

1125 Sheppard Avenue East (Block 2) - Official Plan Amendment and Zoning By-law Amendment Application – Decision Report – Refusal

Date: November 4, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 17 - Don Valley North

Planning Application Number: 24 128320 NNY 17 OZ

SUMMARY

This report reviews and recommends refusal of the application to amend the Official Plan and Zoning By-law to permit a mixed-use development consisting of 52 and 48-storey residential towers on a shared 6-storey podium, a privately owned publicly accessible space at the southeast corner of the site and landscaped mid-block connection connecting Sheppard Avenue East to Singer Court. The proposal includes a total of 1,238 residential units, with 78,265.24 square metres of gross floor area, including 2,881.8 square metres of non-residential gross floor area for a maximum Floor Space Index ("FSI") of 11.50 times the lot area.

The application does not conform with the Official Plan and the Sheppard Subway Corridor Secondary Plan. The proposal in its current form does not appropriately respond to the Council-adopted Renew Sheppard East Secondary Plan.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council refuse the application for the Official Plan Amendment and Zoning By-law Amendment (Application No. 24 128320 NNY 17 OZ) for the lands municipally known as 1125 Sheppard Avenue East.
2. In the event the applications are appealed to the Ontario Land Tribunal, City Council, pursuant to subsections 22(8.1) and 34(11.0.0.1) of the Planning Act, use mediation, conciliation or other dispute resolution techniques in an attempt to resolve the Official Plan Amendment and Zoning By-law Amendment applications, to the satisfaction of the Executive Director, Development Review and the City Solicitor.

3. City Council direct the City Clerk, should an appeal be filed, to notify all persons or public bodies who may have filed an appeal to this decision of City Council's intention to rely on subsections 22(8.1) and 34(11.0.0.1) of the Planning Act and the City Clerk shall provide notice to all prescribed persons or public bodies under subsections 22(8.2) and 34(11.0.0.2) of the Planning Act.

4. City Council direct the City Clerk, should an appeal be filed, to notify the Ontario Land Tribunal of City Council's intention pursuant to subsections 22(8.1) and 34(11.0.0.1) of the Planning Act, and that the Ontario Land Tribunal shall receive the record, the notice of appeal and other prescribed documents and materials seventy-five (75) days after the last day for filing a notice of appeal for these matters

5. Should the Official Plan Amendment and Zoning By-law Amendment application be resolved, and there is no appeal to the Ontario Land Tribunal or the appeal to the Ontario Land Tribunal has been withdrawn, City Council direct the Director, North York District, Community Planning to bring forward an Approval Report to North York Community Council for a statutory public meeting as required under the Planning Act.

6. City Council authorize the City Solicitor and other appropriate City Staff to take any necessary steps to implement City Council's decision, including requesting any conditions of approval that would be in the City's interest, in the event an appeal of Council's decision is allowed by the Ontario Land Tribunal, in whole or in part.

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.

DECISION HISTORY

Pre-Application Consultation

A pre-application consultation ("PAC") meeting was held on November 23, 2023. The Planning Application Checklist Package resulting from the PAC meeting is available here: www.toronto.ca/1125SheppardAvenueEast.

The subject application was received on March 21, 2024, and deemed incomplete with notice to the applicant sent on April 12, 2024. Additional application materials were received, and the application was deemed complete as of April 24, 2024. A Preliminary Summary of the application is available www.toronto.ca/1125SheppardAvenueEast.

Staff conducted an in-person Community Consultation Meeting for the application on June 4, 2024, at the Ethennonnhawahstihnen' Community Recreation Centre and Library. Community feedback is summarized in the Comments section of this report.

THE SITE AND SURROUNDING LANDS

Description

The subject site is located on the south side of Sheppard Avenue East to the east of Provost Drive and to the north of Singer Court. The site is generally rectangular shaped with a slight jog at the north-east corner facing Sheppard Avenue East. The site has a site area of approximately 7,059 square metres with a lot depth of approximately 65 metres. [See Attachment 2 for the Location Map.](#)

Surrounding 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 Sheppard Avenue East. On the north side of Sheppard Avenue East is Ambrose Parkette, an existing low-rise residential neighbourhood, and a four-storey office building.
- South: South of the subject site is an existing 12-storey mixed use building and a row of three-storey townhouse units. Further south are mixed-use buildings ranging in height from 16-storeys to 28-storeys. Further south of the site is the Oriole GO rail station.
- East: To the east of the subject site is a recent OLT approved mixed-use development with 38- and 32-storey towers at 1181 Sheppard Avenue East, as a result of a Council-adopted settlement (File No. 19 264391 NNY 17 OZ). Further east is the Leslie TTC Subway Station.
- West: To the west of the site is an existing Canadian Tire retail store. The rest of the surrounding area to the west of the site are the lands comprising the Park Place development lands currently being developed by the applicant, Concord Adex. The Bessarion Subway station is located further west of the site facing Sheppard Avenue East.

THE APPLICATION

Description

The application proposes to amend the Official Plan and Zoning By-law to permit a 52- and 48-storey mixed use development. Retail space is proposed on the ground level of the base building.

Density

The proposal has a density of 11.50 times the area of the lot.

Residential Component

The proposal includes 1,238 dwelling units, 67 studio (5%), 863 one-bedroom (70%), 190 two-bedroom (15%), and 118 three-bedroom units (9.5%).

Non-Residential Component

The proposal includes approximately 2,881.8 square metres of retail space on the ground floor. Larger retail spaces are proposed facing the public streets and smaller retail units facing the proposed parkland space.

Access, Parking and Loading

The proposal includes a total of 414 vehicle parking spaces including 313 resident, 99 non-resident spaces (visitor and retail), and 2 car-share parking spaces. A total of 480 bicycle parking spaces, including 421 long term, 44 short term spaces, and 15 retail bicycle parking spaces. An additional 22 bicycle parking spaces are proposed as publicly accessible bicycle parking spaces.

The site would be accessed off Singer Court via a seven-metre wide driveway. The driveway provides access to the loading spaces, underground parking garage for vehicles and bicycles, and a pick-up/drop-off area. The underground parking garage has a pedestrian and vehicle connection to the parking garage at 1181 Sheppard Avenue East (Block 1), located east of the site. The P1 level has a dedicated pedestrian connection which connects to a pedestrian connection that was secured as part of the development for Block 1. This pedestrian connection provides direct access to the TTC Leslie Subway Station.

Additional Information

See the attachments of this Report for the Application Data Sheet (Attachment 1), Location Map (Attachment 2), Official Plan Land Use Map (Attachment 3), and Zoning By-law Map (Attachment 4). 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/1125SheppardAvenueEast

Reasons for Application

An Official Plan Amendment is required to amend the Sheppard East Subway Corridor Secondary Plan to allow for the proposed density and height of the proposal on 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

A pre-application consultation ("PAC") meeting was held on November 23, 2023. The Planning Application Checklist Package resulting from the PAC meeting is available here: www.toronto.ca/1125SheppardAvenueEast.

The subject application was received on March 21, 2024, and deemed incomplete with notice to the applicant sent on April 12, 2024. Additional application materials were received, and the application was deemed complete as of April 24, 2024. A Preliminary Summary of the application is available www.toronto.ca/1125SheppardAvenueEast.

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.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The Official Plan [Urban Structure Map 2](#) identifies the site as *Avenues*, and designates the site as *Mixed Use Areas*. See Attachment 2 of this Report for the Land Use Map 3. 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 site is within a delineated Major Transit Station Area. Specifically, the site is within 500 metres of the delineated Leslie Station MTSA associated with SASP 729 in Chapter 8 of the Official Plan. The area is planned for a minimum population and employment target of 300 residents and jobs combined per hectare.

Official Plan Amendment 778

Official Plan Amendment 778 updates the policy framework for *Avenues* on Map 2 in the Official Plan. OPA 778 identifies that *Mixed Use Areas* along *Avenues* with existing or planned higher order transit stations offer unique opportunities where redevelopment at a greater scale may be appropriate. To achieve growth and intensification on *Avenues*, development along *Avenues* may go beyond the height and scale of a mid-rise building in *Mixed Use Areas* when located within a 500 to 800-metre walking distance of an existing or planned subway station, light rail transit station, or GO rail station as shown on Map 4 of the Official Plan. The greatest height and scale should be focused at the station.

Sheppard East Subway Corridor Secondary Plan

The Sheppard East Subway Corridor Secondary Plan identifies the site as being within the Leslie 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.C sets out a re-urbanization strategy for the Leslie Node.

In the Sheppard East Subway Corridor Secondary Plan, the Urban Design Principles generally guide future growth in key development areas designated *Mixed Use Areas*, including for streets and blocks, building yard setbacks, height and massing, pedestrian connections, pedestrian comfort, and public art. The Sheppard East Subway Corridor Secondary Plan recognizes that Sheppard Avenue should act as a pedestrian oriented main street with development aligning along streets to provide appropriate street presence and street enclosure. The role of the public street right of way is considered an amenity and linkage among areas should be asserted and maintained. Building height and massing should minimize excessive shadowing, wind or snow drifting effects within blocks, along streets, and within open space areas. It is intended that the greatest density, height and mass of new buildings will be at locations with the greatest accessibility to public transit.

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

Renew Sheppard East Secondary Plan

The site is located within the Renew Sheppard East Secondary Plan ("Renew Sheppard Plan") area through Official Plan Amendment 777 ("OPA 777"). City Council adopted OPA 777 on December 18, 2024. OPA 777 was subsequently appealed to the Ontario Land Tribunal ("OLT").

In the Renew Sheppard Plan, the site is located within the Transit Station Character Area which will contain the tallest buildings within the Plan Area, primarily on lands closest to existing and planned transit stations. These areas are also envisioned to be busy hubs near transit with a public realm to handle higher pedestrian and cyclist volumes. This Transit Station Character Area is also envisioned to support the Sheppard Promenade as a green street that includes a vibrant commercial main street with a variety of retail and non-residential uses. The Renew Sheppard Plan also contains built form and public realm policies to provide direction for new development and key public realm features such as areas for pedestrians, midblock connections, POPS, new and expanded parks, among other public realm elements.

The Renew Sheppard Plan is not determinative as it is currently under appeal. However, the Renew Sheppard Plan represents City Council's vision for the area. A link to the Council decision for the Renew Sheppard Plan can be found here: [Agenda Item History - 2024.NY19.11](#)

The first Case Management Conference ("CMC") for the Renew Sheppard Plan was held on May 6, 2025, and the second CMC is scheduled for November 14, 2025.

Given that OPA 777 is under appeal, the Sheppard East Subway Corridor Secondary Plan remains in place as the applicable set of policies in which to evaluate this application.

Zoning

The subject site is zoned under M2 under the former City of North York Zoning By-law No. 7625. The M2 zoning category permits manufacturing, warehousing and commercial uses, including restaurants, car washing establishments, motor vehicle body repair shops, retail stores, personal service shops and office uses. A maximum floor space index of 1.0 is permitted. 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:

- Tall Building Design Guidelines;
- Bessarion-Leslie Context Plan;
- Growing Up Guidelines for Children in Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities;
- Retail Design Manual;
- 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 on site plan drawings and through a Site Plan Agreement.

PUBLIC ENGAGEMENT

Community Consultation

A joint in-person community consultation meeting was hosted by the City on June 4, 2024, for the subject application at 1125 Sheppard Avenue East and a recent Council-adopted file at 75 and 63 Ethennonhawahstihnen' Lane (formerly municipally known as 1001 Sheppard Avenue East) (File No. 24 129405 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;
- Non-residential uses, including grade related retail uses and community facilities to support a complete community;
- Safety for pedestrians and increased traffic congestion;

- Availability of residential and visitor parking supply;
- Shadowing and access to sunlight; and
- Cumulative impact from developments in the surrounding area on both hard infrastructure such as sewers as well as school capacity, availability of parks, and other community infrastructure.

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

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff have reviewed the current proposal for consistency with the Provincial Planning Statement, 2024 ("PPS 2024"). The PPS provides direction for planning authorities to identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas. The PPS regards the Official Plan as the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated, and long-term planning.

The Official Plan provides a planning framework for density to be focused at existing and planned transit stations with density transitioning down with increasing distance from transit stations. Through OPA 540 an FSI of 8.0 times, or more is permitted for lands within 200 metres of an existing or planned station and 6.0 times or more for lands between 200-500 metres of a station. The site is located within 500 metres from the existing Leslie Subway Station within the Leslie MTSA, permitting an FSI of 6.0, or more. While intensification is planned for the subject site, there are concerns as the proposal does not conform with the Official Plan, including the Sheppard East Subway Corridor Secondary Plan, and the Built Form and Public Realm policies of the Official Plan. The proposal has also not demonstrated that it has appropriate regard for the Council-adopted Renew Sheppard Plan policies for Character Areas, Built Form, and Public Realm.

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. Policies in the Plan should not be read in isolation or to the exclusion of other relevant policies in the Plan.

Staff find the proposal is not consistent with the PPS 2024 as policies direct municipalities to plan for intensification in strategic growth areas (Section 2.4) but at the same time indicating that municipalities should identify the appropriate type and scale of that growth and its transition of built form to adjacent areas and to permit development that supports the achievement of complete communities. The Official plan, including secondary plans are the operative tool to implement these PPS policies. At the present time, the application does not conform with the Sheppard East Subway Corridor Secondary Plan or with the Council-adopted Renew Sheppard East Secondary Plan.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, Secondary Plan policies, and design guidelines described in the Policy and Regulation Considerations Section of this Report. The proposal has also been reviewed against the Renew Sheppard Plan. While the Renew Sheppard Plan is currently under appeal, the Plan represents Council's vision for the area.

Land Use

The Official Plan directs that a full range of uses will create a balance of high quality commercial, residential, institutional, and open space uses that will meet the needs of the local community. The proposal for a mixed use development is appropriate and meets the objectives of the *Mixed Use Areas* policies.

Unit Mix

The proposal includes approximately 15% two-bedroom and 10% three-bedroom units, meeting the Growing Up Guidelines. However, the Renew Sheppard Plan requires at least 40% of units to be two-bedroom or larger, including an additional 15% as either two- or three-bedroom units. The proposal should increase its larger unit mix to better align with Renew Sheppard Plan housing policies.

Density, Height, Massing

Staff have reviewed the proposed built form, including building height and massing against the policies of the Official Plan as well as relevant design guidelines.

The application has not provided adequate justification for the proposed tower heights of 52- and 48-storeys, which would represent the tallest heights in the Leslie Node and in the Sheppard East Subway Corridor Secondary Plan area. The recently approved high density development at 1181 Sheppard Avenue East for a 32- and 38-storey building responds to the Secondary Plan (Policy 4.4.2) to locate the highest density and building heights closest to the subway stations. The site at 1181 Sheppard Avenue East, located directly east of the subject site, is a Key Development Area designated *Mixed Use Areas*. The Secondary Plan intends to ensure compatible transition in density, height, and scale between development nodes and residential areas by locating building heights closer to the transit station. Policy 4.4.2 also directs that building height and massing should minimize excessive shadowing, wind or snow drifting effects within blocks, along streets, and within open space areas. The proposal does not provide appropriate transition in density, height, and scale and would result in shadow and wind conditions that do not conform with the Sheppard East Subway Corridor Secondary Plan.

Official Plan Policy 3.1.4.10 provides direction for the design of the tower portion of a tall building to reduce the physical and visual impacts of the tower on the public realm, limit shadow impacts on the public realm and surrounding properties, maximize access to sunlight, and limit and mitigate pedestrian level wind impact. These policies can be achieved through a variety of design features such as limiting and shaping the size of tower floorplates above base buildings. Supplementing these Official Plan policies,

tower placement, size, shape, separation distance, and orientation are also key to maximizing access to sunlight and sky view for surrounding streets, parks, open spaces, and properties, as per the Tall Building Design Guidelines.

The proposed tower separation distance exceeds the 25-metre standard in the Guidelines. However, the proposed towers are rectangular-shaped, oriented east-west (for the eastern tower), and have floorplates sizes of 798 square metres which slightly exceed the standard of 750 square metres in the Guidelines. The towers result in shadow impacts that are long and wide on the public realm, due to the size and shape of the towers and size, shape, and orientation of the eastern tower. The proposal would result in wind impacts that are unacceptable with various uncomfortable locations in the public realm and several locations that exceed the annual safety criterion – further details on the shadow and wind impacts are discussed in the Shadow/Wind Impact section below. The proposed development would result in physical and visual impacts that are not consistent with the Official Plan and the intent of the Tall Building Design Guidelines.

Further, the proposed building heights do not respond to the planned policy context of the Character Area policies in the Renew Sheppard Plan. The site is located within the Transit Station Character Area (“TSCA”), which intends on having the tallest buildings within the Plan Area located closest to existing and planned transit stations with heights generally transitioning down with increasing distance from the transit stations. West of the site is the Sheppard Corridor Character Area (“SCCA”) which envisions buildings in a mid-rise built form as a transition from the TSCA. Transitioning buildings down in height is intended to ensure access to mid-day sunlight and open views of the sky. The proposed building heights do not respond to this policy direction as the heights increase with increasing distance from the station and do not provide an appropriate transition down to the planned context for mid-rise built form in the SCCA.

This policy direction would also be consistent with the recent decisions that the Minister has made with respect to OPA 540 where the greatest densities are to take place closer to the transit station and decrease further away from it.

Public Realm

The base building is a key component of a tall building that should be the primary defining element for the site and the adjacent public realm.

The Sheppard East Subway Corridor Secondary Plan envisions Sheppard Avenue as a pedestrian-oriented main street with buildings aligned to create a strong street presence and enclosure. The proposed base building setback along Sheppard Avenue East varies from 5.0 metres at the northwest corner to as little as 0 metres due to balconies and building encroachments. These setbacks and encroachments do not support an appropriate pedestrian environment. Recent developments on Sheppard Avenue have been consistently approved with setbacks of 5.0 metres on Sheppard Avenue East. These proposed minimal setbacks and building encroachments do not create an appropriate street presence on Sheppard Avenue where there are already grade changes on Sheppard Avenue resulting in multiple grade points on the street. A greater and more consistent setback of approximately 5.0 metres would support an improved

pedestrian environment and space to improve the grading condition on Sheppard Avenue and provide opportunity to design the site with direct pedestrian access to the retail units from the public sidewalk.

Policy 4.4.2 of the Secondary Plan directs that new buildings should be sufficiently set back from the Sheppard Avenue road allowance to accommodate any streetscape initiatives of the City. This minimal setback should be increased to provide additional space on Sheppard Avenue to better incorporate the Sheppard Avenue East Complete Streets project design. Currently the plans have not been coordinated with the planned streetscape plans along this portion of Sheppard Avenue East for the Sheppard Avenue East Complete Streets project and Staff require revised plans to coordinate the site with the streetscape design.

As part of the evolving vision for Sheppard Avenue, the Renew Sheppard Plan envisions the Sheppard Promenade as a vibrant and green commercial main street. In support of this vision, the Renew Sheppard Plan requires a minimum 5.0 metre setback on Sheppard Avenue East and space to ensure a functional streetscape zone, active uses, and weather protection. An increased setback on Sheppard Avenue can support improvements to the streetscape and better align with the Retail policies in the Renew Sheppard Plan for Retail Required Streets which envisions a well-articulated, active public realm interface that animates the street with retail entrances directly accessible from the sidewalk.

The development also does not propose any tree plantings on Provost Drive which results in the proposal not complying with the Toronto Green Standard requirement for trees on street frontages. Official Plan Policy 3.1.1.6 directs new and existing streets to incorporate a complete streets approach and be designed to perform diverse roles, including the provision of space for trees, landscaping, and green infrastructure. In order to determine if trees on Provost Drive are feasible, QL-A data for this area is required to determine if new tree plantings are feasible in the City right-of-way with sufficient vertical clearance. Other measures such as increased setbacks on Provost Drive and lowering the height of the underground parking level can provide an opportunity for tree planting.

The base building has a varying setback between 3.0 metres and 2.4 metres on Singer Court for the retail units. Policy 3.1.3b) of the Official Plan directs additional setbacks to be provided, where appropriate at key locations, including street intersections. This corner at Provost Drive/Singer Court is anticipated to generate more pedestrian activity due to new retail units that wrap the site's flanking streets, Singer Court and Provost Drive, and the primary street on Sheppard Avenue East. A revised setback should be provided to better support this policy direction in the Official Plan. For streets other than Sheppard Avenue East, the Renew Sheppard Plan directs a setback of generally 3.0 metres from the property line and encourages greater setbacks where retail is proposed. The 2.4 metre setback adjacent to proposed retail spaces should be increased to better meet the Official Plan and policy objectives of the Renew Sheppard Plan.

Shadow/Wind Impact

When combined, the tower height, floorplate size, shape, and eastern tower orientation result in shadow impacts that do not meet Official Plan Policy 3.1.4.10 which directs for the tower portion of tall buildings be designed to limit shadow impacts on the public realm, and Policy 4.4.2 of the Secondary Plan which indicates that building height and massing should minimize excessive shadowing, wind or snow drifting effects within blocks, along streets, and within open space areas.

During the spring/fall season, the Shadow Study illustrates that positioning the taller tower on the west side results in long shadows over the low-rise neighbourhood to the north and Maureen Parkette—an area planned for parkland expansion per Map 51-4: Long Term Parks Plan in the Renew Sheppard Plan. Shadows extend onto Maureen Parkette from 9:18–10:18 AM, then shift to Ambrose Parkette from 10:18 AM–2:18 PM. Shadows are cast on Ambrose Parkette for most of the midday hours due to the eastern tower's size, shape, and east–west orientation. After 2:18 PM, both towers form a single shadow mass earlier than nearby developments.

The Pedestrian Level Wind Study (RWDI, August 20, 2025) found uncomfortable and unsafe wind conditions on public streets, the proposed POPS, and mid-block areas between Blocks 1 and 2 during the spring and winter seasons under the proposed condition. Several uncomfortable conditions remain for the future configuration (future built out of the surrounding area). Under both proposed and future configurations, wind conditions exceed comfort and safety criteria—particularly along Sheppard Avenue East, Singer Court, Provost Drive, and within the POPS.

These shadow and wind conditions do not conform with Policy 4.4.2 of the Secondary Plan and Policy 3.1.4.10 of the Official Plan.

Amenity Space

The proposal includes 1,425 square metres of indoor and 1,425 square metres of outdoor amenity space, totaling 2,850 square metres, which equates to 2.3 square metres per unit, below the 4.0 square metres minimum required by Zoning By-law 569-2013. This is the lowest proposed ratio in the Sheppard East Subway Corridor Secondary Plan area, where nearby approvals have provided a total of at least 3.0 square metres of amenity space per unit. No appropriate justification for the proposed amenity space is provided in the Planning Rationale. Staff consider the proposed amenity space inadequate and recommend revisions to increase the amenity space rate to better support the building's residential function.

Servicing

A Functional Servicing and Stormwater Management Report by Arcadis and associated plans have been submitted for the site and reviewed by Development Engineering (DE) staff. The findings of these reports and forms have determined that municipal sanitary sewer upgrades are required to support the sanitary demands of this development. Furthermore, revisions to the reports are needed prior to deeming the report satisfactory.

In the event that the matter is appealed to the OLT, staff recommend that the OLT withhold the issuance of any Orders that may approve the application until such time as the owner has satisfactorily addressed all comments from Engineering Review and makes satisfactory arrangements for any upgrades to municipal infrastructure as identified in the accepted servicing report.

Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing and Stormwater Management Report, staff recommend a Holding Provision be included in the final form of the site-specific Zoning By-law Amendment, and the Holding Provision is not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Director, Engineering Review, Development Review.

Traffic Impact, Access and Parking

A Transportation Impact Study was submitted to review the vehicular access, parking, and loading arrangements for this development. The application proposes 414 parking spaces, including 99 non-resident parking spaces, and 2 car share space. The proposal includes spaces designated as pick-up and drop-off areas internally. Two Type 'B' and one Type 'G' loading spaces are proposed. Vehicular access to the below-grade parking and loading spaces would be from Singer Court abutting the proposed park location to the east of the entrance. A total of 480 bicycle parking spaces, including 421 long-term and 44 short-term bicycle parking spaces, 11 short-term retail, and 4 long-term retail spaces are proposed.

Transportation Review staff have currently not accepted the Transportation Impact Study and require an updated Transportation Impact Study, revisions to the plans to indicate a 6.0 metre corner rounding at the intersection of Sheppard Avenue and Provost Drive and 5.0 metres at Provost Drive and Singer Court, acceptable functional plans illustrating pavement markings and signage, cross sections of the Sheppard Avenue East right-of-way to coordinate with the Sheppard Avenue East Complete Streets project, delineation of 2.1 metre sidewalk on all public frontages, and compliance with Toronto Green Standard. Other comments are contained in the ECS memo issued October 10, 2025.

Parkland

Based on the Shadow Study prepared by Dialog (dated August 2025), the proposed development casts new shadow over Ambrose Parkette from 10:18 AM to 2:18 PM during March/September.

In accordance with Policies 3.2.3.3 of the City of Toronto Official Plan, the proposed development should seek to minimize the impact of additional shadowing on public parks to preserve their utility.

Archaeological Assessment

In the event that deeply buried and/or previously undocumented archaeological remains are encountered on the property during construction activities, the Archaeology Programs Unit of the Ministry of Citizenship and Multiculturalism shall be notified immediately at archaeology@ontario.ca as well as the City of Toronto, Heritage Planning Unit.

Tree Preservation

The proposed development does not currently meet Toronto Green Standard requirements for Tree Planting Areas, Soil Volume (EC 1.1) or for Trees Along Street Frontages (EC 1.2), and Watering Program for Trees (EC 1.4). Revisions to the Concept and Site and Landscape Plan are required, including QL-A data to determine if there is sufficient vertical clearance for tree plantings on Provost Drive, or if infeasible, additional setbacks for the underground parking garage may support new tree plantings.

There are also several trees proposed to be removed on Singer Court only to replace the trees generally in the same location and questions remain about the rationale for these tree removals and replanting. Revisions to the Soil Volume Plan are required to assess the soil depth, soil depth variations, and other physical encumbrances impacting soil volume, among other detail revisions.

Urban Forestry does not support the Official Plan and Zoning By-law Amendment application as the proposed development does not meet the Toronto Green Standard in its current form.

Metrolinx

Metrolinx has reviewed the Rail Safety Addendum dated March 2024 and supplemental document submitted August 2025 and are satisfied with the material.

Noise and Vibration

A Noise and Vibration Impact Study dated March 11, 2024, by RWDI has been submitted. A peer review is required.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS 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.

The proposal currently does not meet the Toronto Green Standard requirements, including:

- Tree Planting Areas, Soil Volume (EC 1.1);
- Trees Along Street Frontages (EC 1.2)
- Watering Program for Trees (EC 1.4);

- Single-Occupant Auto Vehicle Trips (AQ 1.1);
- Sidewalk Space (AQ 3.2).

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, 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.

The Renew Sheppard Plan supports the provision of new community services and facilities such as new non-profit licensed childcare facilities and new community space. Opportunities should be explored for an in-kind benefit for the provision of on-site community space, or facilities.

Summary of Issues to be Resolved

Based on the review of the application, the following issues have not been addressed

- Height, scale, density and massing of the development and fit of the development within the existing and planned context;
- Appropriate regard for Council's decision of the Renew Sheppard Plan policies and vision;
- Setbacks, including relationship to, and impacts on, adjacent properties;
- Impacts to the public realm, including shadow and wind;
- Enhancements to the rate of indoor and outdoor amenity space;
- Impacts on the transportation network and confirmation of any changes to signal timing;
- Availability of servicing capacity.

Further Issues

Should the decision to refuse the application be appealed to the Ontario Land Tribunal, and Staff continue to receive additional or supplementary information regarding this application or be required to review a revised proposal, Staff may refine or identify further issues and/or supplement the reasons provided in this Report.

Conditions to Any Tribunal Order

Should the refusal of Council's decision be appealed to the Ontario Land Tribunal, and not resolved or otherwise approved by City Council, and the Ontario Land Tribunal decides to grant the approval, in whole or in part, the following include a preliminary list of conditions that should be imposed on the issuance of any final order of the Tribunal to the satisfaction of the appropriate City Officials:

- The final form and content of the draft Official Plan Amendment;

- The final form and content of the draft Zoning By-law Amendment;
- The owner has at its sole expense:
 - Submitted a revised Functional Servicing Report and Stormwater Management Report, Hydrogeological Review, including the Foundation Drainage Report ("Engineering Reports") to demonstrate that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review, in consultation with the General Manager, Toronto Water;
 - If the Engineering Reports accepted and satisfactory from (a) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
 - i. the owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted *Functional Servicing and Stormwater Management Report*, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,
 - ii. the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory *Functional Servicing and Stormwater Management Report* in (i) above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review;
 - Ensure that implementation of the accepted Engineering Reports does not require changes to the proposed amending By-law or that any required changes have been made to the proposed amending By-law to the satisfaction of the Executive Director, Development Review, and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new municipal servicing infrastructure or upgrades to existing municipal servicing infrastructure, as may be required.
- Submitted a revised Transportation Impact Study, including Transportation Demand Management Plan, and a comprehensive site circulation management plan to the satisfaction of the General Manager, Transportation Services, the Executive Director, Development Review and the Chief Planner and Executive Director, City Planning;
- Submitted a revised Tree Protection and Preservation Plan and Soil Volume Plan to the satisfaction of the Director, Urban Forestry;
- Submitted a revised Pedestrian Level Wind Study to the satisfaction of the Chief Planner and Executive Director, City Planning; and
- Submitted an updated Noise and Vibration Impact Study that is peer reviewed and accepted to the satisfaction of the Executive Director, Development Review.

CONCLUSION

The proposal has been reviewed against the policies of the Provincial Planning Statement (2024), and the Official Plan. Staff are of the opinion that the proposal is not consistent with the PPS (2024). Further, the proposal does not conform with the Official Plan, particularly as it relates to the Urban Design Principles in the Secondary Plan, and the Built Form and Public Realm policies of the Official Plan. The proposal has also not demonstrated that it has appropriate regard for the Renew Sheppard Plan policies for Character Areas, Built Form, and Public Realm. The proposal does not represent good planning and is not in the public interest. Staff recommend that Council refuse the application.

CONTACT

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E-mail: Michael.Romero@toronto.ca

SIGNATURE

David Sit, MCIP, RPP
Director, Community Planning
North 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: Elevation
Attachment 6: Site Plan

Attachment 1: Application Data Sheet

Municipal Address: 1125 SHEPPARD AVE E **Date Received:** March 21, 2024

Application Number: 24 128320 NNY 17 OZ

Application Type: OPA / Rezoning

Project Description: Official Plan Amendment, Zoning By-law Amendment to permit the comprehensive redevelopment of the subject site with a mixed-use development consisting of 52 and 48-storey residential towers on a six-storey podium. A Privately-Owned Publicly Accessible Space (POPS) is proposed at the southeast corner of the site beside a landscaped mid-block connecting Sheppard Avenue East to Singer Court. The proposal includes a total of 1,238 residential units, with 81,147.12 square metres of gross floor area, including 2,881 square metres of non-residential gross floor area. A total of 414 vehicle parking spaces are proposed, including 313 for residents and 99 non-resident spaces. Two car share spaces are proposed. A total of 480 bicycle parking spaces are proposed, including 421 long term and 44 short term spaces for residents and 11 short term and 4 long term for the retail uses.

Applicant	Agent	Architect	Owner
CONCORD ADEX INVESTMENTS LIMITED	BOUSFIELD INC	DIALOG	2768831 ONTARIO INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	M2	Heritage Designation:	N
Height Limit (m):	N/A	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	7,059	Frontage (m):	112	Depth (m):	65
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	838		4,928	4,928
Residential GFA (sq m):			78,265	78,265
Non-Residential GFA (sq m):	838		2,882	2,882
Total GFA (sq m):	838		81,147	81,147
Height - Storeys:	1		52	52
Height - Metres:			154	154

Lot Coverage Ratio (%): 69.81

Floor Space Index: 11.5

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 77,475 790

Retail GFA: 1,658 1,224

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,238	1,238
Other:				
Total Units:			1,238	1,238

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		67	863	190	118
Total Units:		67	863	190	118

Parking and Loading

Parking Spaces: 414 Bicycle Parking Spaces: 502 Loading Docks: 3

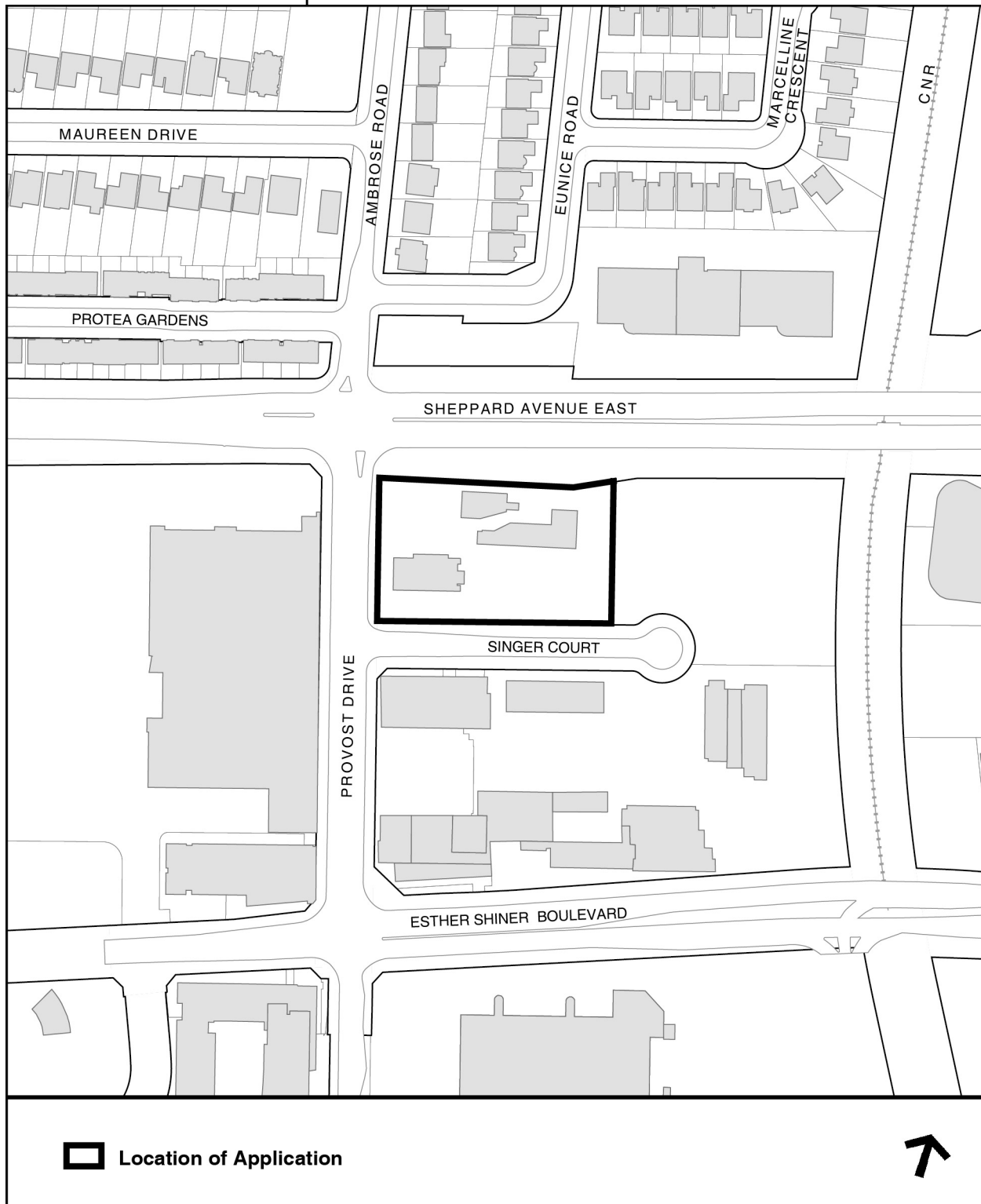
CONTACT:

Michael Romero, Planner

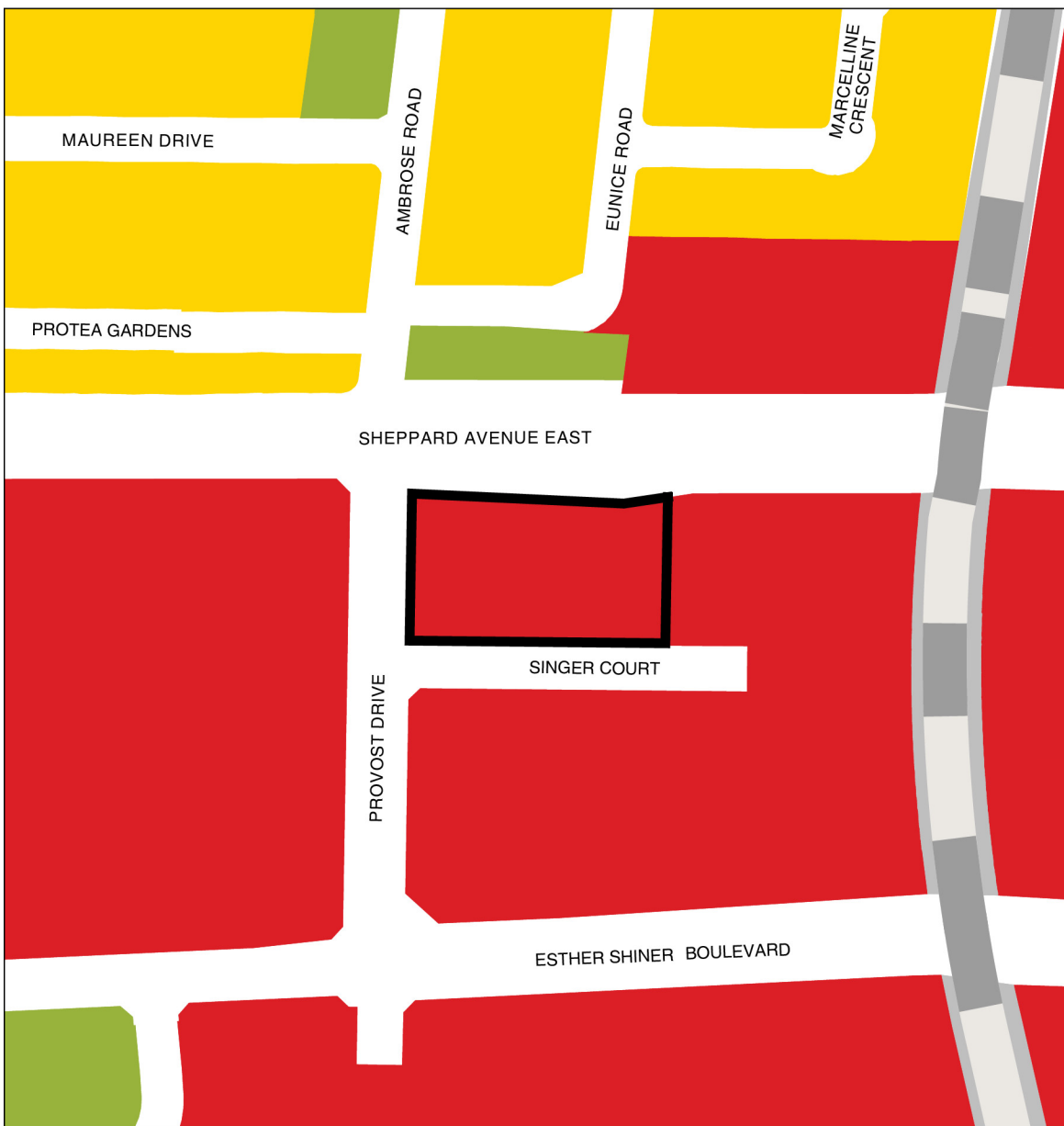
416-395-6747

Michael.Romero@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #19

1125 Sheppard Avenue East

File # 24 128320 NNY 17 0Z



Location of Application

Neighbourhoods

Mixed Use Areas



Parks

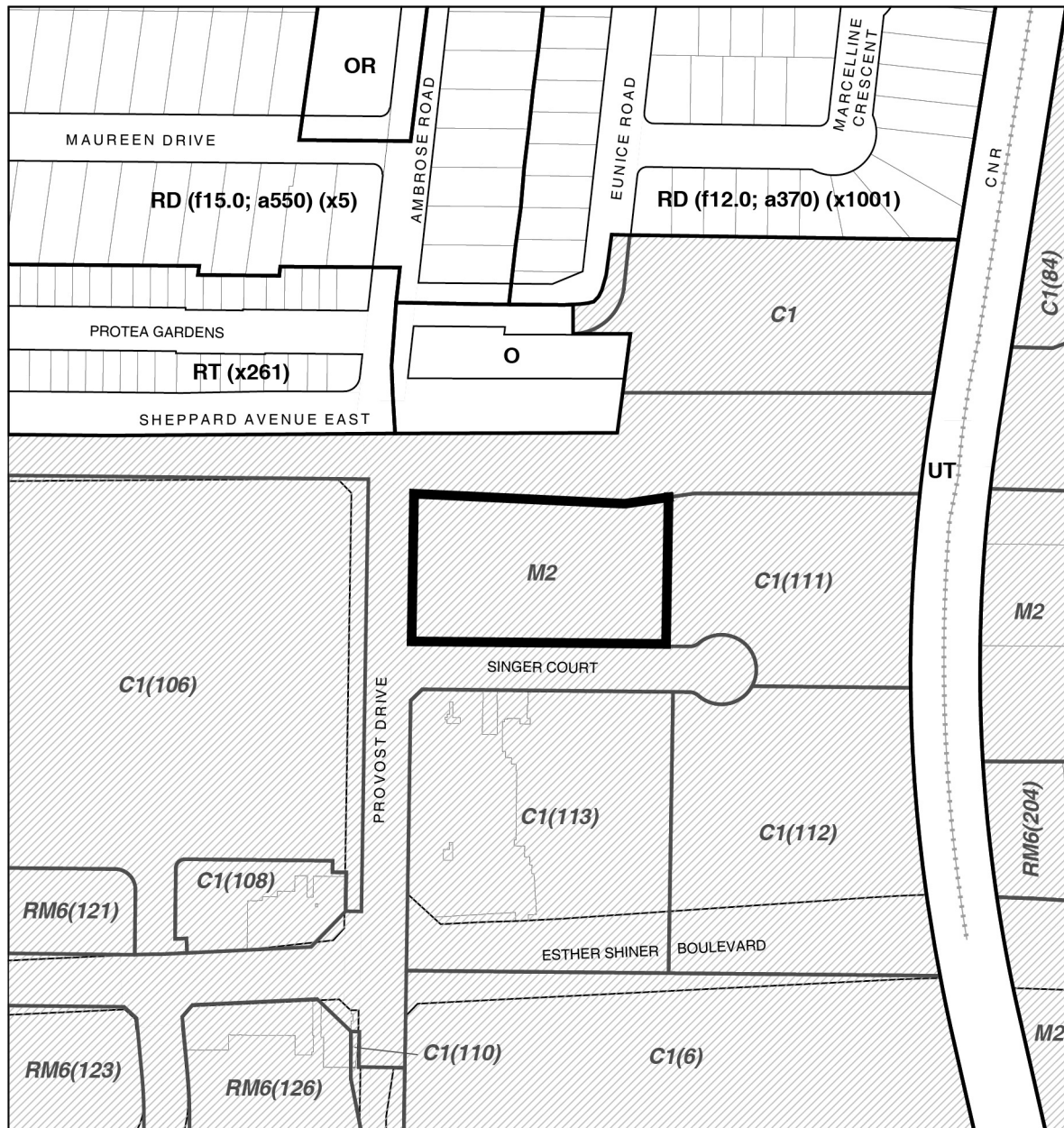


Utility Corridors



Not to Scale
Extracted: 03/25/2024

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1125 Sheppard Avenue East

File # 24 128320 NNY 17 02



Location of Application

RD
RT
O
OR
UT

Residential Detached
Residential Townhouse
Open Space
Open Space Recreation
Utility and Transportation



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

RM6

C1

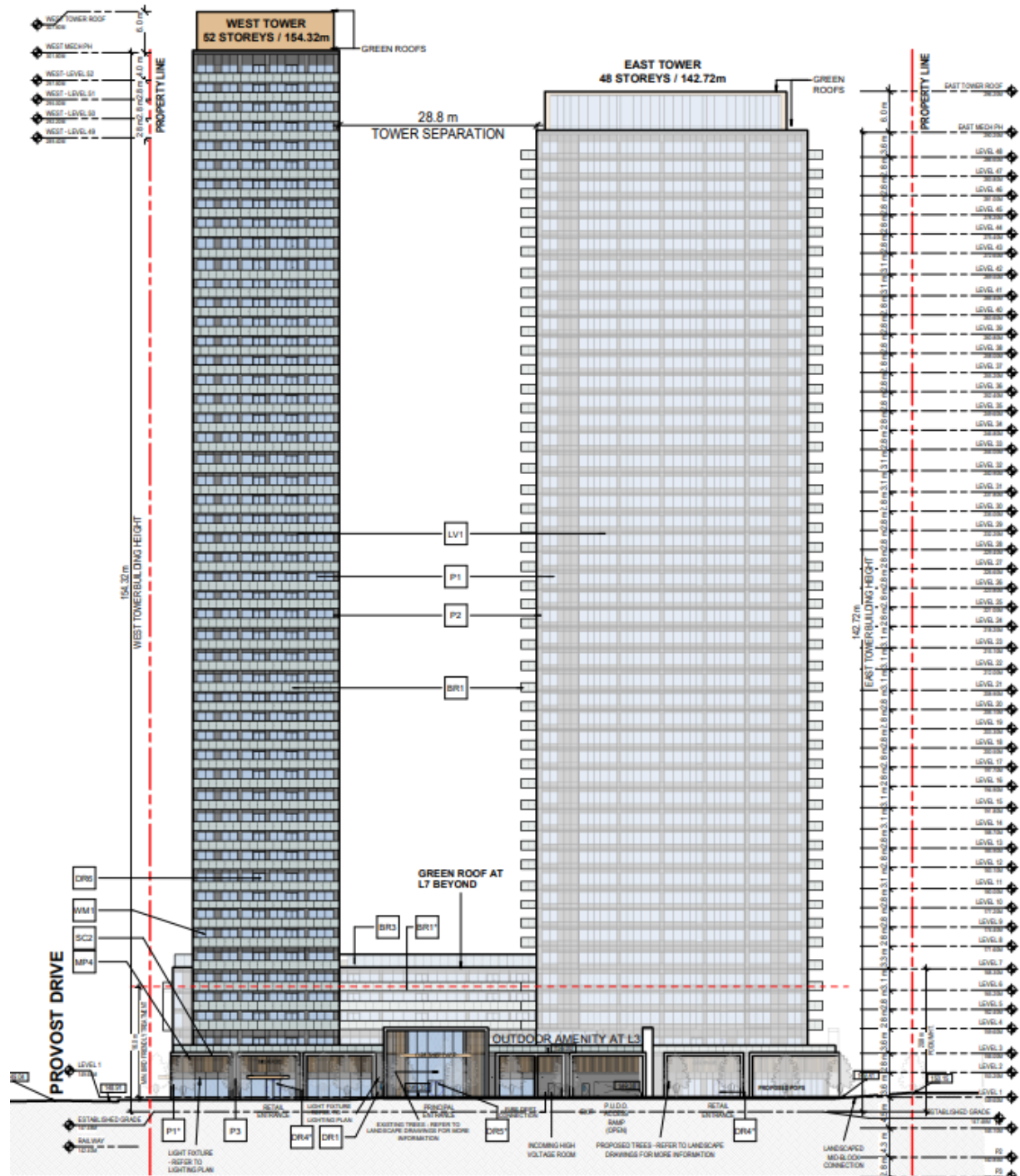
M2

Multiple-Family Dwellings Sixth Density Zone
General Commercial Zone
Industrial Zone Two



Not to Scale
Extracted: 03/25/2024

Attachment 5: Elevations



Attachment 6: Site Plan

