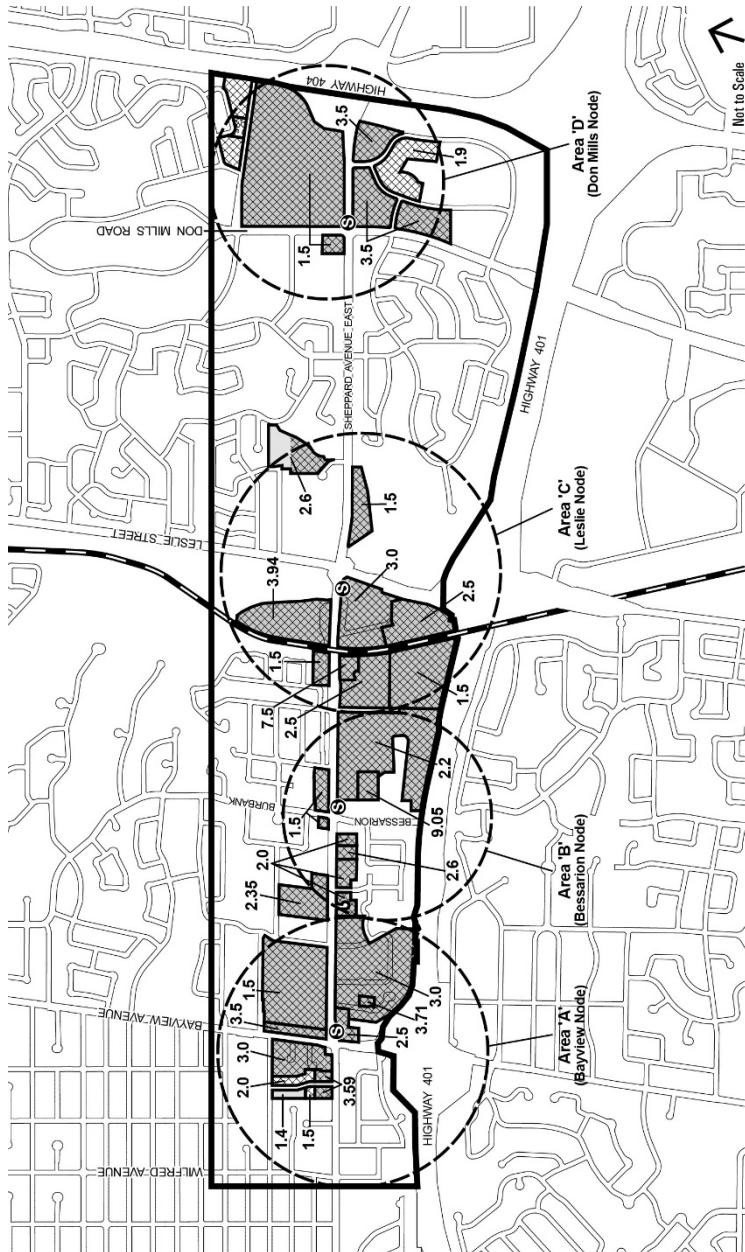
Proposed revisions to Land Use Map 19 to redesignate lands from Mixed Use Areas and Parks to Mixed Use Areas

File # 24 129405 NNY 17 02

 Mixed Use Areas



06/18/2024



## Sheppard East Subway Corridor Secondary Plan

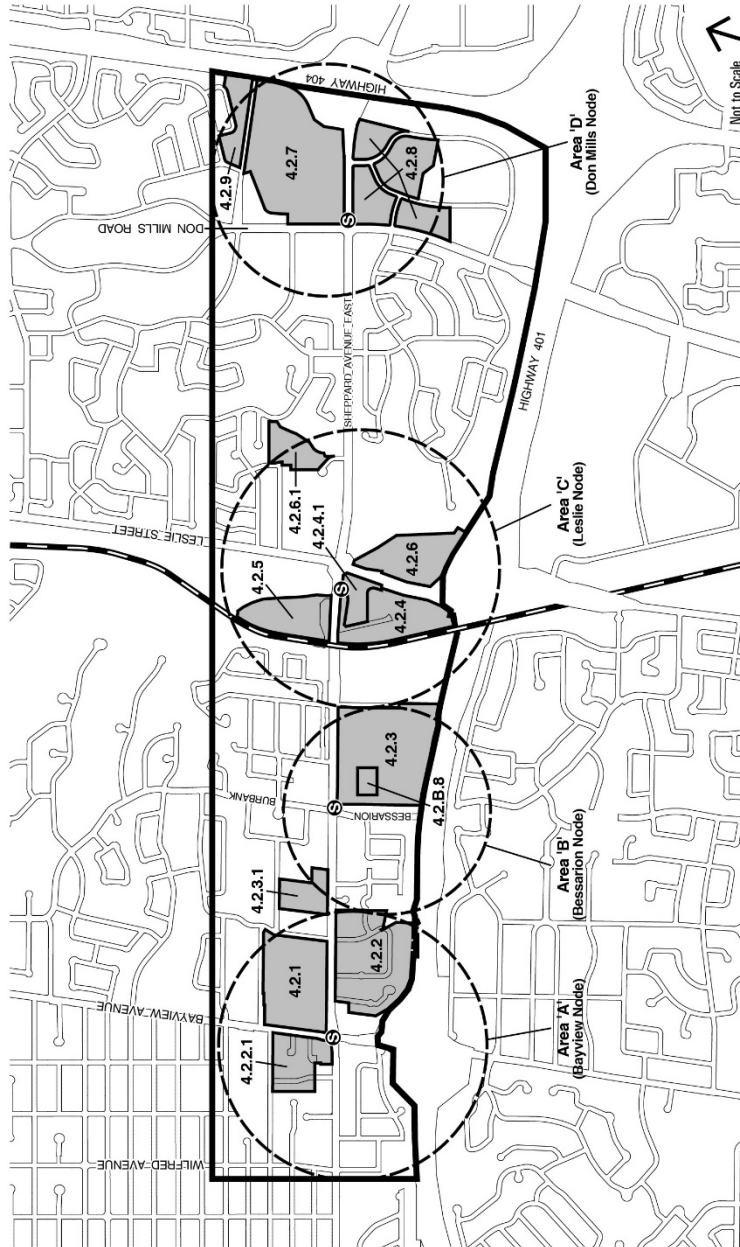
MAP 9-2 Key Development Areas



## Official Plan Amendment #751

|                          |                          |
|--------------------------|--------------------------|
| Secondary Plan Boundary  | Parks & Open Space Areas |
| Neighbourhoods           | Parks                    |
| Apartment Neighbourhoods | Density                  |
| Mixed Use Areas          | Subway Station           |

November 2015



## Official Plan Amendment #751

## Sheppard East Subway Corridor Secondary Plan

MAP 9-3 Specific Development Policies

- Secondary Plan Boundary
- Specific Development Policy Areas
- Ⓢ Subway Station

November 2015

**CITY OF TORONTO**

**BY-LAW XXX-2024**

**To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2019 as 75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Avenue East)(Block 9 & Block 18 on REG PLAN 66M-2518)**

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act, as amended.

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: CR 3.0 (c3.0; r3.0) SS2 (x1019) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013 as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Article 995.10.1 and applying no label.
5. Zoning By-law 569 -2013, as amended, is further amended by adding the lands to the Height Overlay Map in Article 995.20.1 and applying no label.
6. Zoning By-law 569-2013, as amended, is further amended by adding the lands to the Lot Coverage Overlay Map in Article 995.30.1 and applying no label.
7. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number CR 1019 so that it reads:

(1019) Exception CR 1019

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) On lands municipally known as 1001 Sheppard Avenue East (Block 9 & Block 18), if the requirements of By-law [Clerks to insert By-law number] are complied with, a **building** or **structure** may be constructed, used, or enlarged in compliance with Regulation (B) to (R) below;
- (B) Despite Regulations 40.5.40.10(1) and (2), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 156.3 metres and the elevation of the highest point of the **building** or **structure**;
- (C) Despite Regulation 40.10.20.10(1), the only permitted non-residential uses on lands as shown on Diagram 1 of By-law [Clerks to insert By-law number] are:
  - (i) **public school** and **retail store** on Parcel A; and
  - (ii) any uses **ancillary** to a **public school** on Parcel B;
- (D) Despite Regulation 40.10.40.10(2), the permitted maximum height of a **building** or **structure** is the number in metres following the letters "HT" as shown on Diagram 3 of By-law [Clerks to insert By-law number];
- (E) Despite Regulation 40.10.40.10(7)(B), the permitted maximum number of **storeys** in a **building** is the number following the letters "ST" as shown on Diagram 3 of By-law [Clerks to insert By-law number]; and
  - (i) For the purpose of this exception, a mechanical penthouse or mezzanine do not constitute a **storey**;
- (F) Despite Regulations 40.5.40.10(3) to (8) and (D) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 3 of By-law [Clerks to insert By-law number]:
  - (i) equipment used for the functional operation of the **building**, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents, by a maximum of 7.5 metres;
  - (ii) **structures** that enclose, screen, or cover the equipment, **structures** and parts of a **building** listed in (i) above, including a mechanical penthouse, by an additional 1.0 metre;
  - (iii) architectural features, parapets and elements and **structures**

- associated with a **green roof**, by a maximum of 2.0 metres;
- (iv) **building** maintenance units and window washing equipment, by a maximum of 3.0 metres;
  - (v) planters, **landscaping** features, guard rails and divider screens on a balcony and/or terrace, by a maximum of 2.0 metres;
  - (vi) antennae, flagpoles, and satellite dishes, by a maximum of 5.0 metres; and
  - (vii) trellises, pergolas, and unenclosed **structures** providing safety or wind protection to rooftop **amenity space**, by a maximum of 3.0 metres;
- (G) Despite Regulation 40.10.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** for Parcel A, as shown on Diagram 1 attached hereto, is 66,200 square metres, of which:
- (i) the permitted maximum **gross floor area** for residential uses is 61,000 square metres; and
  - (ii) the permitted maximum **gross floor area** for non-residential uses is 5,200 square metres, of which a maximum of 4,700 square metres is permitted for a **public school**;
- (H) Despite Regulation 40.10.40.50(1) and (2), **amenity space** must be provided at the following rate:
- (i) at least 1.5 square metres for each **dwelling unit** as indoor **amenity space**;
  - (ii) at least 1.5 square metres for each **dwelling unit** as outdoor **amenity space**, of which 40 square metres must be in a location adjoining or directly accessible to the indoor **amenity space**; and
  - (iii) No more than 25% of the outdoor component may be a **green roof**.
- (I) Despite Regulation 40.10.40.70(2), the required minimum **building setbacks** are as shown in metres on Diagram 3 of By-law **[Clerks to insert By-law number]**;
- (J) Despite Regulation 40.10.40.80 (2), the required separation of **main walls** is as shown in metres on Diagram 3 of By-law **[Clerks to insert By-law number]**;
- (K) Despite Clauses 40.5.40.60 and 40.10.40.60 and (I) and (J) above, the following elements may encroach into the required minimum **building**

**setbacks** and **main wall** separation distances as follows:

- (i) decks, porches, and balconies, by a maximum of 2.0 metres;
- (ii) canopies and awnings, by a maximum of 2.4 metres;
- (iii) canopies and awnings, by a maximum of 3.0 metres for a **public school**;
- (iv) exterior stairs, access ramps and elevating devices, by a maximum of 2.5 metres;
- (v) cladding added to the exterior surface of the **main wall** of a **building**, by a maximum of 0.5 metres;
- (vi) architectural features, such as a pilaster, decorative column, cornice, sill, belt course or chimney breast, by a maximum of 1.0 metre;
- (vii) window projections, including bay windows and box windows, by a maximum of 1.0 metre;
- (viii) eaves, by a maximum of 1.0 metre;
- (ix) a dormer, by a maximum of 1.0 metre; and
- (x) air conditioners, satellite dishes, antennae, vents, and pipes, by a maximum of 1.0 metre;

(L) The provision of **dwelling units** is subject to the following:

- (i) A minimum of 30% of the total number of **dwelling units** must be 2-bedroom units;
- (ii) A minimum of 10% of the total number of **dwelling units** must be 3-bedroom units; of which:
  - (a) A minimum of 10% of 3-bedroom **dwelling units** must have a minimum **interior floor area** of 100 square metres.
- (iii) If the calculation of the number of required **dwelling units** in (i) and (ii) above results in a number with a decimal, the number may be rounded to the nearest whole number.

(M) Despite regulation 200.5.10.1(1) and Table 200.5.10.1, a minimum of 2 “car-share parking spaces” must be provided; and;

- (i) for the purpose of this exception, “car-share” means the practice



whereby a number of people share the use of one or more motor vehicles and such "car-share" motor vehicles are made available to at least the occupants of the **building** for short-term rental, including hourly rental;

- (ii) for the purpose of this exception, "car-share parking space" means a **parking space** exclusively reserved and signed for a vehicle used only for "car-share" purposes;
- (N) Despite regulation 200.5.1.10(2)(A)(iv), a maximum of ten percent of the provided **parking spaces** may be obstructed on one or both sides as described in regulation 200.5.1.10(2)(D) without being required to increase the minimum width by 0.3 metres;
- (O) Despite regulation 200.15.1(4), accessible **parking spaces** must be located no more than 30 metres from a barrier-free entrance to a **building** or to a passenger elevator that provides access to the first **storey** of the **building**;
- (P) Despite regulations 200.15.1(1) to (3), accessible **parking spaces** must have the following minimum dimensions:
  - (i) length of 5.6 metres;
  - (ii) width of 3.4 metres;
  - (iii) vertical clearance of 2.1 metres; and
  - (iv) the entire length of an accessible **parking space** must be adjacent to a 1.5 metre wide accessible and barrier-free aisle or path;
- (Q) Despite regulations 230.5.10.1(1) and 230.5.10.1(5) and Table 230.5.10.1(1), **bicycle parking spaces** must be provided in accordance with the following minimum rates:
  - (i) 0.6 "long-term" **bicycle parking spaces** for each **dwelling unit**;
  - (ii) 0.15 "short-term" **bicycle parking spaces** for each **dwelling unit**;
  - (iii) 0.13 "long-term" **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **retail store**;
  - (iv) 3 plus 0.3 "short-term" **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **retail store**; and
  - (v) 3 plus 0.06 "short-term" **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **public school**; and

- (vi) 0.06 “long-term” **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a **public school**.
- (R) Despite regulations 230.5.1.10(6), 230.5.1.10(10), 230.5.10.19(9) and 230.40.1.20(2), both “long-term” and “short-term” **bicycle parking spaces** may be:
  - (i) provided in a **stacked bicycle parking space**;
  - (ii) located outdoors, indoors or in an enclosed room or enclosure, and located on any floor of a **building**; and
  - (iii) located more than 30 metres from a pedestrian entrance to **building**.

Prevailing By-laws and Prevailing Sections: (None Apply)

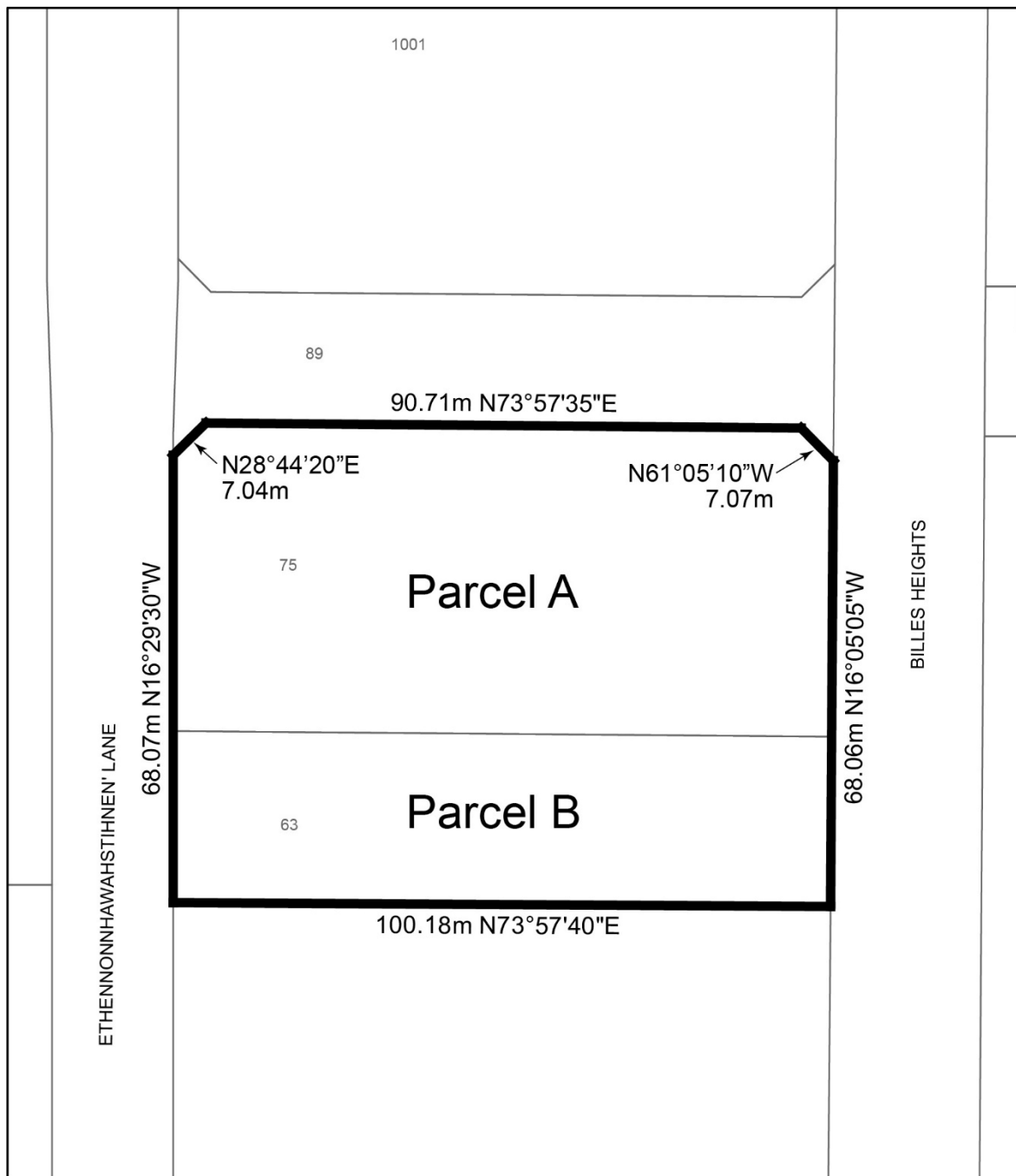
- 8. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition, or division occurred.

ENACTED AND PASSED this \_\_\_\_ day of \_\_\_\_, A.D. 2024.

FRANCES NUNZIATA  
Speaker

JOHN ELVIDGE  
City Clerk

(Seal of the City)

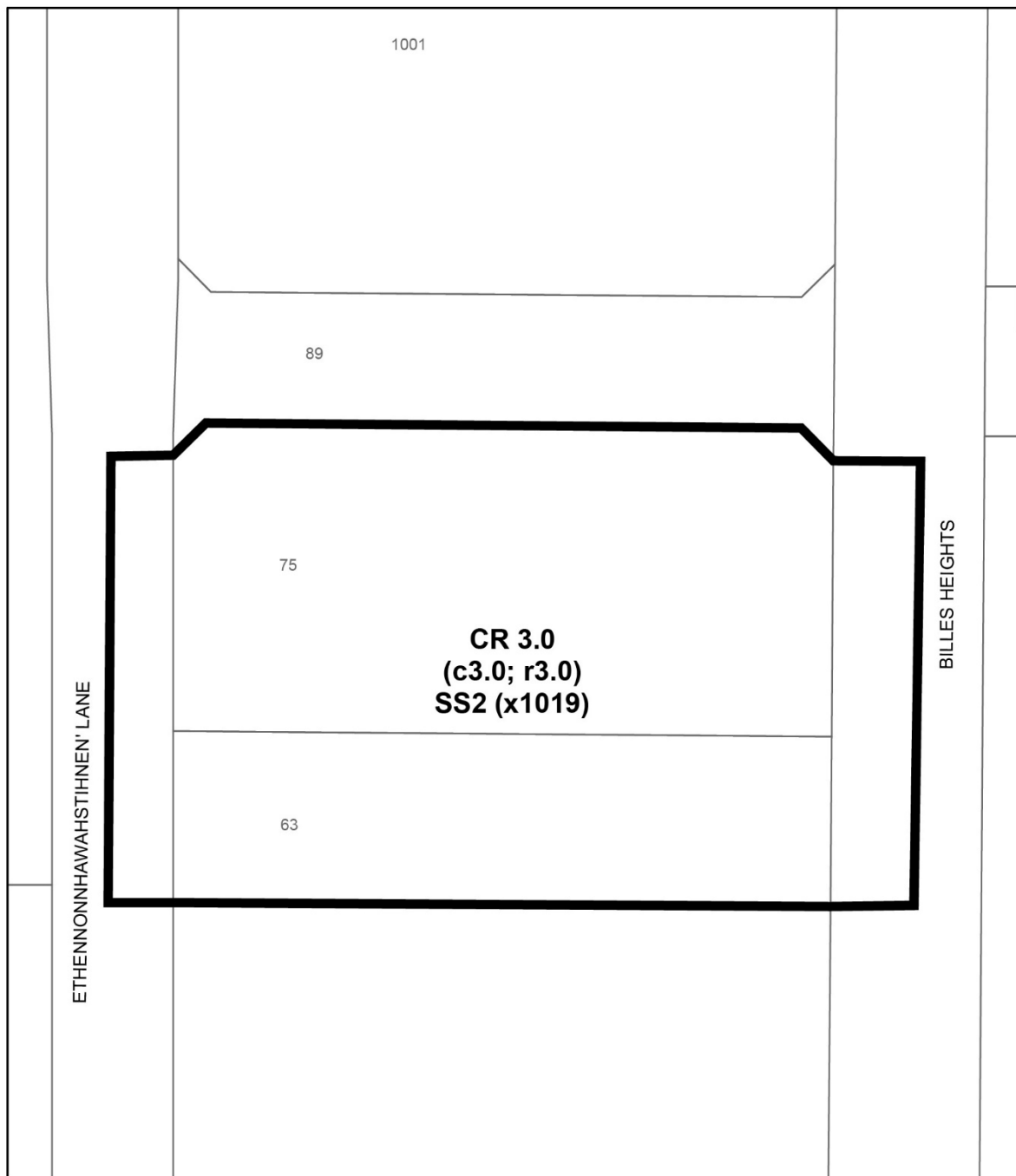


**Toronto**  
Diagram 1

75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Ave East (Block 9 & Block 18) on REG PLAN 66M-2518)

File # 24 129405 NNY 17 02

City of Toronto By-law 569-2013  
Not to Scale  
06/19/2024



**Toronto**  
Diagram 2

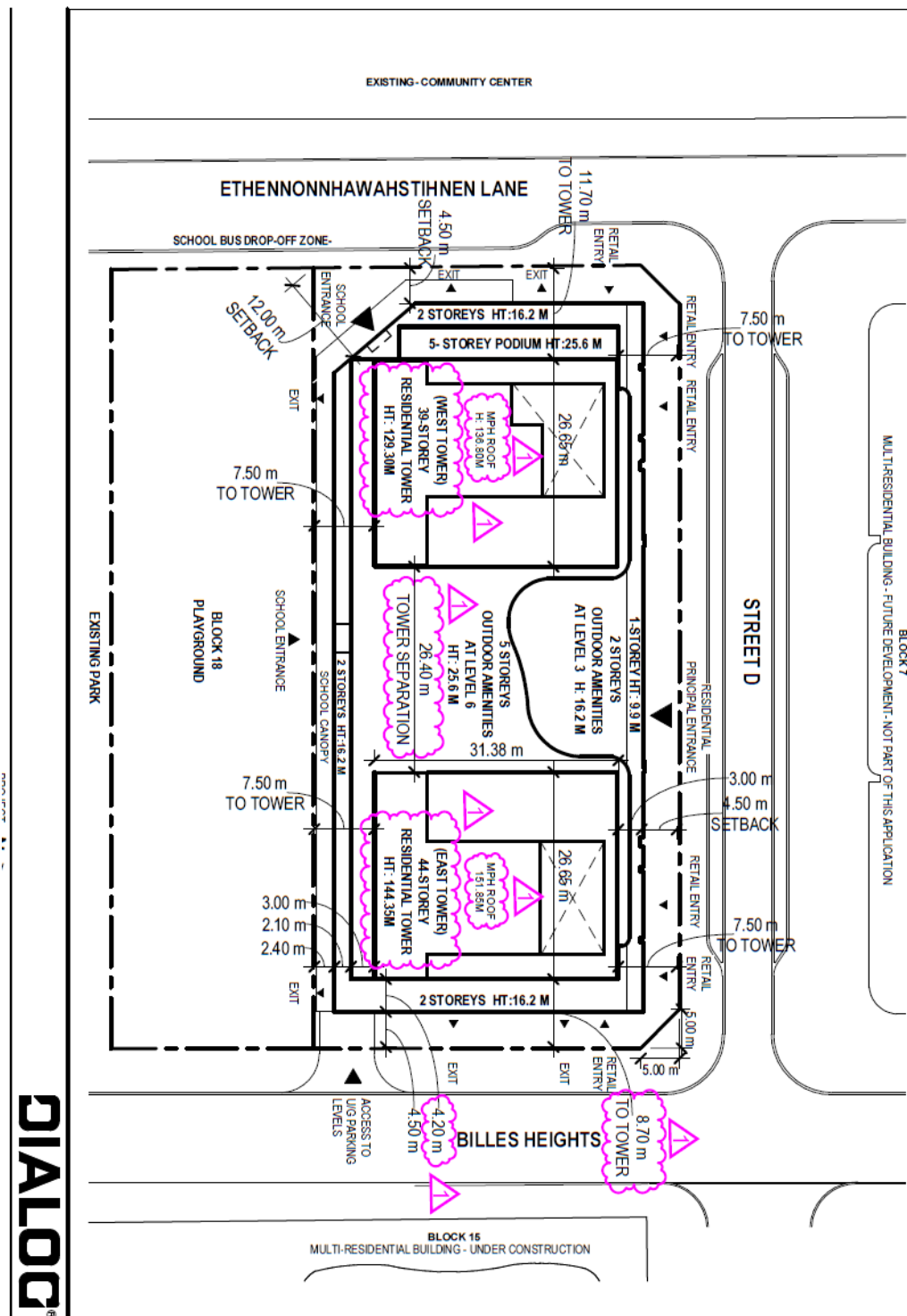
75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Ave East (Block 9 & Block 18) on REG PLAN 66M-2518)

File # 24 129405 NNY 17 0Z

City of Toronto By-law 569-2013  
Not to Scale  
06/19/2024



75 & 63 Ethennonnhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Ave East)) (Block 9 & Block 18 on REG PLAN 66M-2518) - Decision Report - Approval



## Attachment 8: Elevations

