

16 Wilby Crescent – Zoning By-law Amendment Application – Decision Report – Approval

Date: November 6, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 5 - York South-Weston

Planning Application Number: 24 243837 WET 05 OZ

SUMMARY

This report recommends approval of an application to amend the Zoning By-law to permit the development of a 39-storey residential building. The proposal includes 436 residential units, 82 vehicular parking spaces, and 447 bicycle parking spaces. The proposal includes rezoning a portion of the site considered an erosion hazard from a Mainstreet Commercial Residential zone to an Open Space Natural Zone.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 16 Wilby Crescent substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this Report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council classify the lands municipally known as 16 Wilby Crescent as a Class 4 Noise Area pursuant to Publication NPC-300 (Ministry of Environment and Climate Change Environmental Noise Guideline – Stationary and Transportation Sources - Approval and Planning).
4. City Council direct the Executive Director, Development Review or their designate to forward a copy of the City Council Decision Document to the Ministry of Environment, Conservation and Parks.

FINANCIAL IMPACT

The Development Review 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.

THE SITE AND SURROUNDING LANDS

Description

The subject site is a 0.25-hectare parcel of land located at the southwest corner of Wilby Crescent and Hickory Tree Road, adjacent to Canadian Ukrainian Memorial Park, and located approximately 250 metres away from the Weston GO/UP Express Station. The site has a frontage of approximately 68 metres along Wilby Crescent and a depth of approximately 66 metres. A municipal storm sewer and associated easement bisects the site running from Wilby Crescent to the Humber River. The site is currently used for vehicle and equipment storage and contains a one-storey office/warehouse building. See Attachment 2 for the Location Map.

Surrounding Uses

North: Immediately north of the site is Hickory Tree Road and a 22-storey residential condominium with a six-storey base building at 10 Wilby Crescent. Adjacent properties include auto mechanic shops at 4 Wilby Crescent and a detached dwelling at 2 Wilby Crescent.

South: To the south are residential properties fronting Victoria Avenue West, including detached homes and a three-storey walk-up apartment. The rear yards of these homes abut automotive service uses on Wilby Crescent. The property at 20 Victoria Avenue West flanks the site and extends westward into the Humber River valley. The south side of Victoria Avenue West contains low-rise detached dwellings.

East: To the east, across Wilby Crescent at 1736 and 1746 Weston Road, is an approved development for a 43-storey mixed-use building and automotive service uses at 7 and 11 Wilby Crescent. Further east, along Weston Road, are buildings containing a variety of uses including a church, restaurants and retail stores.

West: The west side of the site abuts the Humber River valley, part of Toronto's Natural Heritage System. This area includes steep vegetated slopes, mature trees, and access to the Humber River Trail. Nearby parks such as Raymore Park, Weston Lions Park and Canadian Ukrainian Memorial Park offer recreational amenities, including tennis courts and an arena.

THE APPLICATION

Description

The application proposes to amend city-wide Zoning By-law 569-2013 to permit a 39-storey building, measuring 132.7 metres to the roof plus a six-metre mechanical penthouse and includes approximately 436 residential units.

The existing storm sewer that bisects the site would be relocated along the southern property line. The building would be located on the north side of the proposed new storm sewer. No portion of the building, above or below grade, is proposed to encroach into the sewer easement area.

Of the total site area of 2,515 square metres, 1,217 square metres are located below the Long-Term Stable Top of Slope ("LTSTOS") and within the required 10-metre buffer area. This portion of the site is proposed to be conveyed to the City under the Ravine and Natural Feature Protection program and rezoned to ON - Open Space Natural Area. The resulting net developable site area is 1,298 square metres.

Density

The proposal has a density of 10.95 times the area of the site based on the total site area, and 21.22 times the area of the site excluding the lands located below the LTSTOS and the associated 10-metre buffer, which would be conveyed to the City and zoned Open Space Natural Area.

Residential Component

The proposal includes 436 residential units, including 136 studio units (31%), 184 one-bedroom units (42%), 72 two-bedroom units (17%), and 44 three-bedroom units (10%).

Amenity Space

The application proposes 1,836 square metres of amenity space (4.2 square metres/unit), comprising 916 square metres of indoor amenity (2.1 square metres/unit) on the main, second, third and fifth levels and 920 square metres of outdoor amenity (2.1 square metres/unit) on levels two and five.

Access, Parking and Loading

Vehicular access is proposed along Wilby Crescent through a 6.0 metre driveway leading to two car elevators and queuing spaces. The proposal includes a total of 82 vehicular parking spaces located across three levels of underground parking, consisting of 76 residential spaces and six visitor spaces, all of which are proposed to be equipped for electric vehicle (EV) charging. A total of 447 bicycle parking spaces would be provided, including 393 long-term and 44 short-term spaces, with 10 publicly accessible short-term spaces located within the Wilby Crescent right-of-way. The proposal also includes one Type 'G' loading space and one Type 'C' loading space.

Additional Information

See the attachments of this report for the application data sheet, Location Map, Site Plan, Elevations, and 3D Massing Views 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/16WilbyCres

Reasons for Application

The application to amend the city-wide Zoning By-law is required to permit the proposed development and adjust performance standards including height, density and required building setbacks. The application is also required to rezone a portion of the site from Main Street Commercial to Open Space Natural Area.

APPLICATION BACKGROUND

A Pre-application Consultation meeting for the proposed development was held on July 4, 2024. The current application was submitted on November 27, 2024, and deemed complete on January 20, 2025. The reports and studies submitted in support of this application are available on the Application Information Centre at the following link: www.toronto.ca/16WilbyCres

Agency Circulation Outcomes

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

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (PPS 2024) and shall conform to provincial plans.

Official Plan

The Official Plan Land Use Plan Map 14 designates the site as *Apartment Neighbourhoods*. The lands to the north and east are also designated *Apartment Neighbourhoods*. The lands to the immediate south are designated *Neighbourhoods* and those to the immediate west are designated *Natural Areas*. See Attachment 3 of this Report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Major Transit Station Area

The subject site is located within 250 metres of the Weston GO/UP Express Station and within Site and Area Specific Policy 695 (SASP 695) for the Weston Major Transit Station Area ("MTSA"). The Weston MTSA plans for a combined population and employment minimum density target of 200 residents and jobs per hectare.

On August 15, 2025, the Minister of Municipal Affairs and Housing approved the delineated Weston MTSA boundary and density targets that increased permission for height and density for sites within a 500 to 800 metre radius of a station.

Site and Area Specific Policy (SASP 51)

The site is within Site and Area Specific Policy 51 (SASP 51), which emphasizes the importance of preserving view corridors to the Humber Valley from key intersections along Weston Road. It also encourages strengthening connections between the Weston community and the Humber Valley through improved pedestrian access, expansion of the trail network north of Cruickshank Park, and the introduction of new amenities for park users, such as a café, retail pavilion, and public washrooms. These enhancements aim to support active transportation, improve public access to natural areas, and contribute to a more vibrant and connected public realm.

Weston in Gear Planning Study

The Weston in Gear Planning Study is currently underway for the Weston area. The Study will develop a planning framework, including built form, and public realm directions for the area. City staff are currently targeting the first quarter of 2027 for completion of the Study.

Zoning

The subject site is zoned Mainstreet Commercial Residential (“MCR”) under the former City of York Zoning By-law No. 1-83, as amended. Permitted uses in the MCR zone include residential uses such as apartment buildings, retirement lodges, and nursing homes, as well as commercial uses including offices, retail stores, restaurants, recreational facilities, and public garages. The zoning permits a maximum building height of eight storeys (24 metres) and a maximum FSI of 2.5 times the area of the site. See Attachment 4 of this Report for the existing Zoning By-law Map.

Design Guidelines

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

- Weston Urban Design Guidelines
- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet-Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard (“TGS”) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured in provisions of the zoning by-law, on site plan drawings and through a Site Plan Agreement or the approval of a Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

An in-person Community Consultation Meeting (“CCM”) was held on June 16, 2025, at Artscape Weston Common located at 34 John Street, Etobicoke. The CCM was attended by 17 community members, the local Ward Councillor, the applicant’s team, and City staff. The meeting provided an opportunity for residents to learn about the proposal, ask questions, and share feedback. Key concerns raised included:

- Appropriateness of a high-rise development next to a low-rise residential neighbourhood;
- Parking pressures in the area, including concerns about limited street parking;
- Functionality of the proposed automated parking system, including questions about vehicle queuing capacity and potential congestion if multiple cars are arriving simultaneously;
- Traffic and construction coordination, especially given the narrow streets and multiple developments in the area;
- Safe vehicle circulation around Wilby Crescent, with requests for measures to ensure safe vehicle movement during and after construction; and
- Timing and clarity regarding the conveyance of lands west of the building to the City.

Community input has informed the recommendations of this report and will continue to guide future implementation and coordination efforts.

Statutory Public Meeting Comments

In making their decision regarding this application, Council members will have an opportunity to hear the oral submissions made at the statutory public meeting to be held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff have reviewed the current proposal for consistency with the PPS (2024) and consider the proposal to be consistent with the PPS (2024).

Official Plan Policies and Land Use

The site is designated *Apartment Neighbourhoods*. The Official Plan states that *Apartment Neighbourhoods* are stable areas of the city where opportunities for compatible infill development may be permitted, provided such development fits and improves the existing area conditions. Development in *Apartment Neighbourhoods* may also include redevelopment of underutilized or vacant sites.

The site is currently used for vehicle and equipment storage and contains a one-storey office/warehouse building. The tower has a significant setback from the natural areas, meets the development criteria for *Apartment Neighbourhoods* in the Official Plan and is compatible with the existing and planned context. The rezoning of a portion of the site, which is subject to erosion hazards, into an Open Space-Natural (ON) zone and conveyance of these lands to the City, conforms to the Official Plan and Ravine and Natural Feature Protection policies.

Natural Environment

The western portion of the site includes a steep, vegetated valley slope leading to the Humber River, which forms part of the City's protected ravine system and Natural Heritage System. This portion of the site is regulated by the Toronto and Region Conservation Authority ("TRCA") and is subject to Municipal Code Chapter 658 – Ravine & Natural Feature Protection (RNFP).

As part of the proposal, lands located below the LTSTOS and the associated 10-metre buffer will be conveyed to the City and zoned Open Space Natural Area. Collectively, this will expand and protect the City's Natural Heritage System, while reducing risk from natural hazards. The conveyance of lands will be secured as a part of the Site Plan Control process.

TRCA and City staff support the re-naturalization of these lands using native, non-invasive tree and shrub species. This will enhance ecological integrity, support erosion mitigation, and improve groundwater infiltration. The proposal includes tree removal and injury within RNFP-regulated areas. City staff will ensure that the applicant implements the approved Tree Protection Plan ("TPP") to protect regulated trees and natural features. A Stewardship Plan will also be required at the Site Plan Control stage to guide the restoration and long-term maintenance of the natural heritage feature.

The TRCA and City staff will further review stormwater drainage, erosion control, and water balance as part of the Site Plan Control application.

Unit Mix

The proposal includes 436 residential units, including 136 studio units (31%), 184 one-bedroom units (42%), 72 two-bedroom units (17%), and 44 three-bedroom units (10%). This exceeds the proportion of family-sized units recommended within the Growing Up Guidelines and the proportion of two and three-bedrooms units will be secured in the draft zoning by-law.

Density, Height and Massing

The application proposes an FSI of 10.95 based on the total site area, and an FSI of 21.22 based on the net developable area excluding the conveyance area. The proposed density exceeds the required minimum density of the Weston Station MTSA for this site and conforms with SASP 695 as identified in Chapter 8 of the Official Plan.

The proposed building is 39 storeys in height, measuring 132.7 metres to the roof plus a six-metre mechanical penthouse. The proposed height does not result in significant shadow or wind impacts on adjacent properties or the public realm.

The base building has been designed with appropriate setbacks and stepbacks. The building is set back 0 metres from the north property line along Hickory Road and the east property line along Wilby Crescent. The curb-to-building face dimension for these frontages would be 6.5 metres on Hickory Tree Road and 6 metres on Wilby Crescent which meets the sidewalk zone size recommended in the tall building design guidelines and allows space for new sidewalks and tree planting. The base building is also set back 9 metres along the south property line, and two metres from the new property line to the west that would be established following the conveyance of the hazard lands to the City. The width of this portion of the property ranges from 19.5 to 23 metres.

The tower is stepped back above level four of the base building, with setbacks of three metres from Wilby Crescent and Hickory Tree Road, and 12.5 metres from the south lot line. The tower floorplate is 771 square metres. The overall massing and tower placement are consistent with the intent of the City's Tall Building Design Guidelines and respond appropriately to the site's context.

Public Realm

The proposal includes new sidewalks and shade trees within the public right-of-way. Currently, no sidewalks exist along the site frontages. The proposed 2.1 metre sidewalks will extend along Hickory Tree Road and partially along Wilby Crescent, from the above-noted intersection to the vehicular entrance of the new proposal. These enhancements improve pedestrian connectivity and safety. The sidewalk and trees will be secured as part of the Site Plan Control application.

Shadow Impact

City Planning staff have reviewed the Sun Shadow Analysis submitted in support of the application. The analysis demonstrates that the proposed building will not have shadow impacts on the low-rise residential properties designated as *Neighbourhoods*, located adjacent to the subject site. The *Neighbourhoods* to the east of the Metrolinx rail corridor on Sam Frustaglio Drive will not be impacted until 4:18pm on March 21 and September 21. During the spring and fall equinoxes, shadowing on these properties is minimal and occurs only in the late afternoon. The study confirms that the proposal meets Official Plan policies requiring shadow impacts to be minimized, particularly on sensitive uses such as nearby parks or open spaces. City staff are satisfied with the findings.

Wind Impact

City Planning staff have reviewed the Pedestrian Level Wind Study prepared by Gradient Wind Engineering Inc., dated October 11, 2024 and revised on April 29, and August 7, 2025. The study indicates that the reduction in the proposed tower height from 43 storeys from the original application to 39 storeys in this proposal has a positive effect on wind conditions. Notably, the reconfigured building design eliminates

previously identified unsafe wind conditions along the base building walkway. The proposed 1.5-metre canopy along Wilby Crescent, which wraps around the corner of Wilby Crescent and Hickory Tree Road, together with other mitigation measures such as tree planting, will contribute to improving wind conditions. These measures will be secured through the Site Plan Control application.

Servicing

The applicant has submitted a Functional Servicing and Stormwater Management Report prepared by Counterpoint Engineering Inc., dated November 14, 2024 and revised on May 7 and May 21, 2025, which outlines servicing strategies for water, sanitary, and stormwater infrastructure.

Revisions to the submitted Functional Servicing and Stormwater Management Report are required to demonstrate whether the existing infrastructure can adequately support the development and to determine whether any municipal infrastructure upgrades are required. The draft Zoning By-law includes a Holding Provision that will require the applicant to submit the following in order to lift the Holding Provision to the satisfaction of the Director, Engineering Review, Development Review and General Manager, Toronto Water: Functional Servicing and Stormwater Management Report, Conceptual Servicing Plan, Conceptual Grading Plan, Servicing Report Groundwater Summary Form, and design drawings and cost estimate for development-related infrastructure upgrades.

Easement for Public Infrastructure

A city easement containing an 825-millimetre-diameter storm sewer runs through the middle of the site from Wilby Crescent to the Humber River. The sewer would be realigned to the end of Wilby Crescent and then across the site at its south end. A new 9-metre-wide easement would be required to ensure the area containing the new storm sewer be free and clear of permanent structures and trees above and below ground, for maintenance and access. A Holding Provision is recommended to ensure the necessary easements are established and to ensure the City can access and maintain the infrastructure.

Cul-de-Sac

At the southern terminus of Wilby Crescent, the applicant has proposed and will construct a cul-de-sac to improve vehicular circulation and emergency access. Although the cul-de-sac has a pavement radius of 9.5 metres, less than the City's standard of 12.5 metres, it reflects the existing context and plan for operational needs with site constraints. The reduced radius allows for vehicular turnaround infrastructure within the existing 20-metre right-of-way and avoids impacts to adjacent properties.

Transportation Review staff has accepted the cul-de-sac design based on the supporting rationale provided in the July 25, 2025, BA Group consultant's Transportation Impact Study, submitted in support of the application.

Traffic Impact

The Transportation Impact Study submitted by the applicant concludes that the proposed development will have a minimal impact on the surrounding road network. The site is expected to generate approximately 35 and 40 two-way vehicular trips during the weekday A.M. and P.M. peak hours, respectively. Traffic operations at nearby intersections, including Weston Road and Hickory Tree Road, are expected to remain at acceptable levels of service. The study also addresses pick-up/drop-off activity, proposing a 28-metre lay-by on Wilby Crescent and curbside accommodation on Hickory Tree Road. The cul-de-sac design at the terminus of Wilby Crescent further supports safe vehicular circulation. Overall, the traffic impacts of the proposed development are acceptable.

Access, Vehicular and Bicycle Parking and Loading

Access to the site is provided via two driveways on the west side of Wilby Crescent, one primarily for inbound traffic and the other for outbound.

The development includes 82 parking spaces (76 residential and six visitor), all equipped with Electric Vehicle (EV) charging infrastructure, located within a three-level automated parking system accessed through two car lifts. Queuing analysis confirms sufficient on-site capacity. In accordance with City Wide-Zoning By-law 569-2013, as amended, residential vehicular parking is not required. Additionally, as the site is located within an approved MTSA, the Site-Specific Zoning By-law Amendment will only specify the minimum requirements for accessible parking spaces.

Bicycle parking is located on the Mezzanine level and includes 393 long-term and 44 short-term spaces, plus 10 publicly accessible spaces along Wilby Crescent. A bicycle repair room is also proposed.

Loading is accommodated by one Type C and one Type G space, accessed from the relocated storm sewer easement area. These provisions meet the minimum requirements of Zoning By-law 569-2013 and are acceptable. Vehicle maneuvering diagrams confirm safe access to loading areas. Overall, the proposed access, parking, and loading arrangements are appropriate and support the development's operational needs.

Parkland

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.

Archaeological Assessment

The applicant submitted a Stage 1 Archaeological Assessment report, prepared by ASI Archaeological and Cultural Heritage Services, dated November 15, 2024. Heritage Planning staff have reviewed the assessment and accompanying Archaeological

Monitoring and Mitigation Strategy and have no objection in principle to the proposed development, subject to conditions at the Site Plan Control stage.

Tree Preservation

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). To address these requirements, the applicant submitted a Tree Inventory and Preservation Report. As proposed, this development would require the removal of one by-law-protected private tree. It would also require the removal of three by-law-protected, and injury to one by-law-protected, City Street trees. Ten new trees are proposed within the City road allowance, and further coordination regarding their location, species, and soil volume will be addressed through Site Plan Control.

Compatibility/Mitigation, Air Quality, Dust, Odour, Noise And Vibration Study

The application includes a Compatibility/Mitigation, Air Quality, Dust, Odour, Noise and Vibration Study to evaluate potential impacts from surrounding employment and transportation sources. The report concluded that, with the implementation of recommended mitigation measures and warning clauses, no significant adverse impacts are anticipated from air quality, dust, odour, noise, or vibration. The study also included a transportation noise impact assessment and recommended acoustic barriers and building design specifications.

The Study also concluded that the site would need to be designated as a Class 4 Noise Area along with Warning Clauses about noise and mandatory air conditioning for all proposed units to be secured through the Site Plan Control process. The Class 4 Noise Area designation allows for higher daytime and night-time noise level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential buildings. Class 4 designation permits nearby industrial buildings and major facilities to continue operating, supporting the protection of those lands for their uses. The impact of such higher noise levels is mitigated by specified noise control measures. More detailed mitigation requirements will be secured through Site Plan Control approval.

Holding Provision

The proposed Zoning By-law Amendment is subject to Holding Provisions (H) under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision.

In order to lift the Holding Provision (H) in the by-law and allow for the development of the site, the applicant is required to:

- submit a revised Functional Servicing and Stormwater Management Report to the satisfaction of the Director, Engineering Review, Development Review;
- secure the design, construction and provision of financial securities for new development-related infrastructure or upgrades to existing municipal infrastructure to

the satisfaction of the Director, Engineering Review, Development Review and/or the General Manager, Toronto Water;

- construct the realigned storm sewer, and ensure the realigned storm sewer is operational to the satisfaction of the General Manager, Toronto Water;
- provide the required easement for access, construction and maintenance of the realigned storm sewer; and
- undertake the City's environmental peer review process for the realigned storm sewer easement.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS version in force at the time of a complete application for Site Plan Control. 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 would be secured through the site-specific Zoning-By-law, and include vehicular and bicycle parking rates, rates of vehicular and bicycle parking spaces to be equipped with energized outlets. Other applicable TGS performance measures would be secured through the Site Plan Control process.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

CONTACT

Ali Meghani, Senior Planner
Tel. No. 416-394-8236
E-mail: Ali.Meghani@toronto.ca

SIGNATURE

Alex Teixeira, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Information/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 Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: North Elevation
- Attachment 8: East Elevation
- Attachment 9: South Elevation
- Attachment 10: West Elevation
- Attachment 11: 3D Massing Model Looking South-East
- Attachment 12: 3D Massing Model Looking North-West

APPLICATION DATA SHEET

Municipal Address: 16 Wilby Crescent **Date Received:** November 27, 2024

Application Number: 24 243837 WET 05 OZ

Application Type: Zoning By-law Amendment Application

Project Description: Application to amend the Zoning By-law to permit the development of a 39-storey residential building. The proposal includes approximately 436 residential units, 82 vehicular parking spaces, 447 bicycle parking spaces.

Applicant	Agent	Architect	Owner
Bousfields Inc.		Graziani + Corazza Architects Inc.	John P Araujo Antonio Araujo

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:
Zoning:	Former City of York By-Kaw No. 1-83 Zone MCR	Heritage Designation:
Height Limit (m):	8 storeys (24 metres)	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 2,515 Frontage (m): 68 Depth (m): 66

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	229		796	796
Residential GFA (sq m):			27,547	27,547
Non-Residential GFA (sq m):	229			
Total GFA (sq m):	289		27,547	27,547
Height - Storeys:	1		39	39
Height - Metres:			132.18	132.18
Lot Coverage Ratio (%): 61.32		Net Floor Space Index:	21.22	

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	27,547	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			436	436
Other:				
Total Units:			436	436

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		136	184	72	44
Total Units:		136	184	72	44

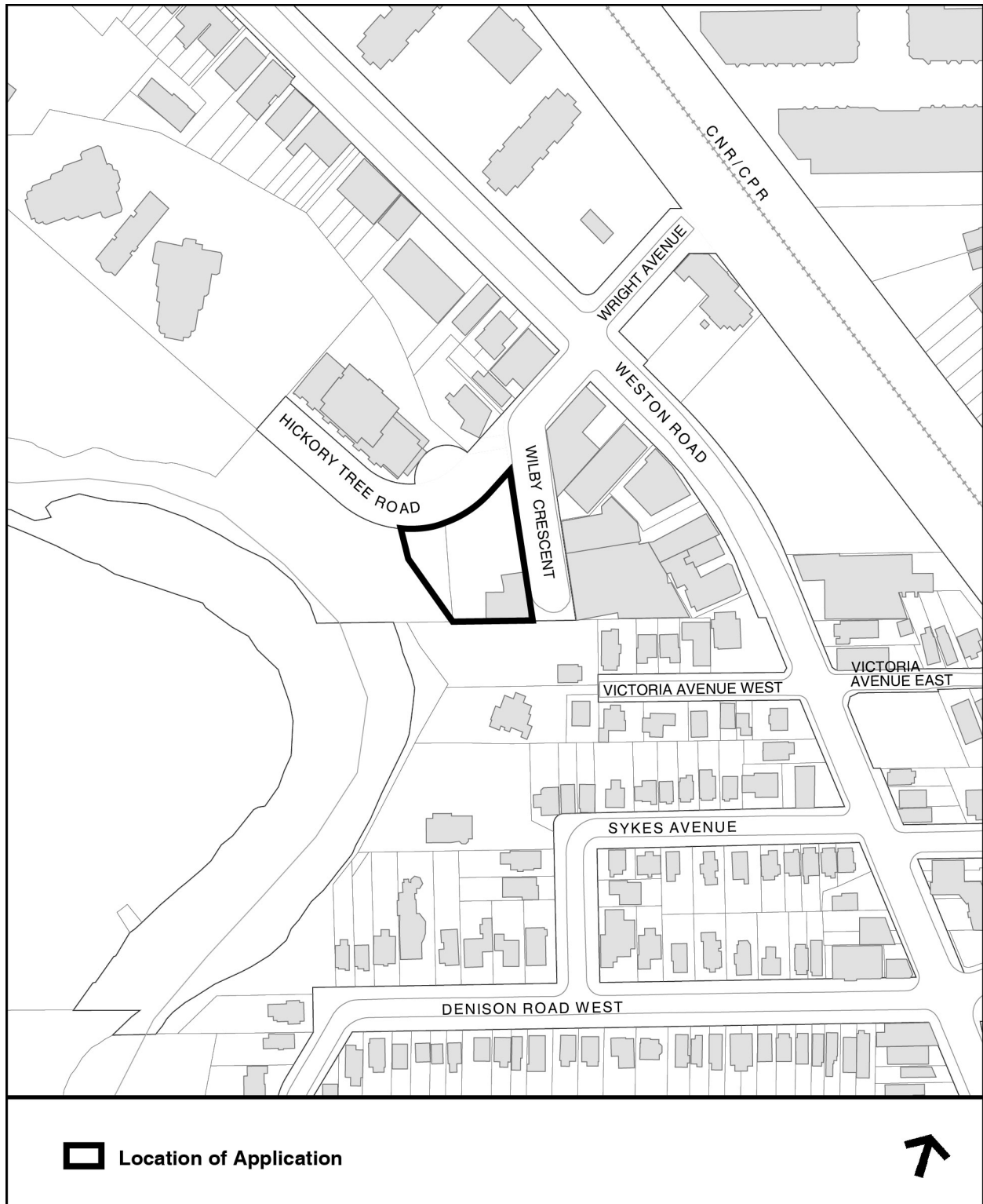
Parking and Loading

Parking Spaces: 82 Bicycle Parking Spaces: 447 Loading Docks: 2

CONTACT:

Ali Meghani, Senior Planner
416-394-8236
Ali.Meghani@toronto.ca

Attachment 2: Location Map



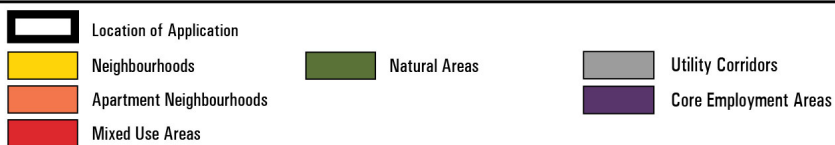
Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #14

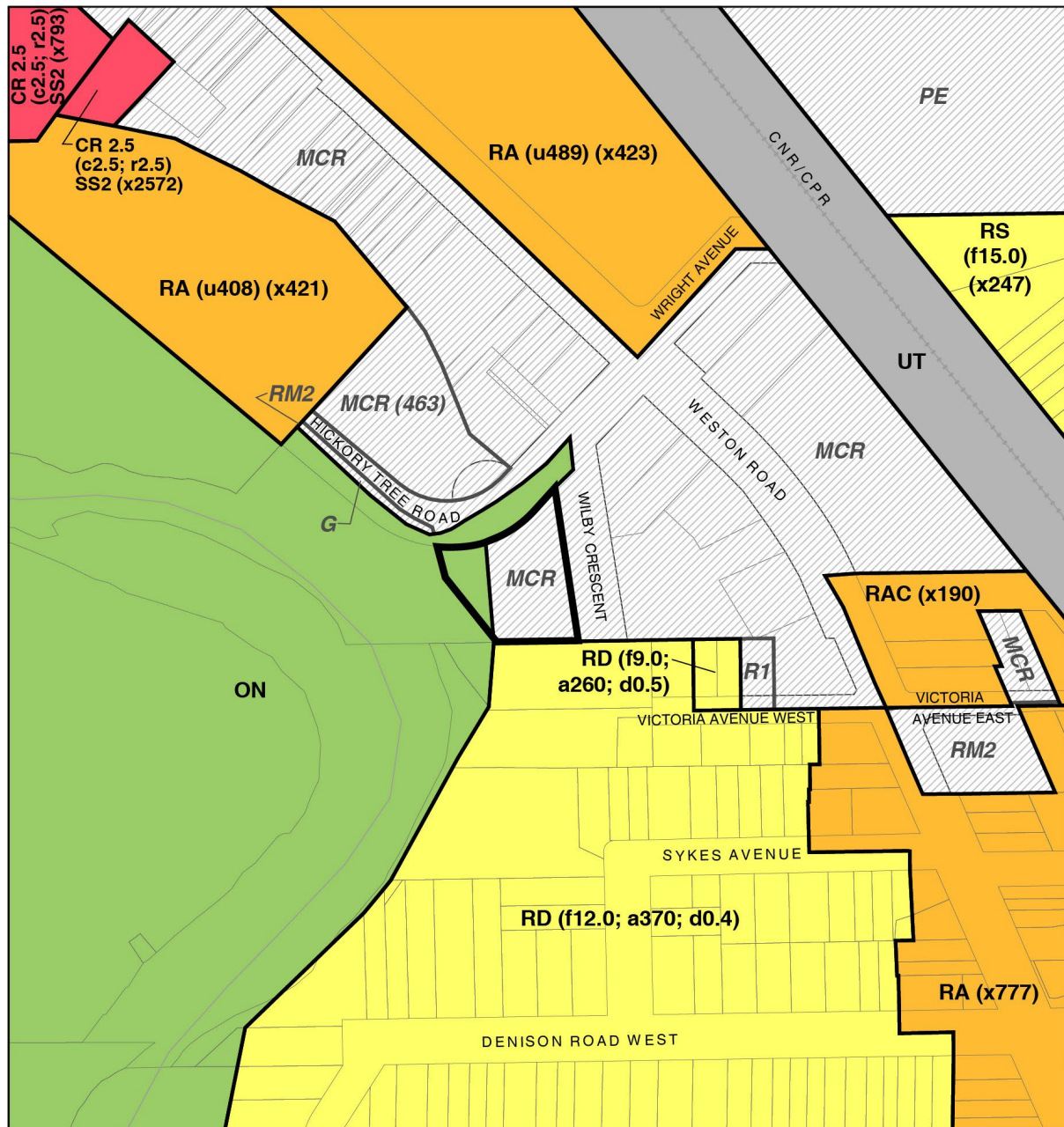
16 Wilby Crescent

File # 24 243837 WET 05 02



Not to Scale
Extracted: 12/02/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

16 Wilby Crescent

File # 24 243837 WET 05 0Z

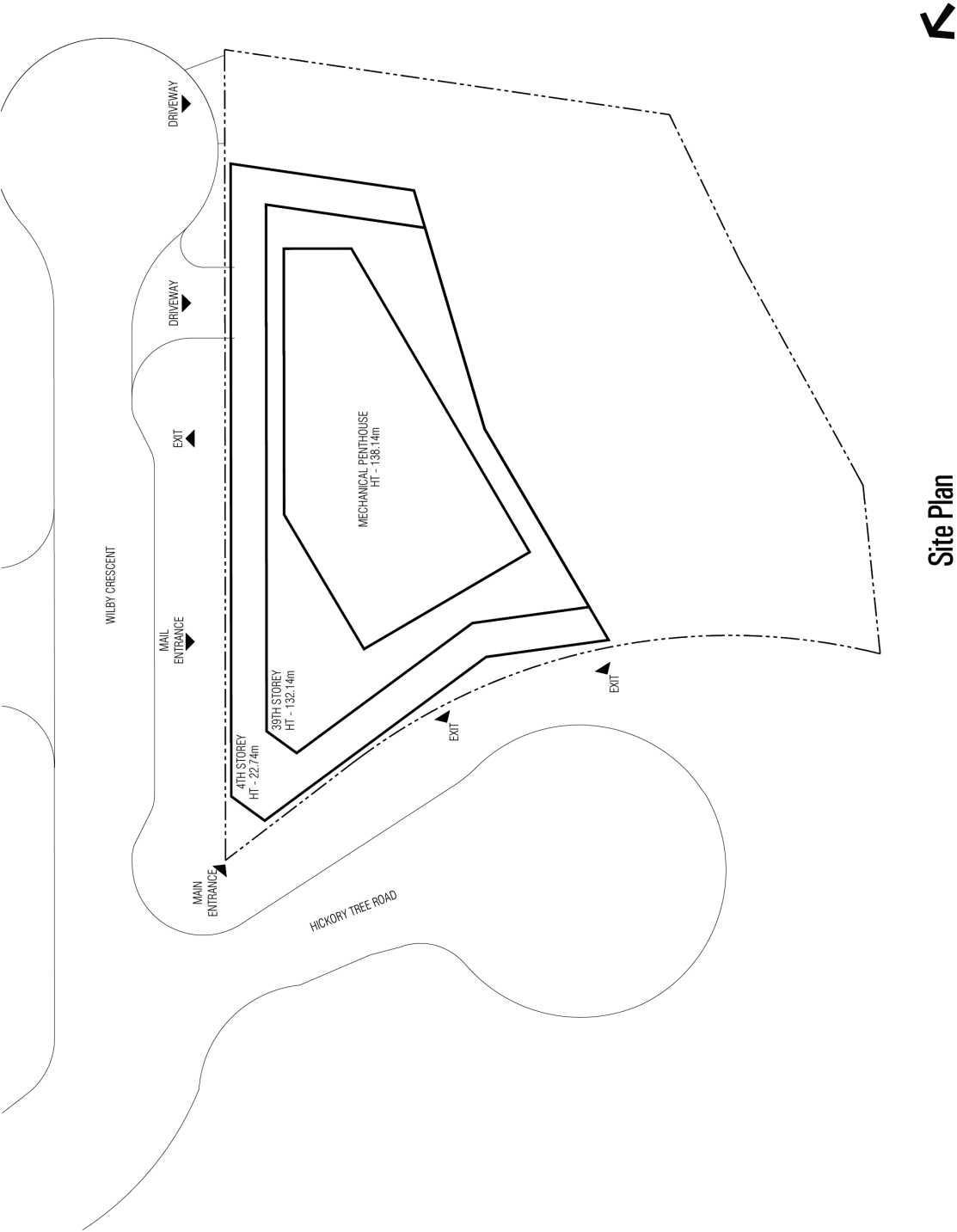
	Location of Application		CR Commercial Residential
	RD Residential Detached		ON Open Space Natural
	RS Residential Semi-Detached		UT Utility and Transportation
	RA Residential Apartment		
	RAC Residential Apartment Commercial		

	See Former City of York By-law No. 1-83
	R1 Residential Districts
	RM2 Residential Multiple Zone
	MCR Mixed Commercial Residential
	PE Prestige Employment Zone
	G Green Open Space

↑
Not to Scale
Extracted: 12/02/2024

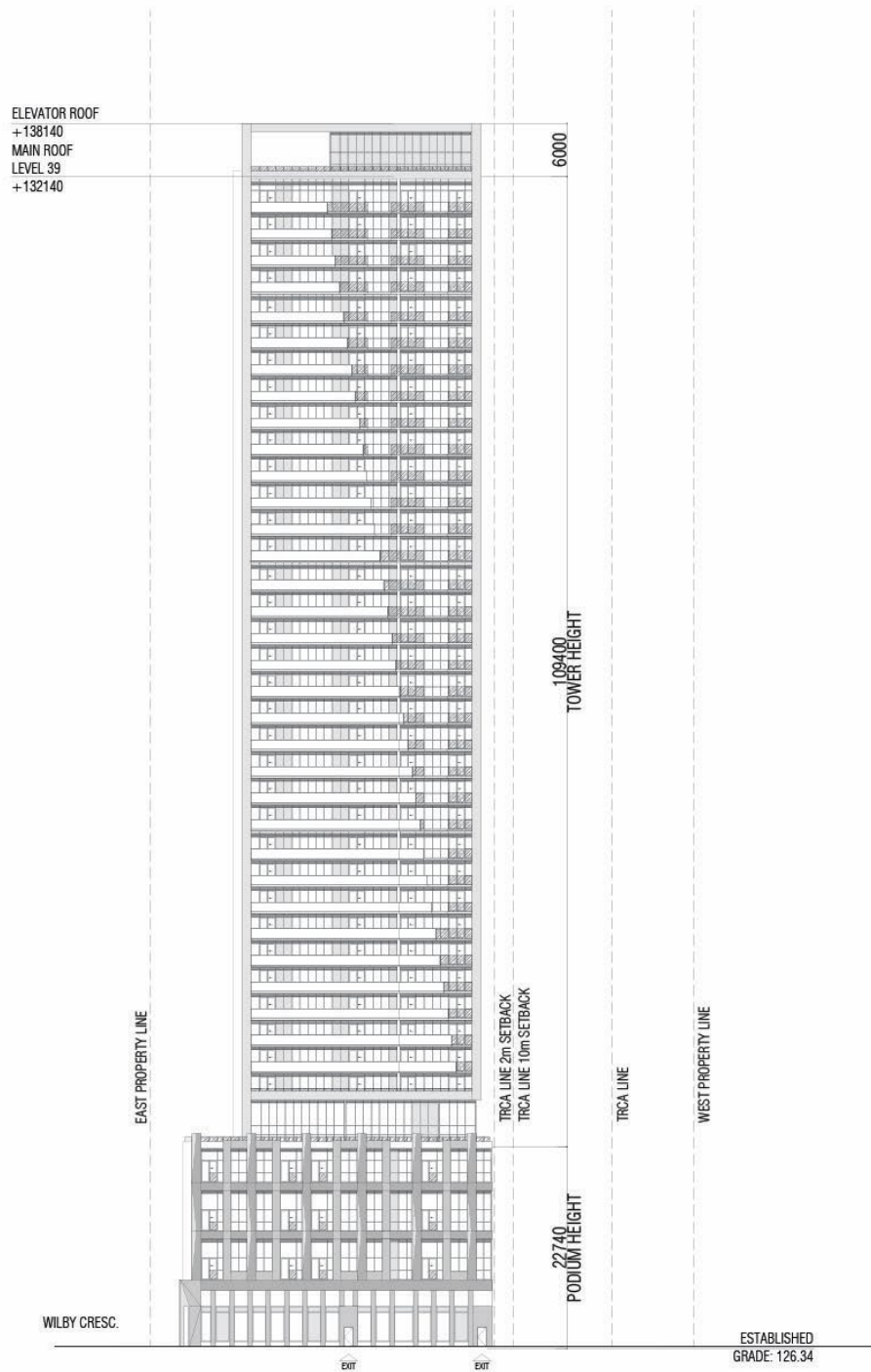
Attachment 5: Draft Zoning By-law Amendment

Attached under separate cover.



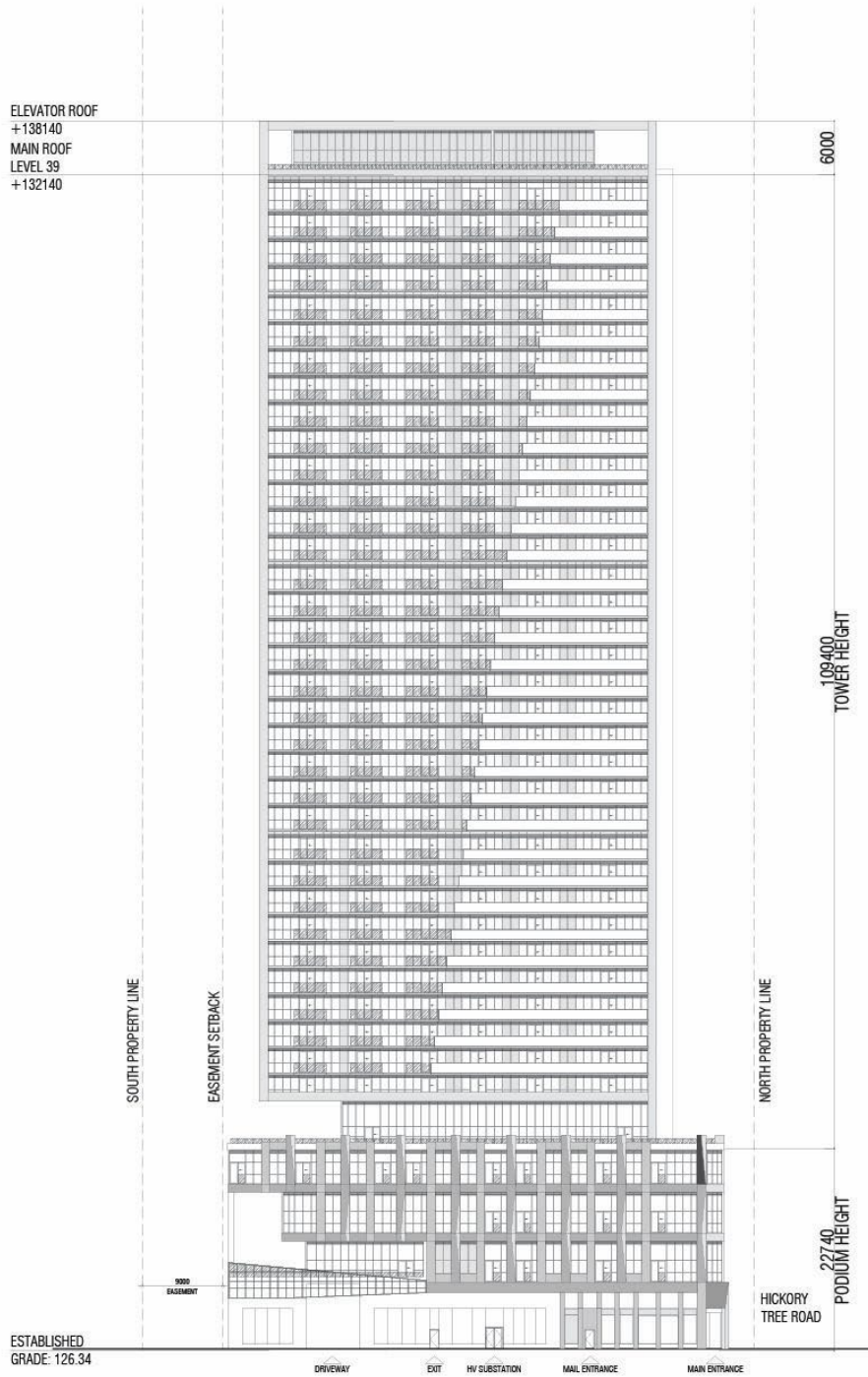
Site Plan

Attachment 7: North Elevation



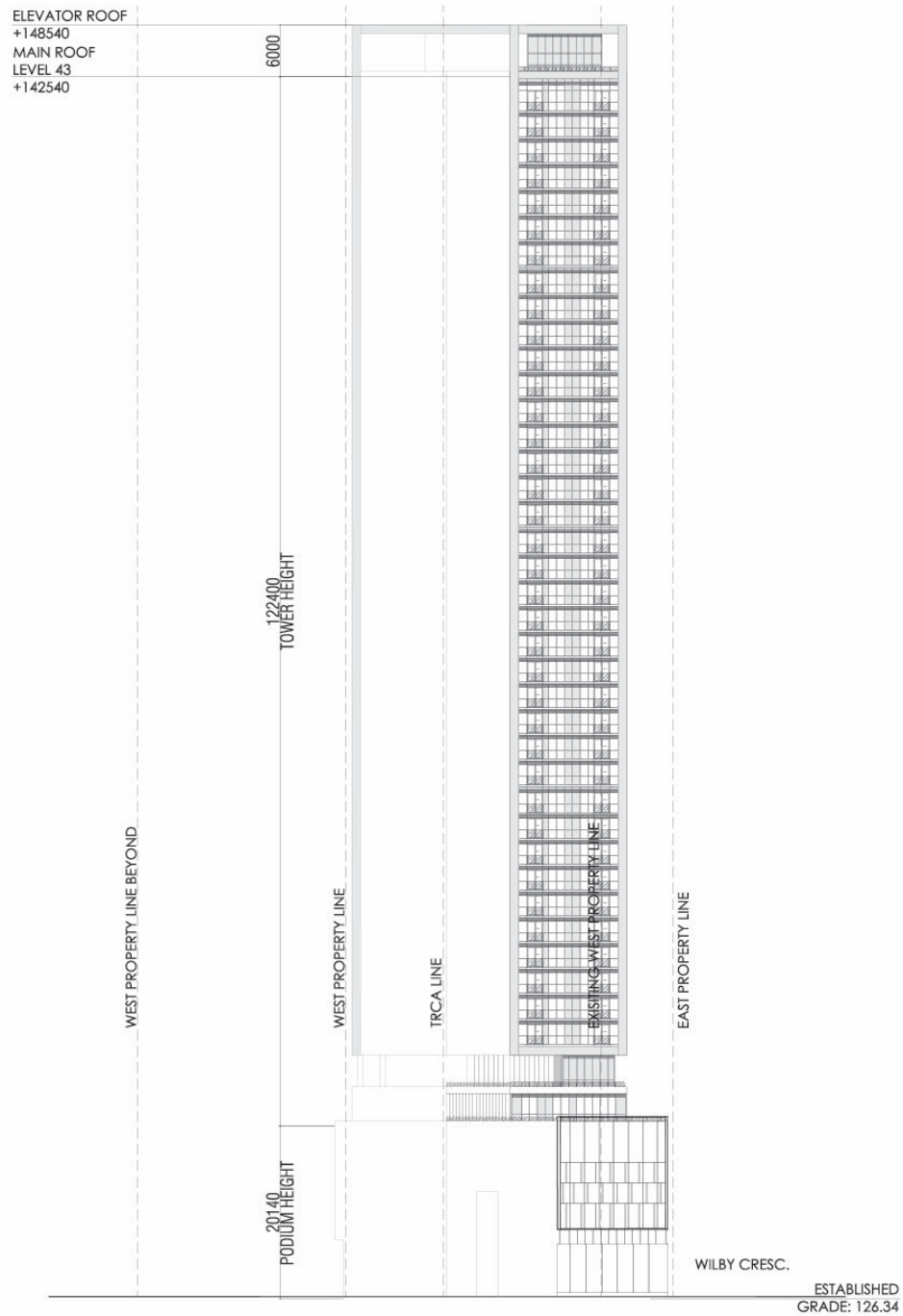
North Elevation

Attachment 8: East Elevation



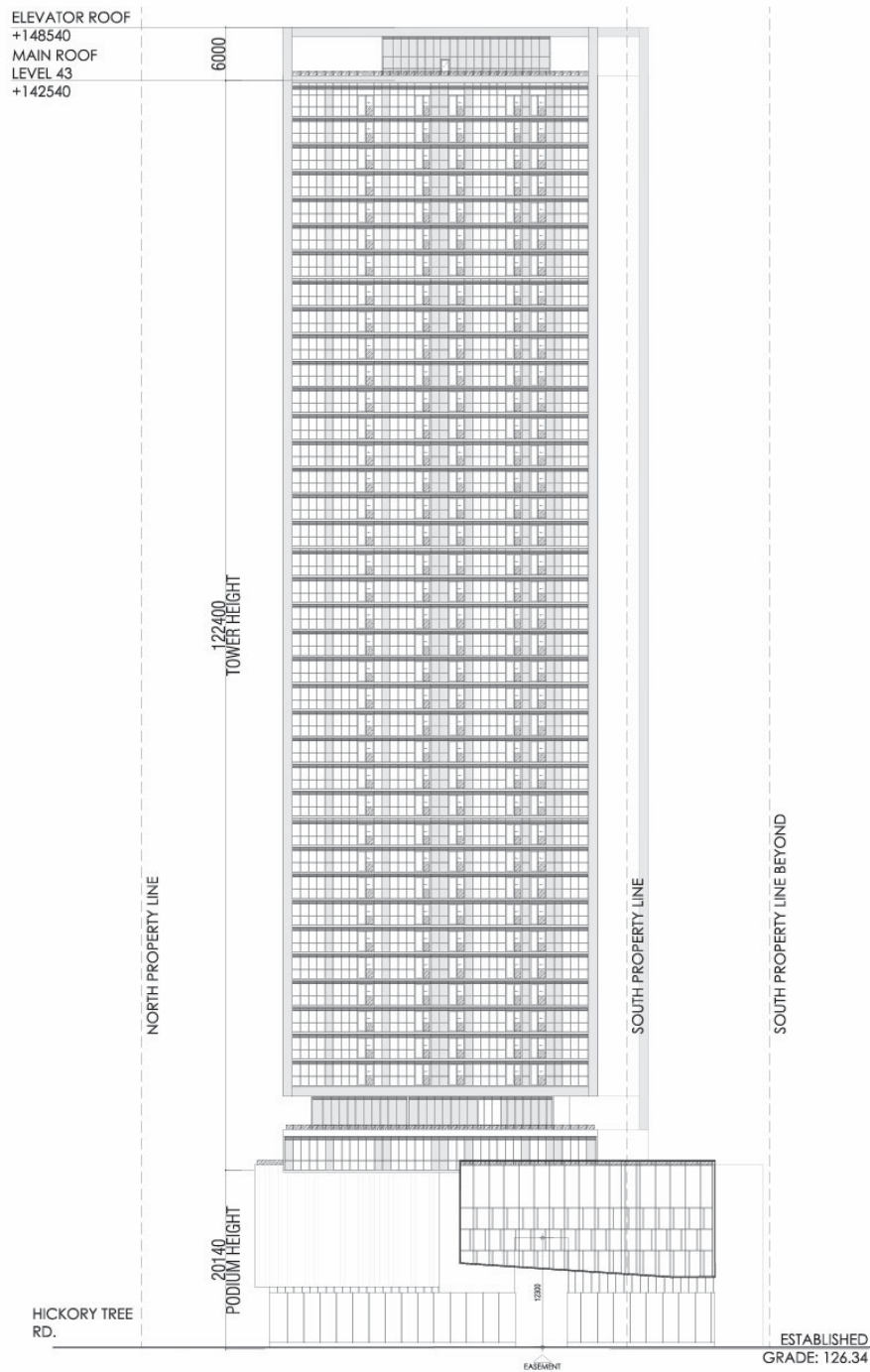
East Elevation

Attachment 9: South Elevation



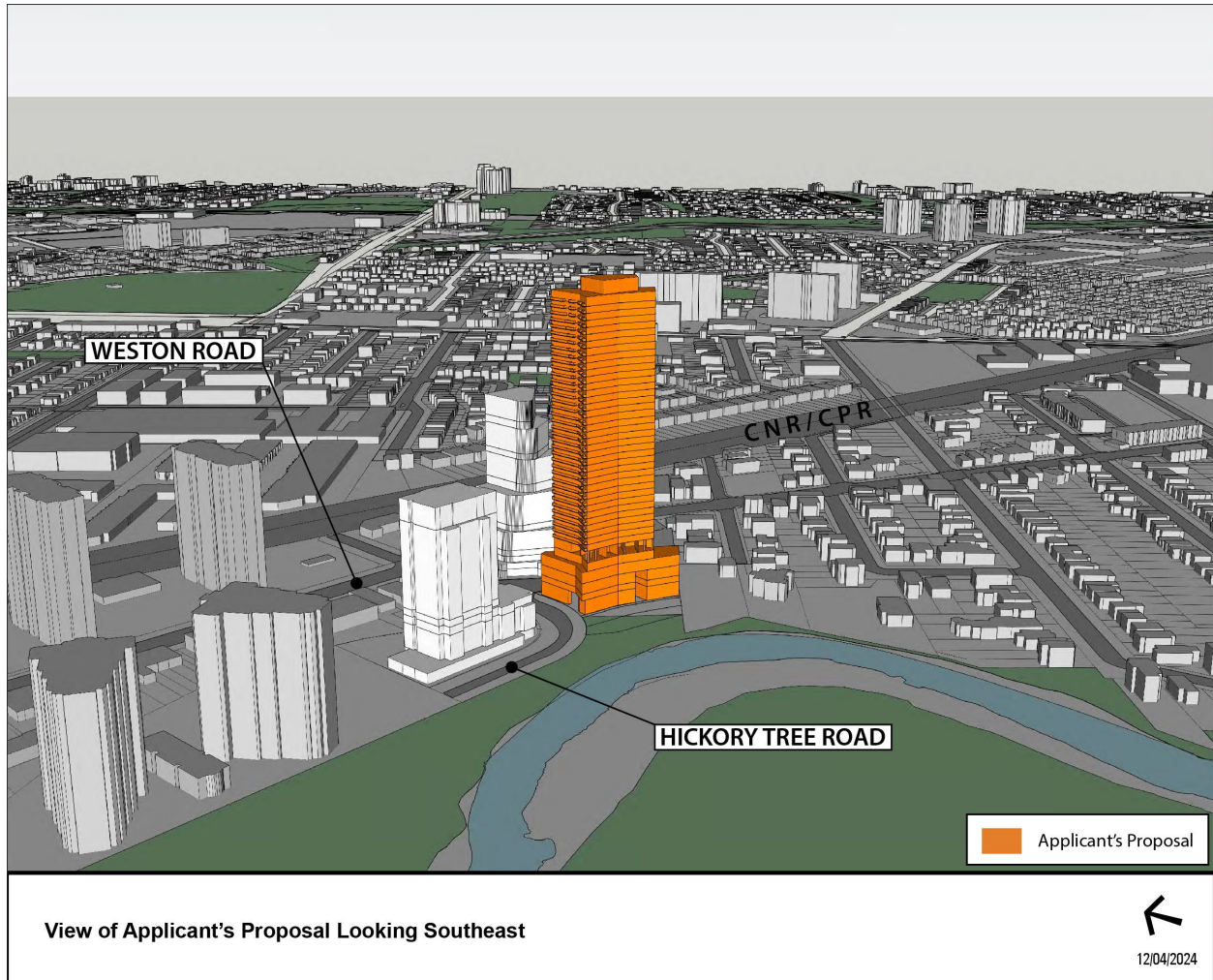
South Elevation

Attachment 10: West Elevation



West Elevation

Attachment 11: 3D Massing Model Looking South-East



Attachment 12: 3D Massing Model Looking North-West

