

567 Sheppard Avenue East – Official Plan Amendment and Zoning By-law Amendment – Decision Report – Approval

Date: November 3, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 17 - Don Valley North

Planning Application Number: 24 135633 NNY 17 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan Amendment and Zoning By-law Amendment to permit a proposal consisting of 3 buildings at 567 Sheppard Avenue East. The proposal includes two residential towers each at 48 storeys, with a residential gross floor area of 70,468 square metres located at the southern portion of the site. A new YMCA facility that is up to three storeys in height with a non-residential gross floor area of 6,671 square metres is proposed on the northern portion of the site on Sheppard Avenue East. The total site gross floor area is 77,139 square metres.

The proposed development is consistent with the Provincial Planning Statement, 2024 (PPS, 2024). The proposal is also consistent with the general intent of the City's Official Plan, including the Council-adopted Renew Sheppard East Secondary Plan (OPA 777).

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 567 Sheppard Ave East substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 567 Sheppard Avenue East substantially in accordance with the draft Zoning By-law Amendment included 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 approve that in accordance with Section 42 of the Planning Act prior to the issuance of the first above grade building permit for the first residential building, the Owner shall convey to the City an on-site parkland dedication that expands Kenaston Gardens Parkette, having a minimum size of 200 square metres, to the satisfaction of the General Manager, Parks and Recreation and the City Solicitor.

5. City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Parks and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount determined by the General Manager, Parks and Recreation and the Executive Director, Corporate Real Estate Management.

6. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

7. In addition to the on-site Parkland Dedication set out in Recommendation 5 above, City Council request that the owner make reasonable commercial efforts to convey off-site parkland to the City, in fulfilment of the balance of its parkland dedication requirements pursuant to Section 42 of the Planning Act, with the off-site parkland dedication to be acceptable to the General Manager, Parks and Recreation and free and clear of any above or below grade encumbrances, to be conveyed prior to the issuance of the first above grade building permit for the first residential building and;

a) in the event that the off-site parkland dedication, including the purchase price, less reasonable real estate commissions of up to 5 percent, land transfer tax, and typical closing adjustments incurred, is less than the value of the parks levy calculated upon the submission of an application for the first above-grade building permit for the first residential building, the difference will be paid as cash in lieu to the City, prior to the issuance of the first above grade building permit for the first residential building;

b) in the event that the owner is unable to provide an acceptable off-site parkland dedication to the City, the owner will be required to satisfy the remaining shortfall of the parkland dedication requirement through the payment of cash-in-lieu; and

c) the value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services and payment will be required prior to the issuance of the first above grade building permit for the first residential building.

8. City Council direct that before introducing the necessary Bills to City Council for enactment, the applicant be required to:

- a) Withdraw its appeal of the Renew Sheppard East Secondary Plan (OPA 777) (By-law 1437-2024) to the Ontario Land Tribunal (OLT Case OLT-000068).

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

The applications for Official Plan Amendment and Zoning By-law Amendment were submitted on April 12, 2024, and deemed complete on June 3, 2024. A Community Consultation Meeting was held on July 8, 2024 at the Ethennonnhawahstihnen' Community and Recreation Centre where the Councillor, applicant team, and the public attended.

THE SITE AND SURROUNDING LANDS

Description

The site is located south of Sheppard Avenue East, at the southeast corner of Bayview Avenue and Sheppard Avenue East. The subject site is irregularly-shaped and has frontage on Bayview Avenue and on Sheppard Avenue East. The frontage on Sheppard Avenue East is approximately 61 metres and the frontage on Bayview Avenue is approximately 79 metres, with a total lot area of approximately 14,175 square metres. The site currently houses the existing North York YMCA. See Attachment 2 for the Location Map.

Surrounding Uses

North: A mix of residential and commercial uses with existing high-rise residential buildings and planned 30- and 29-storey mixed use buildings on the Bayview Village Mall lands. A station entrance for the Bayview Subway Station is located adjacent to the mall lands.

South: Highway 401 and an existing landscaped green space.

East: A mix of high-, mid-, and low-rise residential and mixed use buildings developed over the last two decades. Other uses include the Kenaston Gardens Parkette directly east of the site and a TTC station entrance for the Bayview Subway Station.

West: Directly west is an existing gas station and low-rise buildings that are proposed for redevelopment through two applications that were recently adopted by City Council for a 44-storey mixed use building at 461 Sheppard Avenue East (23 230561 NNY 18 OZ) and a 43-storey mixed use building at 2810-2816 Bayview Avenue (File No. 24 185488 NNY 18 OZ). Further west of those lands are existing low-rise buildings that are contemplated for redevelopment through the Renew Sheppard East Secondary Plan (OPA 777) which envisions tall-, mid-, and low-rise buildings.

THE APPLICATION

Description

The proposed Official Plan Amendment and Zoning By-law Amendment application would permit two 48-storey residential towers located on six and four-storey base buildings and a new YMCA building that is up to three-storeys in height. The total gross floor area ("GFA") for the proposal is 77,139.1 square metres and the proposed YMCA building would have a GFA of 6,671.1 square metres, inclusive of a new daycare of 653.4 square metres with an outdoor play area of 330 square metres. The existing YMCA building has a gross floor area of 9,796.0 square metres.

The YMCA building would have vehicle access via a new 6-metre-wide driveway from Kenaston Gardens, located north of Kenaston Gardens Parkette. The driveway would lead to a new four-level underground parking garage containing 131 parking spaces. A Pick-Up/Drop-Off area for the YMCA daycare is accessed from Bayview Avenue providing 10 spaces, including 1 accessible space. Pedestrians would have access to the YMCA from an entrance on Sheppard Avenue East and a new pedestrian mid-block connection and walkway, discussed in more detail below. The two residential towers would have access from a newly constructed 6.0-metre-wide driveway from Bayview Avenue leading to a four-level parking garage, loading spaces and a pick-up and drop-off area.

The application proposes an on-site parkland dedication of 200 square metres adding to the existing Kenaston Gardens Parkette. The parkland dedication is reflected in the proposed Zoning By-law Amendment and Official Plan Amendment. A mid-block connection is proposed from Bayview Avenue towards the east lot line and connecting to a north-south pedestrian walkway that would be dedicated as a Privately Owned Publicly Accessible Space ("POPS"). This pedestrian walkway connects north to the proposed parkland dedication and Kenaston Gardens Parkette, as well as the YMCA and Bayview Subway station and to the south to a newly proposed Multi-Use Trail adjacent to Highway 401 that connects to the existing trail located to the east of the subject site. Details about the Multi-Use Trail and POPS will be discussed in the Public Realm section below.

Density

The proposal has a density of 5.4 times the area of the lot.

Residential Component

The proposal includes 1,115 dwelling units, comprised of 93 studio (8%), 647 one-bedroom (58%), 262 two-bedroom (23%), and 113 three-bedroom units (10%).

Non-Residential Component

The proposal includes 6,671.1 square metres of non-residential GFA for the proposed new YMCA building.

Access, Parking and Loading

The proposal includes a total of 524 vehicular parking spaces, including 15 visitor parking spaces, and a total of 838 bicycle parking spaces for the residential towers, including 759 long-term and 79 short-term bicycle parking spaces. The bicycle parking spaces are located on the P1 level and ground floor level.

A total of 131 vehicle parking spaces is proposed for the YMCA, accessed from Kenaston Gardens. There are 72 long-term and 10 short-term bicycle parking spaces proposed for the YMCA. The long-term spaces are located on the P2 level and the short-term spaces are located at-grade. A PUDO space is proposed for the YMCA to the south of the outdoor childcare play area, separated by a 1.9-metre pedestrian walkway. The PUDO would be accessed from the driveway on Bayview Avenue. The PUDO would also be accessible from the underground parking garage. Vehicles entering the Kenaston Gardens driveway would enter the underground parking garage and exit near the central part of the site which is directly adjacent to the PUDO spaces.

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/567SheppardAveE.

Reasons for Application

The Official Plan Amendment proposes to amend Map 9-2 Key Development Areas and Map 9-3 Specific Development Policies in the Sheppard East Subway Corridor Secondary Plan (the "Secondary Plan"). These amendments are intended to establish a minimum density for the site and a new Site Specific Policy. The proposed density in the OPA sets out a maximum density of 9.0 times the lot area, whereas the development would result in a floor space index of 5.4 times the lot area. The reason for the 9.0 times FSI, is due to the applicant intending to sever the lot at a later time to split the residential towers and the non-residential uses for the proposed replacement YMCA.

The approximate FSI for the residential parcel would be 8.6. The additional 0.4 FSI is intended to provide some additional flexibility in the OPA.

The proposal requires an amendment to Zoning By-law 569-2013 to establish the performance standards for height, setbacks, and stepbacks, among other provisions.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on November 9, 2023, and a Planning Application Checklist Package was issued.

The current application was submitted on April 12, 2024, and deemed complete on June 3, 2024, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre at: www.toronto.ca/567SheppardAveE.

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 amendments.

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 PPS, 2024, and shall conform to provincial plans.

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as on an *Avenue* on both Sheppard Avenue East and Bayview Avenue and designates the site as *Mixed Use Areas*. See Attachment 3 of this Report for the Official Plan 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 site is within a delineated Major Transit Station Area ("MTSA"). Specifically, the site within is 200 metres of the delineated Bayview MTSA associated with SASP 728 in Chapter 8 of the Official Plan. The area is planned for a minimum population and employment target of 200 residents and jobs combined per hectare. In Chapter 8 of the Official Plan, Policy 6 indicates that within delineated MTSA's for lands designated *Mixed Use Areas*, City-initiated zoning will permit a floor space index (FSI) of 8.0, or

more where the lands are located within 200 metres of an existing or planned transit station. The site is located within 200 metres of the existing Bayview subway station, permitting an FSI of 8.0, or more.

Sheppard East Subway Corridor Secondary Plan

The in-force Sheppard East Subway Corridor Secondary Plan (the "existing Secondary Plan") identifies the site as being within the Bayview Node with a *Mixed Use Areas* designation. The Bayview Node will be a residential development node providing opportunities for new residential uses with a mix and range of housing types.

Residential development will enhance the destination shopping and employment at the Bayview Village Shopping Centre. New development will be focused at locations that are readily accessible to the Bayview subway station, including on lands designated *Mixed Use Areas* at the Bayview/Sheppard intersection.

The Secondary Plan identifies the north side of the site as a Key Development Area on Map 9-2 Key Development Areas which are primarily designated *Mixed Use Areas*. Development is encouraged in these areas.

Renew Sheppard East Secondary Plan

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

The Council-adopted Renew Sheppard Plan is intended to replace the Sheppard East Subway Corridor Secondary Plan and provides an updated vision for the area. Under the policies of Renew Sheppard, the site is located within the Transit Station Character Area ("TSCA") along Sheppard Avenue East, which is a character area envisioned to contain the tallest buildings within the Renew Sheppard Area, primarily on lands closest to existing and planned transit stations. As the most intensely developed locations, these areas will be busy hubs near transit, with a public realm designed to handle higher pedestrian and cyclist volumes. The Renew Sheppard Plan also contains policies that provide direction for built form standards.

The Renew Sheppard Plan is not determinative as it is under appeal, however, the Renew Sheppard Plan represents City Council's planning vision for the area. Council's decision on the Renew Sheppard Plan can be found here: [OPA 777 - Renew Sheppard East Secondary Plan](#).

The first Case Management Conference for the Renew Sheppard Plan occurred on May 6, 2025. A link to the OLT Case Information can be found here: [Case Information](#).

Zoning

The site is within the Residential Detached Zone - RD (f15.0; a550)(x66) under Zoning By-law 569-2013. The zone permits a range of building types including detached,

duplex, triplex, fourplex, and garden suites. Exception 66 permits performance standards for minimum building setbacks, maximum lot coverage, and minimum parking spaces on the lot. See Attachment No. 4 to 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
- Growing Up Guidelines for Children in Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS)
- 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 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

On July 18, 2025, a community consultation meeting took place at the Ethennonnhawahstihnen' Community and Recreation Centre. Development Review staff, the local Councillor, the applicant team, and the public attended the community consultation meeting.

The following comments were raised during the community meeting:

- Availability of existing infrastructure (sewer, water, and road);
- Availability of parks and open spaces nearby to accommodate the development;
- Increased traffic impacts on Sheppard Avenue East and Bayview Avenue;
- Timing for the development of the new YMCA and impacts to existing programs;
- Concerns about the existing gross floor area compared to the proposed gross floor area;
- Availability of proposed parking spaces for the new YMCA facility; and
- Site organization for pedestrians and vehicles.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear 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

Provincial Planning Statement

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 PPS, 2024. Staff find the proposal consistent with the PPS, 2024.

The PPS, 2024 supports the creation of complete communities with an appropriate range and mix of housing by introducing new housing options and services through a renewed YMCA facility on the site.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, Sheppard East Subway Corridor Secondary Plan, Renew Sheppard Plan, planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The site is designated *Mixed Use Areas* in the Official Plan, which supports a broad range of commercial, residential, and institutional uses in single-use or mixed-use buildings, as well as parks, open spaces, and essential utilities. The site is also on an *Avenue*, which is an area envisioned for reurbanization and growth. These policies encourage a mix of uses, especially on sites near transit stations.

The proposed development includes new residential uses, a new YMCA facility, and a daycare. Given the site's designation as *Mixed Use Areas*, its location fronting on *Avenues*, and its adjacency to the existing Bayview Avenue TTC subway station, the proposed uses are appropriate and align with the City's Official Plan.

The proposed Official Plan Amendment will dedicate a portion of the lands (200 square metres) to the expansion of Kenaston Gardens Parkette. Policy 6.2 of the existing Secondary Plan identifies that the City will maximize its opportunity to provide a combination of public and private open space and recreational facilities on-site to meet the needs of present and future residents. The expansion of Kenaston Gardens Parkette supports this policy objective of the existing Secondary Plan. The proposal for an on-site POPS and Multi-Use Trail on the site (discussed further below in this report) supplements the on-site parkland dedication, in keeping with Policy 6.2 of the existing Secondary Plan.

Map 51-4: Long Term Parks Plan in the Renew Sheppard East Secondary Plan identifies priority areas for new parks to complement the existing parkland network and

green space system as growth happens in the Plan Area. Kenaston Gardens Parkette is identified as a Parkland Expansion Area on Map 51-4: Long Term Parks Plan. Policy 5.2.1 of the Renew Sheppard Plan prioritizes expanding and enhancing the size, function, visibility, and accessibility of existing parks. The parkland expansion to Kenaston Gardens Parkette supports the Renew Sheppard Plan's parkland priorities and growth for the Plan Area.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a unit mix that meets the Growing Up Guidelines. The minimum percentages of two- and three-bedroom units are included in the draft by-law amendment.

The Renew Sheppard Plan directs for a minimum of 40 percent two- and three-bedroom units for developments containing at least 80 residential units. Staff note that the 33 percent of two- and three-bedroom units as shown in the architectural plans by the applicant exceeds the Growing Up Guidelines. Staff will continue to explore opportunities with the applicant to explore unit size, layout, and building design in keeping with the Growing Up Guidelines through the Site Plan Control application.

Density, Height, Massing

The application previously proposed two residential towers that were 55- and 45-storeys and a new two-storey YMCA building. The proposal in its original form was inconsistent with Policy 4.4.2 of the existing Secondary Plan with regards to the shadow and wind impacts on the block, streets, and within open space areas. The development also did not appropriately assert the role of Sheppard Avenue as a pedestrian-oriented main street, per Policy 4.4.1 of the existing Secondary Plan, discussed in the Public Realm section of this report. Staff worked with the applicant through two workshop sessions to resolve key built form and site organization issues that are detailed in this section of the report.

The buildings have been revised for two 48-storey residential towers and a new YMCA building that is up to three storeys in height. The density on the site is lower than development in the surrounding area, however, the proposed residential tower heights are slightly greater than a recent Council-adopted development for a 44-storey building at 461 Sheppard Avenue East. The residential building heights fit with the existing and planned context and are appropriate given the site's location within the existing Secondary Plan which directs the greatest density, height and mass of new buildings at locations with the greatest accessibility to public transit, in this case the Bayview Subway station, being at a major intersection (Bayview Avenue/Sheppard Avenue East), and the site being adjacent to Highway 401. The residential towers would have good access to the subway station, while minimizing wind and shadow impacts by locating the building heights adjacent to Highway 401. Workshops between the applicant and City staff achieved revisions to the tower orientation, height, and setbacks

to minimize physical and visual impacts on the surrounding area. The built form is appropriate when considered together with the revisions to the base building heights, setbacks, and separation distance, and tower orientation, as discussed in this section of the report. The proposed building heights are also appropriate as it meets the vision for the Council-adopted Renew Sheppard Plan, which establishes a height of generally 45 storeys for tall buildings close to the transit station at Bayview Avenue.

The proposal was initially submitted with a 21-metre separation distance and towers that were oriented east-west with a floorplate of 801 square metres for each tower, collectively resulting in wide shadows and limited access to sky view on the public realm, Sheppard Avenue and within open space areas. The current proposal has reoriented the towers facing north-south, which has improved the tower separation distance to 24 metres, limited the shadows on the public realm, and improved access to sky view on Sheppard Avenue. The towers have a separation distance of 24 metres for a portion and would increase to greater than 24 metres due to the towers being offset from each other. Although the floorplate remains 801 square metres for each tower, Staff find that the revisions through tower orientation maximize access to sunlight and sky view on the public realm, including public streets and open space areas, in keeping with the existing Secondary Plan, Official Plan and the Tall Building Design Guidelines.

Massing changes have also resulted in improvements, including revisions to Building B (on the east side of the site), which now sits on a base building of four storeys. Previously no base building was proposed. The proposed four-storey base building achieves several objectives, including an appropriate transition in scale to the 18-storey building to the east of the site, ensures an appropriate pedestrian scale for the proposed pedestrian connection on the east side of the site and reduced wind impact.

When initially submitted, Building C (facing Bayview Avenue) had an 8-storey base building with a minimum setback of 4.9 metres on Bayview Avenue and a tower that provided no stepback above the base building. This resulted in a building with no distinction between the base building and tower facing Bayview Avenue. The current proposal incorporates a minimum setback of 6.0 metres on Bayview Avenue and increases to approximately 6.3 metres. Balconies project up to 3.0 metres into the setback between the third to sixth storey which helps with the distinction between the base and tower portion of the building at the pedestrian level.

The proposed YMCA would be located closest to Sheppard Avenue East. The building would have a height ranging from two to three storeys with a metric height of 17.1 metres. The neighbouring properties consist of one-storey structures for the existing gas station building to the west and the Bayview subway station building to the east. The existing YMCA building sits closer to the rear of the property. By locating the YMCA building closer to Sheppard Avenue East, with a setback closest to the west lot line, the building allows for a future development on the gas station site to create a more consistent streetwall and provide appropriate street presence on Sheppard Avenue.

Public Realm

The existing Secondary Plan indicates under Policy 4.4.1 b) that the role of the public street right of way as an amenity and linkage among areas should be asserted and maintained and under Policy 4.4.1 e), generally, all buildings should be aligned along streets to provide appropriate street presence and street enclosure. Sheppard Avenue should act as a pedestrian oriented main street. On Sheppard Avenue East, the proposed YMCA building is setback a minimum 4.6 metres and a maximum of 6.7 metres. The proposed setback allows for the building to sit closer to the street to provide an appropriate street presence with a direct entrance to the YMCA facility from the public street. The reduced 4.6-metre setback is due to ventilation vents for the TTC subway infrastructure, resulting in an irregular front property line. The proposed setback enables landscaping opportunities and space to enhance the public realm. Staff will also continue to work with the applicant and the Sheppard Avenue East Complete Streets team through the Site Plan Control process to incorporate the streetscape design within the setback area.

The Renew Sheppard Plan envisions that development will contribute to the Sheppard Promenade as a green street that includes a vibrant commercial main street with a variety of retail and non-residential uses, while providing goods and services for both local and more regional needs. Although the proposed 4.6 metre front yard setback on Sheppard Avenue East is less than the 5.0 metres required in the Renew Sheppard Plan, Staff note that these reductions are due to ventilation vents for the subway which results in an irregular lot line. The front yard setback increases to greater than 5.0 metres which would support higher pedestrian activity and various public realm elements on the street. The proposed setback is appropriate and meets the policy direction for the Sheppard Promenade in the Renew Sheppard Plan.

The site is located within the Higher Order Pedestrian Zone (“HOPZ”) in the Renew Sheppard Plan. HOPZ are important placemaking sites that can enhance neighbourhood identity and support commercial and social activity. The YMCA building has a setback of 5.8 metres to greater than 10 metres from the existing Bayview Subway transit station, located east of the site. The setback area proposes a variety of public realm elements, including new tree plantings, seating, bicycle parking, a walkway that connects to Kenaston Gardens Parkette, and a walkway dedicated as a POPS to the south. The proposed site design creates a pedestrian-oriented environment that improves the current interface with a parking lot and pick-up drop off area facing the existing subway station.

An east-west mid-block connection for pedestrians is proposed from Bayview Avenue towards the east lot line, as envisioned on Map 51-5: Public Realm Plan in the Renew Sheppard Plan. This east-west mid-block connection will also run north-south to connect to the YMCA facility and Kenaston Gardens to the north, and south to the proposed multi-use trail that is on the south end of the property, adjacent to Highway 401 (described in further detail below). The mid-block connection will be secured as a POPS through the Site Plan Control application.

As noted, a new multi-use trail is proposed from Bayview Avenue on the south end of the property, in accordance with Map 51-7: Cycling and Pedestrian Network in the Renew Sheppard Plan. The Renew Sheppard Plan identifies the multi-use trail to establish a network for a recreational trail and alternate pedestrian and cycling connection throughout the Plan Area. The applicant is proposing to connect the proposed multi-use trail with the existing trail located east of the site, south of the NY Towers development. The design details for the trail and easements to facilitate public access will be secured as part of the Site Plan Control application.

Shadow Impact

The shadow impact resulting from the proposal is acceptable. The tower orientation, tower shape and separation distances limit the amount of shadowing on the public realm including public streets and parks and open spaces in the surrounding area. The Bayview Parkette has improved access to sunlight due to reduced building height of Building C and increased tower separation distance. During the spring/fall, shadows would be cast on Bayview Parkette partially between 10:18 AM and at 11:18 AM, with shadows completely off Bayview Parkette at 12:18 PM. Shadowing on the proposed extension to Kenaston Gardens Parkette begin at 1:18 PM, with shadows mostly off the existing park after 3:18 PM. During the Summer Solstice, no shadows would be cast on Bayview Parkette throughout the day, no shadows would be cast on Sheppard Avenue East, and minimal shadows would be cast on the park dedication and the existing Kenaston Gardens Parkette.

Wind Impact

The applicant submitted a Pedestrian Level Wind Study dated March 28, 2024, with an update as of August 29, 2025. The most recent report indicates that in comparison to the previous design, the current design proposes several design elements that are predicted to improve performance from a wind-impact perspective.

The study illustrates that areas on the site are mostly comfortable for the intended uses, including on most nearby sidewalks, the subway station, proposed childcare playground, ground-level amenity area, and the on-site parkland dedication. Additional landscaping in these areas is anticipated to enhance wind comfort.

Localized uncomfortable conditions are likely to occur near the northwest corner of Building C facing Bayview Avenue and on the north-south mid-block connection. Winds may exceed the annual safety criterion in these areas, however, additional mitigation measures to be secured during the Site Plan Control process are anticipated to resolve these conditions.

Servicing

Development Engineering staff have reviewed the submitted materials and are satisfied that there is sufficient capacity to service the proposed development. The submitted materials will be further reviewed, and agreements will be entered into as part of Site Plan Control, as necessary.

Access, Vehicular and Bicycle Parking and Loading

The applicant submitted a Transportation Impact Study ("TIS") and a Transportation Demand Management Plan ("TDM") prepared by BA Group, (addendum dated August 2025). The applicant will continue to work with the City at the Site Plan stage to prepare a finalized TDM strategy acceptable by the City.

Vehicle access to the site for the residential buildings is proposed via a 6-metre-wide driveway from Bayview Avenue, leading to a four-level parking garage with 539 vehicle parking spaces (524 resident and 15 visitor spaces), and 10 at-grade PUDO spaces for the YMCA's childcare facility. As noted above, the PUDO spaces can be accessed from Bayview Avenue and from the underground parking garage via the driveway from Kenaston Gardens. One Type G loading space and two Type C loading spaces are proposed for the residential buildings. Vehicles can exit the underground parking garage via Bayview Avenue from a right-in-right-out driveway, or within the underground parking garage, which exits onto a proposed new 6-metre-wide driveway on Kenaston Gardens.

Vehicle access to the site for the proposed YMCA is proposed via a 6-metre-wide driveway from Kenaston Garden, leading to the four-level underground parking garage. A total of 131 vehicle parking spaces is proposed and dedicated for the YMCA facility. As described above, the PUDO spaces for the childcare facility can also be accessed from the underground parking garage via the Kenaston Gardens driveway access, leading to the centrally located underground parking exit. The underground parking connection to the PUDO spaces minimizes vehicle conflicts with pedestrians at-grade and minimizes vehicles using the right-in-right-out access on Bayview Avenue.

The proposal includes a total of 838 bicycle parking spaces, including 759 long-term spaces and 79 short-term spaces for the residential buildings. A total of 82 bicycle parking spaces is proposed, including 72 long-term and 10 short-term spaces for the YMCA facility. One Type G loading space is proposed for the YMCA facility.

Traffic Impact

The TIS estimates that the proposed development will generate approximately 265 two-way auto trips during the weekday AM peak hour and 305 two-way auto trips during the weekday PM peak hour. For comparison, the existing YMCA facility with a gross floor area of 9,796 m² currently generates approximately 155 two-way auto trips during the AM peak hour and 150 two-way auto trips during the PM peak hour. Accordingly, the revised proposal is anticipated to result in a net increase of approximately 110 two-way auto trips in the AM peak hour and 155 two-way auto trips in the PM peak hour.

According to the PUDO demand study conducted on August 13, 2025, the 95th percentile PUDO accumulation was observed to be 3 vehicles throughout the study period. This indicates that 3 PUDO parking spaces are required to accommodate the combined YMCA and daycare PUDO activity demand on the subject site.

In addition, based on the PUDO proxy site survey of residential sites presented in the Transportation Impact Study (TIS) dated February 21, 2025, prepared by BA Group, the 95th percentile PUDO accumulation rate was determined to be 0.006 spaces per unit. Applying this rate to the proposed 1,115 residential units, a total of 7 PUDO parking spaces are required to accommodate the residential PUDO activity demand of the subject site. Therefore, the proposed development requires a total of 10 PUDO parking spaces to adequately accommodate the overall PUDO demand. As a total, 10 PUDO parking spaces are provided, which is considered acceptable.

The Zoning By-law Amendment proposes a total of 131 non-residential parking spaces for the new YMCA facility which exceeds the maximum permitted parking for non-residential uses in Zoning By-law 569-2013. This number of parking spaces is less than the current number of 200 parking spaces required in the existing site-specific exception for the site. Transportation Review has assessed the applicant's justification letter in support of the proposed maximum parking rate and agrees with the conclusions.

A TDM package was included in the TIS, which was intended to help reduce reliance on single-occupant vehicles. The TDM measures include a travel information package and a bicycle repair station. Other measures such as car-share spaces, pre-loaded transit passes, and monetary contributions for bike-share stations will be coordinated through the Site Plan Control application.

Parkland

In accordance with Section 42(3) of the *Planning Act*, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 residential units to a cap of 10% of the development site, as the site is less than five hectares, with the non-residential uses subject to a 2% parkland dedication rate. In total, the parkland dedication requirement is 1,319.4 square metres.

The Owner is required to satisfy a portion of the parkland dedication requirement through an on-site dedication. The park is to be located in a manner that expands Kenaston Gardens Parkette to the west and complies with Policy 3.2.3.8 of the City's Official Plan.

The Owner has proposed an on-site parkland dedication of 200 m², in a rectangular shape, expanding Kenaston Gardens Parkette westwards. A minimum setback of 5.6 metres has been proposed between the park boundary and any adjacent building face, which is also acceptable.

For the remaining 1,119.4 m² shortfall of parkland that cannot be satisfied on-site, the conveyance of lands off-site that would expand an existing park or create a new park as the required parkland dedication as per Toronto Municipal Code Chapter 415-26 would be acceptable. More specifically, Toronto Municipal Code Section 415-26 (C) of the Toronto Municipal Code states that:

C. Where on-site parkland dedication is not feasible, an off-site parkland dedication that is accessible to the area where the development site is located may be substituted for an on-site dedication, provided that:

- (1) The off-site dedication is a good physical substitute for any on-site dedication;
- (2) The value of the off-site dedication is equal to the value of the on-site dedication that would otherwise be required; and
- (3) Both the City and the Owner agree to the substitution.

The off-site dedication shall comply with Policy 3.2.3.8 of the City's Official Plan. The size and location of the off-site conveyance would be subject to the approval of the General Manager, Parks & Recreation and would be subject to this Division's conditions for conveyance of parkland prior to the issuance of the First Above Grade Building Permit for the first residential building. Any remaining shortfall that cannot be satisfied either on-site or off-site shall be satisfied as cash-in-lieu.

If there is any payment of 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. Should the value of the off-site dedication not fulfill the value of the on-site dedication, the remaining value shall be provided in cash-in-lieu, prior to the issuance of the First Above Grade Building Permit for the first residential building.

This report seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvement to be provided by the Owner upon agreement with the City. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time. The Owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

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). The applicant submitted a Landscape Plan to ensure the planting of 69 private tree plantings and no new public trees. Additional street tree planting opportunities on Sheppard Avenue and new tree plantings on Bayview Avenue will be explored through the Site Plan Control application. Urban Forestry staff will secure the preservation of existing trees and new tree plantings through the Site Plan Control process.

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.

The proposal meets several TGS criteria, including:

- 100 percent of parking spaces equipped with an Energized Outlet;
- 838 residential bicycle parking spaces, including 15 percent of spaces with Energized Outlets to accommodate electric bicycles;
- 10 additional publicly accessible bike parking spaces provided; and
- A waste collection and sorting system, and accessible waste storage area.

Other applicable TGS performance measures will 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 a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The proposed YMCA is a key facility in the Bayview Village area, as expressed by several residents through the review process. The new YMCA facility will continue to provide support to the community with improved on-site facilities and daycare. The applicant has indicated their intention to proceed with the construction of the new YMCA facility on the north end of the site while maintaining the existing facility. This would minimize disruption to existing users of the facility, with the existing structure being demolished after the new facility has been developed.

CONTACT

Michael Romero, Planner, Community Planning
Tel. No. 416-395-6747, 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: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Elevations

APPLICATION DATA SHEET

Municipal Address: 567 SHEPPARD AVE E **Date Received:** April 12, 2024

Application Number: 24 135633 NNY 17 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan Amendment and Rezoning Amendment application to permit a proposal consisting of 3 buildings, including two residential towers at 48 and 48-storeys with a residential gross floor area of 70,468 square metres. A new YMCA facility that is up to three storeys in height with a non-residential gross floor area of 6,671 square metres is proposed on the northern portion of the site. The total site gross floor area is 77,139 square metres.

Applicant	Agent	Architect	Owner
DEBORAH WALSOM	BOUSFIELD INC	BDP QUADRANGLE	NORTH YORK YMCA

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: N

Zoning: RD (f15.0; a550) (x66) Heritage Designation: N

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 14,175 Frontage (m): 61 Depth (m): 204

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	4,848		4,623	4,623
Residential GFA (sq m):			70,468	70,468
Non-Residential GFA (sq m):	11,332		6,671	6,671
Total GFA (sq m):	11,332		77,139	77,139
Height - Storeys:	2		48	48
Height - Metres:	10		154	154

Lot Coverage Ratio (%): 32.61 Floor Space Index: 5.44

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	70,266	202
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	4,512	2,159

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,115	1,115
Other:				
Total Units:			1,115	1,115

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		93	647	262	113
Total Units:		93	647	262	113

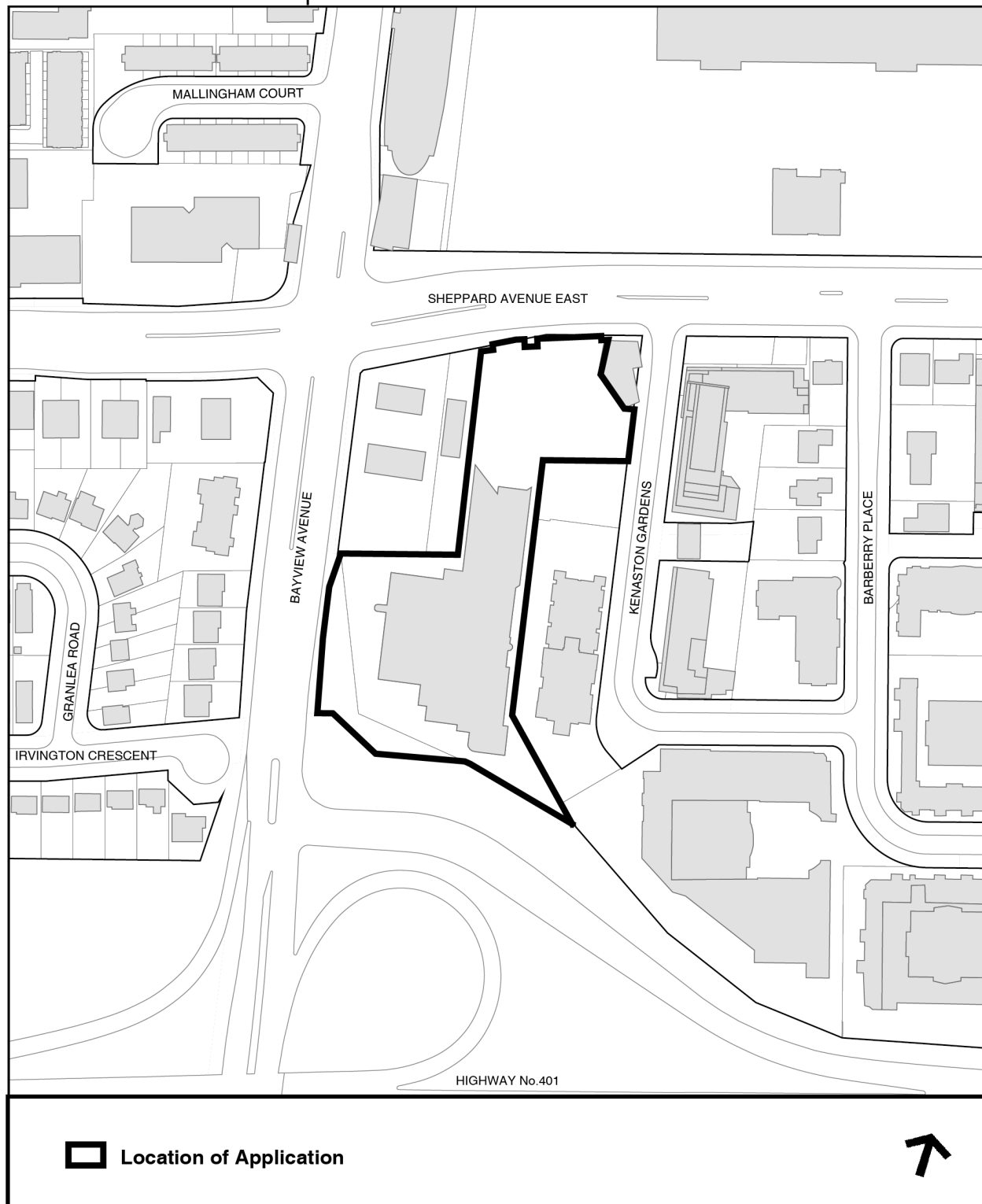
Parking and Loading

Parking Spaces: 680 Bicycle Parking Spaces: 920 Loading Docks: 4

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 16

567 Sheppard Avenue East

File # 24 135633 NNY 17 0Z



Not to Scale
Extracted: 10/22/2025

File # 24 135633 NNY 17 0Z

- Not to Scale
Extracted: 10/22/2025

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 ###

**To adopt Official Plan Amendment 867 for the City of Toronto respecting the
lands known municipally in the year 2024, as 567 Sheppard Avenue East**

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. 867 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. 867 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2024 AS 567 SHEPPARD AVENUE EAST

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

1. Map 16, Land Use Plan, are amended by re-designating a portion of the lands known municipally as 567 Sheppard Avenue East from *Mixed Use Areas* to *Parks and Open Spaces*, as shown on the attached Appendix 1.
2. Chapter 6, Section 9, Sheppard East Subway Corridor Secondary Plan is amended by adding the following Site and Area Specific Policy to Section 4.2.A – Bayview Node:
 - 4.2.A.6. 567 Sheppard Avenue East
 - (a) A maximum density of 9.0 times the lot area is permitted.
 - (b) A maximum building height of 48-storeys (155.5 metres, exclusive the mechanical penthouse) is permitted.
2. Chapter 6, Section 9, Sheppard East Subway Corridor Secondary Plan, Map 9-2, Key Development Areas, is amended to show a density of 9.0 times the lot area for the lands known municipally in 2024 as 567 Sheppard Avenue East as shown on Appendix 2.
3. Chapter 6, Section 9, Sheppard East Subway Corridor Secondary Plan, Map 9-3, Specific Development Policies, is amended to show the lands known municipally in 2024 as 567 Sheppard Avenue East as Site and Area Specific Policy Area Number 4.2.A.6, as shown on the attached Appendix 3.

Appendix 1



Official Plan Amendment 867

Proposed revisions to Land Use Plan 16 to redesignate lands from Mixed Use Areas to Parks and Open Spaces

567 Sheppard Avenue East

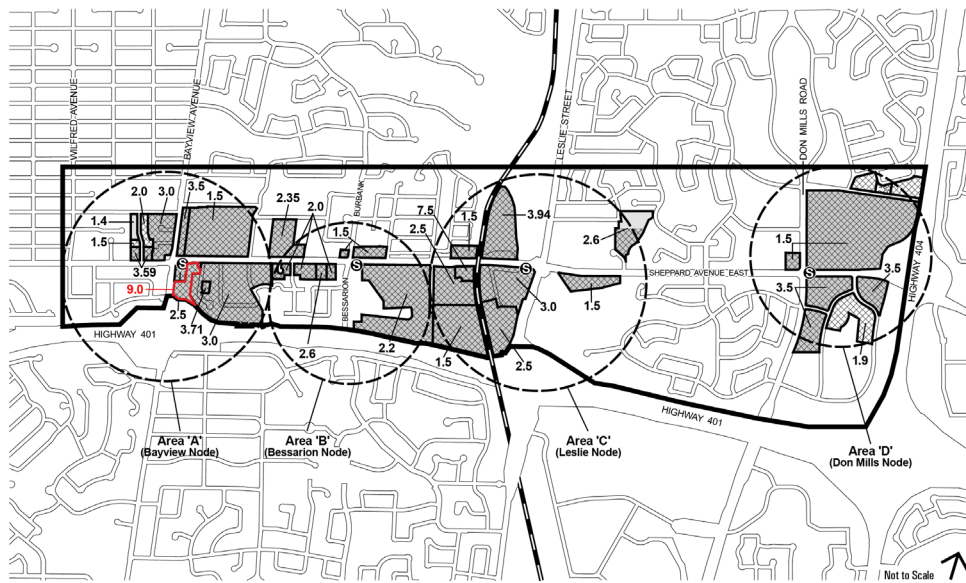
File # 24 135633 NNY 17 02

 567 Sheppard Avenue East



11/06/2025

Appendix 2



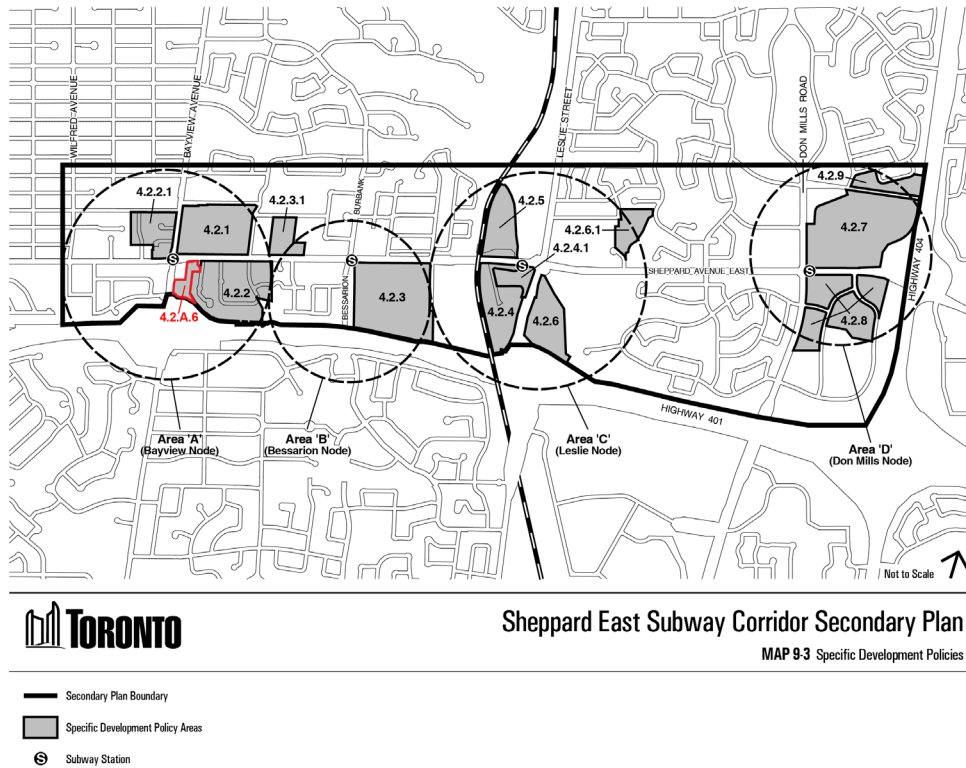
Sheppard East Subway Corridor Secondary Plan

MAP 9-2 Key Development Areas



November 2015

Appendix 3

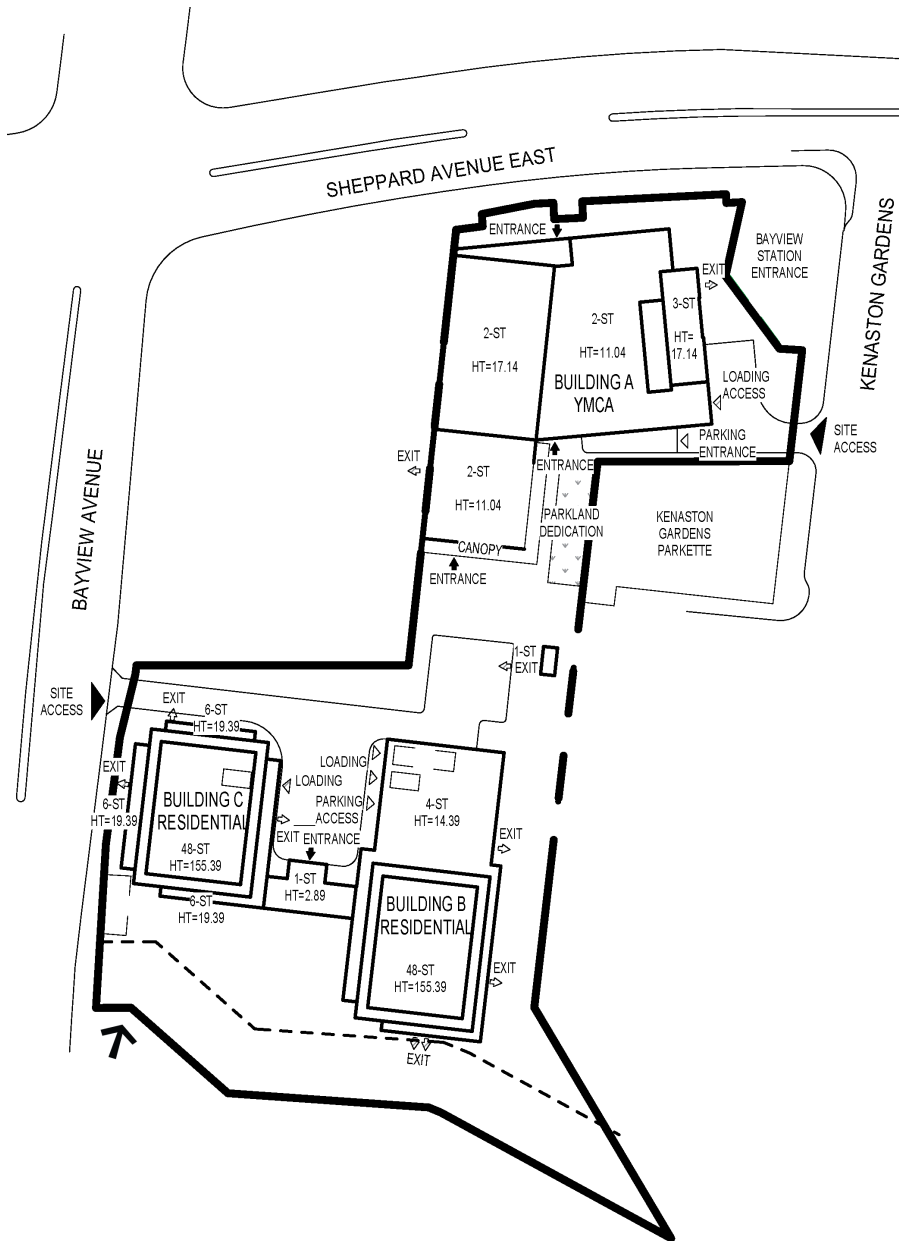


November 2015

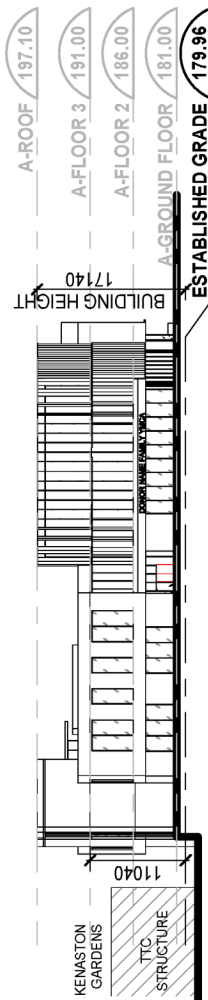
Attachment 6: Draft Zoning By-law Amendment

To be posted in advance of the North York Community Council

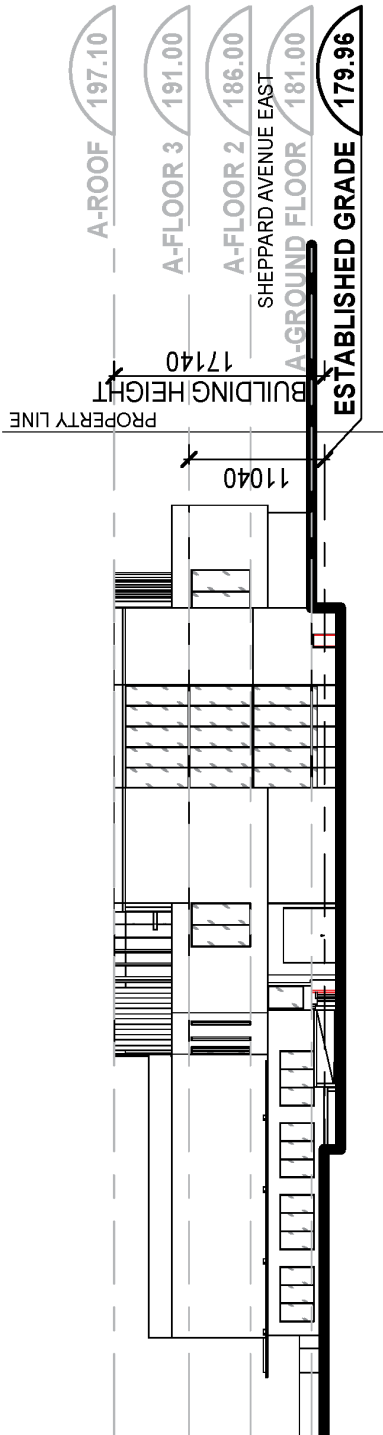
Attachment 7: Site Plan



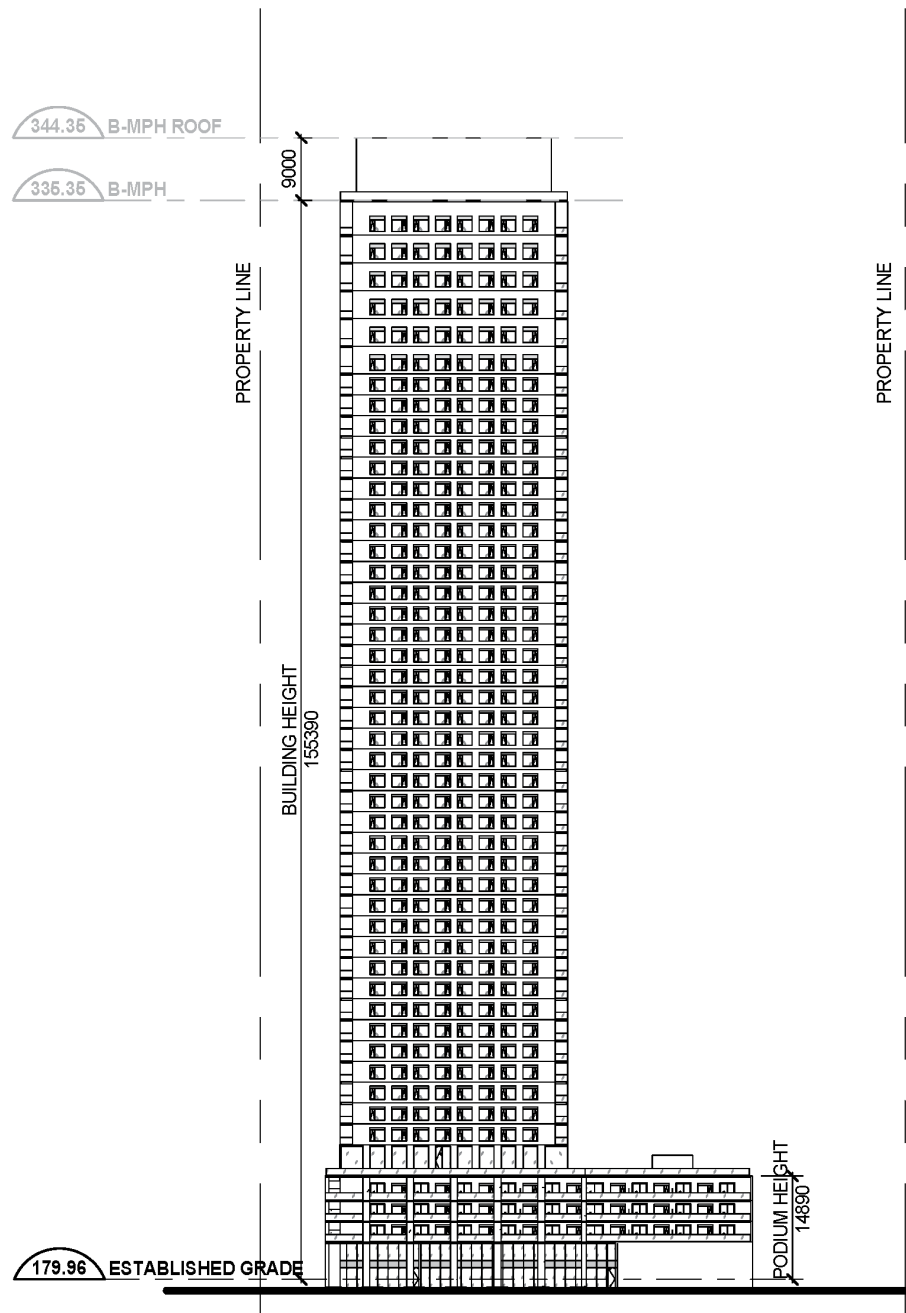
Attachment 8: Elevations



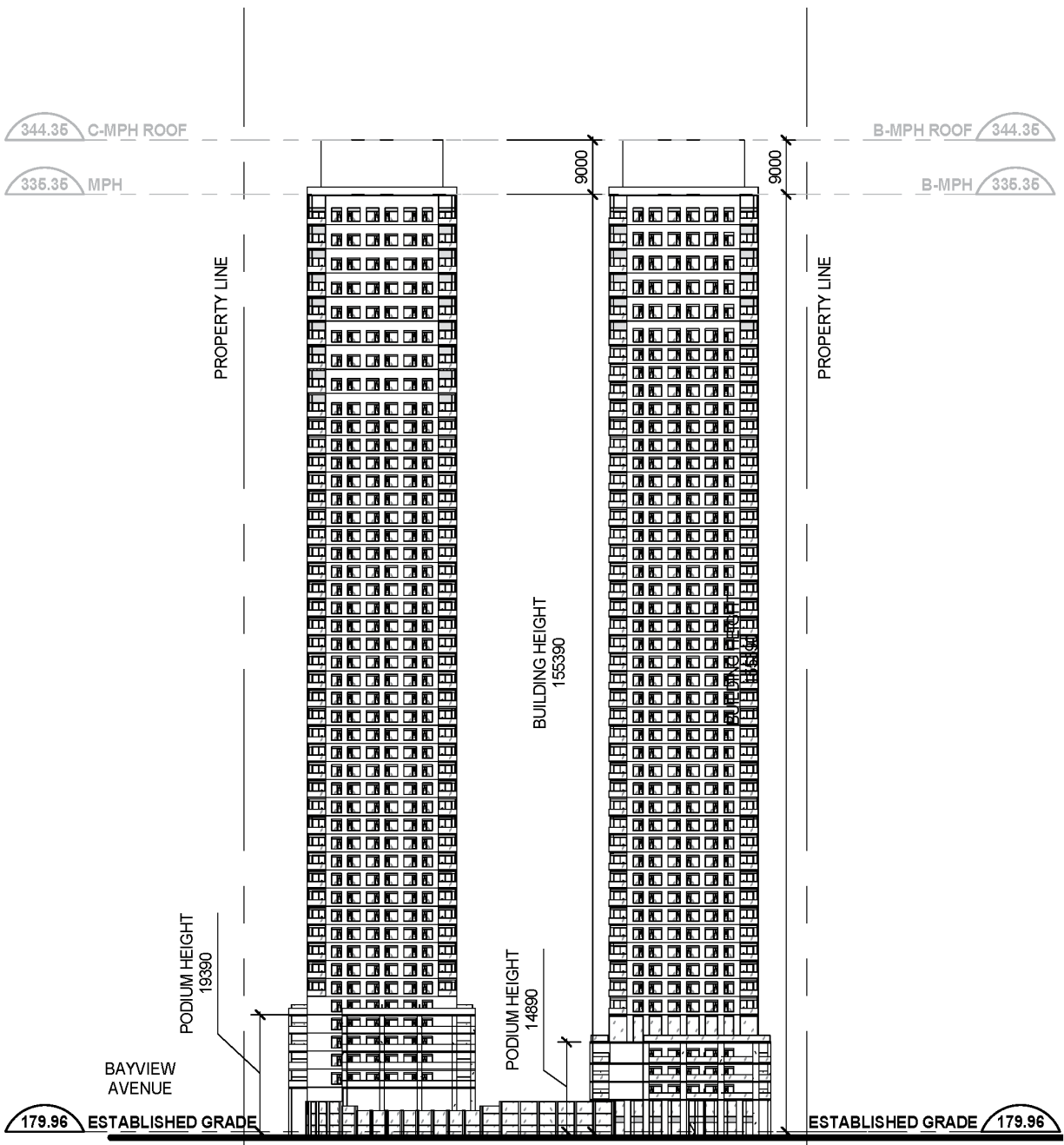
Building 'A' - North Elevation



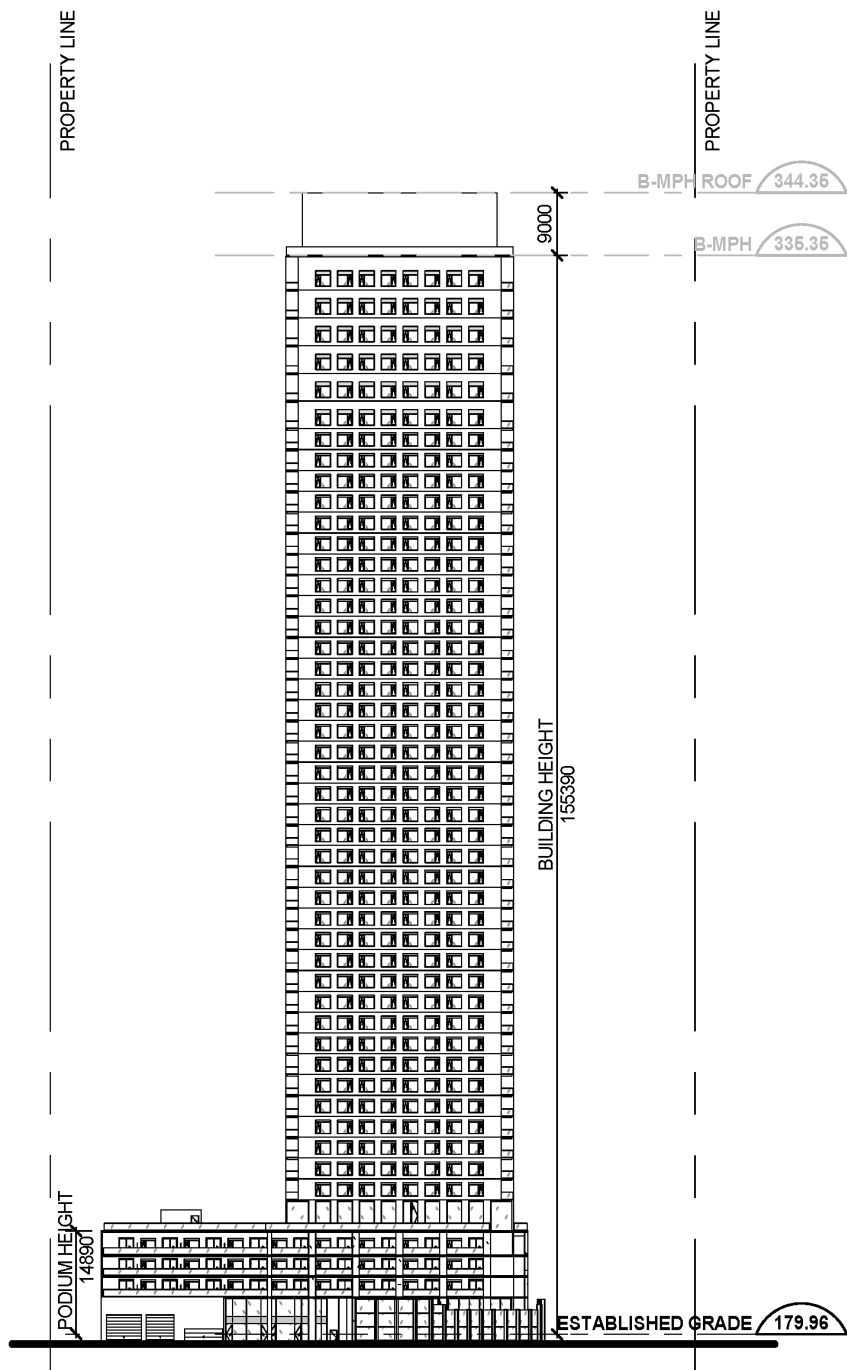
Building 'A' - East Elevation



Building 'B' - East Elevation



Building 'B' and 'C' - South Elevation



Building 'B' - West Elevation