

250 Ferrand Drive Zoning By-law Amendment – Decision Report - Approval

Date: January 30, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: Ward 16 - Don Valley East

Planning Application Number: 25 140561 NNY 16 OZ

SUMMARY

This application proposes to retrofit and adaptively reuse the existing 15-storey office building to create a rental apartment development with 331 loft-style units, the majority of which are two- and three-bedroom family-sized units. It also includes approximately 112 m² of ground-floor non-residential space intended for a neighbourhood café at 250 Ferrand Drive.

The proposal has been reviewed against the policies of the Provincial Planning Statement (PPS) (2024) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2024). Furthermore, the proposal conforms with the Toronto Official Plan, particularly as it relates to development in Mixed Use Areas.

This report reviews and recommends approval of the application to amend the Zoning By-law. The proposed development represents an efficient and compatible use of an underutilized property within a Major Transit Station Area (MTSA), conveniently located near public transit, and incorporates energy-efficient design features.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 250 Ferrand Drive substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this Report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

THE SITE AND SURROUNDING LANDS

Description

The subject site is approximately 1.5 hectares (3.7 acres) in area, featuring frontage of approximately 75 metres (246 feet) along Ferrand Drive and a lot depth of approximately 200 metres (656 feet). The site currently contains an existing 14-storey office building with a concourse level, situated along Ferrand Drive. At the rear, there is a six-level above-grade parking structure and a surface parking area. See Attachment 2 for the Location Map.

Surrounding Land Uses

The surrounding context includes the following:

- North: Surface parking lot (200 Ferrand Drive), 13-storey office building (150 Ferrand Drive), and the Eglinton Avenue East Crosstown Aga Khan Park and Museum LRT Station Stop;
- East: Don Valley Parkway (DVP);
- South: 4- to 9-storey mid-rise residential apartments, 1-storey utility building (39 Ferrand Drive), St. Dennis Drive, and the Dennis R. Timbrell Recreation and Resource Centre;
- West: Ferrand Drive, Ferrand Drive Park, and a mix of semi-detached, mid-rise, and high-rise residential and office uses extending toward Don Mills Road.

THE APPLICATION

Description

The Zoning By-law Amendment (ZBA) application proposes to revise a number of zoning standards in order to allow for the existing 14-storey office building to be converted to a 15-storey purpose built rental building. A total of 331 loft-style rental units are proposed, the majority of which are two- and three-bedroom family-sized units.

A total of 111.77m² non-residential space is proposed at grade, oriented toward Ferrand Drive. While the building's interior, façade, and landscaping will be enhanced, the existing building footprint and overall height will remain unchanged. The current 14th floor, which features a double-height ceiling, will be split to create a new 15th storey within the same overall height. Indoor and outdoor rooftop amenity spaces are proposed for residents.

The development will be marketed as “e lofts”, where the “e” denotes the project’s emphasis on environmental sustainability. The adaptive reuse of the underutilized office structure into a residential building exemplifies a sustainable approach to urban intensification and carbon reduction.

Density

The proposal has a density of 1.6 times the area of the lot.

Residential Component

The proposal includes 331 rental dwelling units, 131 one-bedroom (39%), 168 two-bedroom (51%), and 32 three-bedroom units (10%). Approximately 30% of the units are over 80m² in size.

Non-Residential Component

The proposal includes 111.77 square metres of non-residential.

Access, Parking and Loading

The proposal includes a total of 29 vehicular parking spaces (20 visitor, 9 resident), a total of 369 bike parking spaces (5 non-residential, 364 resident), and 1 type G loading space. The internal drive aisle from the site driveway leads to a rear service courtyard that provides access to the on-site loading area and resident/visitor parking.

Site Improvements

The proposal includes a comprehensive landscape plan featuring improvements within the front, side, and rear yards to enhance aesthetics, pedestrian safety, and connectivity. Pedestrian walkways will connect the building to Ferrand Drive.

The existing parking structure and large rear parking lot are proposed to be demolished and replaced with sod as an interim condition, pending future redevelopment of the rear portion of the site.

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/250FerrandDr

Reasons for Application

The Applicant has submitted an application to amend Zoning By-law 569-2013 to bring the subject lands into City-wide Zoning By-law 569-2013, and to permit the proposed residential and retail use, modify the height, and other site-specific development standards.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on February 27, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on May 12, 2025 and deemed complete on May 21, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/250FerrandDr

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 Zoning By-law provisions.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

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

Official Plan

The [Official Plan](#) designates the site as Mixed-use Area. See Attachment 3 of this Report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

Protected/Major Transit Station Area (SASP 684)

The site is within a delineated Major Transit Station Area (MTSA). Specifically, the site is within 500m of the Aga Khan Park and Museum MTSA associated with SASP 684 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.

Permitted land uses within the MTSA are governed by the applicable land use designations shown on Map 20 and the corresponding policies in Chapter 4 of the Official Plan, as well as any relevant Secondary Plans and Site and Area Specific Policies.

Site and Area Specific Policy 76

SASP 76 (Southeast of Eglinton Avenue East and Don Mills Road) applies to the subject site and according to this SASP a maximum overall density of 1.8 times the lot area is permitted, with higher densities and massing to be generally concentrated adjacent to Eglinton Avenue East and the Don Valley Parkway.

The Official Plan, including SASPs, should be read as a whole to understand its comprehensive and integrative intent as a policy framework for setting land use development priorities and decision making.

Zoning

The subject site is not currently included within the City of Toronto Zoning By-law No. 569-2013. The Former City of North York Zoning By-law No. 7625, as amended, applies to the subject site.

The site is zoned *Industrial-Office Business Park Zone – Exception 19 (MO(19))* under Zoning By-law No. 7625, as amended. Permitted uses within the parent *MO* Zone include, but are not limited to, a university or college, community centre, day nursery, financial institution, fitness centre, hotel, industrial sales and service, manufacturing, office, outdoor café, park, personal service shop, public library, restaurant, and retail store (Section 34(2)).

The *MO(19)* Exception Zone also permits a parking lot and the storage of PCB waste (subject to specific conditions), establishes setback requirements for the above-grade parking structure, and prescribes performance standards for the existing office building, including:

- A minimum north side yard setback of 7.5 metres;
- A minimum south side yard setback of 15 metres;
- A maximum permitted gross floor area of 22,730 square metres;
- A maximum of 0.5% of the total gross floor area permitted for service and personal service shops; and
- A maximum permitted building height of 59 metres (Section 64.34(19)).

The Applicant is proposing to bring the lands into the City-wide Zoning By-law No. 569-2013 and zone the subject site to Commercial Residential – CR (exception) in the City-wide Zoning By-law No. 569-2013 as amended (See Attachment 5).

Design Guidelines

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

- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the

TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured in provisions of the zoning by-law, on site plan drawings and through a Site Plan Agreement or the approval of a Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

On July 07, 2025, a virtual community consultation meeting took place. The meeting was attended by the Ward Councillor, the Applicant, City Planning staff and approximately 6 members of the public. Following presentations by City staff and the Applicant the following concerns were raised by residents:

- Concerns about increases in traffic.
- Concerns about additional traffic at the Rochefort Drive and Don Mills Road intersection and needing a traffic light at that intersection.
- Concerns about construction timeline and impact.

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 and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024) by facilitating the adaptive reuse of an existing office building for residential purposes within a built-up, transit-supportive area. The proposed retrofit contributes to the City's housing growth objectives by increasing the range and availability of housing options, while efficiently utilizing existing land, infrastructure, and public service facilities. The proposal supports sustainable development through the optimization of the existing building stock and aligns with the PPS direction to promote compact, mixed use, and resilient communities. Accordingly, staff are of the opinion that the proposal is consistent with the PPS (2024).

In addition, the proposal contributes to meeting the minimum density target of 200 residents and jobs per hectare within the Major Transit Station Area (MTSA). The introduction of 331 residential units will increase population density on the subject lands and support intensified development in proximity to higher-order transit. This residential intensification advances the MTSA objectives by making more efficient use of existing land, infrastructure, and transit investments, thereby contributing to the achievement of the combined population and employment density target.

Land Use

The proposed development conforms with Policy 4.5(1) as it is located within a Mixed Use Area and introduces a residential use within an existing building while retaining non-residential space at grade. The proposal supports a diverse mix of uses and is well served by nearby parks, open spaces, and community facilities, reflecting the intended character and function of Mixed Use Areas.

The proposed development also complies with Policy 4.5(2) by delivering new purpose-built rental housing on an underutilized site in a transit-supportive Mixed Use Area. The proposal makes efficient use of existing infrastructure, enhances the pedestrian environment, provides both indoor and outdoor amenity spaces, incorporates sustainable and green design features, and ensures appropriate access, parking, and servicing.

The proposed conversion of the existing office building to rental residential use is appropriate for the site. The property is located near an MTSA, making it well-suited for additional housing due to strong access to transit and existing infrastructure. The introduction of residential and ground-floor commercial uses supports mixed use growth and contributes to a more complete community.

Lands designated as General Employment Areas are located to the north of the site across Eglinton Avenue East and the Don Vally Parkway is located immediately to the east of the site. The Applicant submitted compatibility, air quality, noise, and vibration studies to ensure that the proposed residential land use incorporates appropriate mitigation measures to address potential impacts and safeguard public health and safety. The studies submitted by the Applicant were peer-reviewed by the City and confirm that the proposed development has adequately considered and implemented measures to mitigate impacts associated with the surrounding employment area and the Don Valley Parkway.

The Compatibility Mitigation Study concludes that potential impacts from nearby roadways and surrounding Employment Areas are limited and can be effectively mitigated. Transportation-related air quality impacts are not anticipated and no vibration impacts are expected. Traffic noise from adjacent roadways can be addressed through standard building design measures, including upgraded façade glazing, mandatory central air conditioning, and the inclusion of noise warning clauses.

Potential impacts from surrounding Employment Areas are limited to stationary noise and the occasional perceptibility of dust or odours. Air quality impacts are not anticipated, and stationary noise can be mitigated through source-based measures where feasible or building-based mitigation, including enhanced glazing, central air conditioning, positive pressurization, filtered ventilation, and warning clauses. These measures will be secured

through Site Plan process. With these measures in place, the proposed development will not be adversely impacted by surrounding roadways or Employment Areas and will not constrain their long-term operations.

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 rental development, with a unit mix that meet the Growing Up Guidelines. The proposal includes 331 rental dwelling units of which 168 units are two-bedroom (51%), and 32 units are three-bedroom units (10%). Approximately 30% of the units are larger being more than 80m² in size.

The development provides new rental housing units, helping address the City's need for increased housing supply and diversity. The retention and repurposing of the existing structure offers a sustainable and cost-effective way to deliver much-needed rental units. The proposal also includes 669.95 m² of interior and 890.32 m² of exterior amenity space. The proposed unit mix, sizes and proposed amenity areas are appropriate.

Density, Height, Massing

While the proposal introduces greater floor plan efficiencies that increase the gross floor area beyond existing conditions, including splitting the 14th floor-to-ceiling height to create a new 15th storey and the addition of mezzanine loft spaces, the overall density of the proposal results in a floor space index of 1.60 which is under the maximum permitted floor space for the entire limit of the SASP area. The existing height and massing of the building will be maintained. The proposal better utilizes the existing shell of the building without any added impacts to the surrounding area. The building height remains at 59.0 metres, with the mechanical penthouse projecting above the roof, resulting in an overall height of approximately 61.0 metres. The Zoning By-law would also include other projections typical of residential buildings beyond the main height needed for matters such as: wind mitigation, amenity areas, safety and window washing equipment. Retaining the current structure ensures compatibility with the surrounding area and avoids additional built form impacts. The project represents an efficient adaptive reuse that respects the established scale of the neighbourhood and fits within the existing and planned context.

Public Realm

The proposed residential uses at grade are designed to provide clear views from adjacent streets, contributing to active frontages and visually engaging building façades along the public realm.

The existing driveway access is maintained to minimize curb cuts across the public sidewalk. Surface parking and lay-by parking are consolidated and located internally on the site, away from the public street. No vehicular access is located between the front face of the building and the public sidewalk, reinforcing a pedestrian-focused public realm.

The proposed site design supports a sustainable and resilient public realm by prioritizing people walking and using mobility devices, and maximizing soft landscaping, retention of mature trees and expanding the tree canopy. The proposal includes five new City trees on Ferrand Drive adjacent to a new 2.1 metre sidewalk. Staff will coordinate opportunities to preserve additional trees within the site through the Site Plan Control application.

Shadow Impact

The conversion results in no changes to the building envelope; therefore, there are no new sun or shadow impacts.

Wind Impact

A quantitative wind tunnel assessment was completed for the development. The study concludes that pedestrian wind conditions generally meet the applicable safety and comfort criteria across the site. All key areas, including the surrounding sidewalks, the main entrance, the café terrace, grade-level garden terraces, and the rooftop amenity space, are suitable for their intended use throughout the year. The positive performance in these areas is supported by design features such as semi-porous wind screens and a solid perimeter wall on the rooftop terrace. Wind conditions within Ferrand Drive Park and at the adjacent transit stop also meet year-round comfort criteria.

Servicing

Development Engineering staff have reviewed the submitted materials in support of the development and are satisfied that there is sufficient capacity. The proposed development will be adequately serviced by existing municipal infrastructure. Domestic and fire water services will be maintained through existing connections supplied from the watermain on Ferrand Drive, with flow analyses confirming sufficient capacity. Sanitary flows will continue to discharge to the existing municipal sanitary sewer with adequate system capacity. Stormwater will be managed through the existing storm sewer connection to the municipal system, resulting in no anticipated negative impacts to the municipal storm sewer system.

Traffic Impact

A Traffic Brief has been completed by the Applicant that identifies the anticipated traffic impacts and parking supply for the proposed residential development at 250 Ferrand Drive. The analysis concludes that the development of 331 residential units will generate a nominal impact on the surrounding road network, with no intersection capacity analysis required, as the proposed residential use is expected to generate fewer vehicle trips than the existing office building.

The traffic study did not identify a need for additional traffic controls, such as a new traffic light at the Ferrand Drive and Don Mills Road intersection. The analysis shows that the conversion will reduce traffic volumes, and no safety or operational deficiencies were noted by the City or the project's traffic consultants. [Transportation Review staff find that the Applicant's submitted Traffic Brief is acceptable.](#)

Access, Vehicular and Bicycle Parking and Loading

Vehicular access to the proposed development will be provided through the existing access point from Ferrand Drive. The internal drive aisle from the site driveway leads to a rear service courtyard that provides access to the on-site loading area and resident/visitor parking. The proposed development is located within a Major Transit Station Area (MTSA) and, as such, is not subject to a minimum vehicle parking requirement. The proposal provides a total of 29 surface parking spaces, including 9 residential spaces, 18 visitor spaces, and 2 non-residential spaces. In addition, the development includes 370 bicycle parking spaces provided in accordance with the applicable zoning requirements.

The site plan demonstrates that the proposed layout accommodates the safe and efficient movement of vehicles, including emergency and service vehicles, and meets all applicable design standards. In support of the development's transit-oriented objectives, a comprehensive Transportation Demand Management (TDM) strategy is proposed, with measures including transit-oriented location, significantly reduced parking supply, high bicycle parking provision, and strong pedestrian and cycling connectivity expected to reduce single-occupant vehicle trips by more than 36%. [Transportation Review staff find that the proposed access, parking and loading is acceptable.](#)

Parkland

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

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles 2 (Street Trees By-law) and 3 (Private Tree By-law). The Applicant is to submit a tree planting deposit to ensure the planting and survival of five (5) new City trees. The replacement of seven (7) private, by-law protected trees subject for removal and preservation details for trees to be preserved will be secured as part of the Site Plan Control application.

The proposal preserves 42 of the 52 trees located on and within 5 meters of the site, contributing to the existing tree canopy and maintaining the neighbourhood's natural character. Tree preservation details will also be secured as part of the Site Plan Control application.

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 TGS requires a total soil volume of 40% of the site area while the proposal is providing 112.8% through location and size of soil volume area and placement of proposed trees. Additionally, an enhanced waste collection and sorting system is being provided.

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

To support sustainable transportation within the surrounding area, electric vehicle (EV) charging stations are proposed across all residential, autoshare, and visitor parking areas. The project is also designed to achieve Toronto Green Standard (TGS) Version 4 – Tier 2 performance and will pursue LEED Platinum certification, demonstrating a strong commitment to environmental sustainability.

The proposal incorporates advanced energy-efficient technologies and green building strategies, including solar panels, a rainwater collection system, and high-performance thermal building envelopes to optimize energy efficiency. In addition, industry-leading carbon-free mechanical systems are proposed to enhance indoor air quality and ventilation, supporting a healthy and sustainable living environment for future residents.

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 site is within Flemington Park Neighbourhood Improvement Area and the Applicant submitted a CS and F Study as part of the complete application. The Sector Inventory identifies growth-related needs across childcare, schools, libraries, recreation, and human services. Childcare and community space are key priorities, as the area has limited capacity and the development is expected to generate additional demand. School capacity is constrained, with several local schools operating at or above capacity, and both school boards have been circulated for further input. The area is generally well served by libraries and recreation facilities, with planned upgrades and new facilities underway, while additional community agency space is needed to better support local human services.

The Community Benefit Contribution will be provided as a cash-in-lieu payment to support local community infrastructure and public amenities.

Conclusion

The proposal has been reviewed against the policies of the PPS (2024) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2024). Furthermore, the proposal conforms with the Toronto Official Plan, particularly as it relates

to intensification within MTSA, improving the housing supply and better use of existing infrastructure. The proposal facilitates the retrofit and adaptive reuse of the existing office building into a high-density rental apartment building with non-residential uses at grade, thereby contributing to the expansion of the City's rental housing supply. Staff recommend that Council support approval of the application.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 6: Site Plan
Attachment 7: North Elevations
Attachment 8: South Elevations
Attachment 9: East Elevations
Attachment 10: West Elevations
Attachment 11: 3D Mass Model Attachment

APPLICATION DATA SHEET

Municipal Address: 250 FERRAND DR **Date Received:** April 7, 2025

Application Number: 25 140561 NNY 16 OZ

Application Type: Rezoning, Rezoning

Project Description: Zoning By-Law Amendment for the retrofit and adaptive reuse of the existing 14-storey office building to create a rental apartment development. The project would accommodate 331 loft-style rental apartment units, primarily family-sized, along with approximately 112 m² of ground-floor non-residential space intended for a neighbourhood café. The building's footprint and height would remain unchanged.

Applicant	Agent	Architect	Owner
GAGNON WALKER DOMES LTD			AMEXON PROPERTY MANAGEMENT INC

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	MO(19)	Heritage Designation:	
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	15,014	Frontage (m):	76	Depth (m):	199
Building Data	Existing	Retained	Proposed	Total	
Ground Floor Area (sq m):	1,275	1,275	1,414	2,689	
Residential GFA (sq m):			23,885	23,885	
Non-Residential GFA (sq m):	24,014	112		112	
Total GFA (sq m):	24,014	112	23,885	23,997	
Height - Storeys:	14	14	15	15	
Height - Metres:	57	57	57	57	
Lot Coverage Ratio (%):	17.91		Floor Space Index:	1.6	

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	22,970	916
Retail GFA:	112	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			331	331
Freehold:				
Condominium:				
Other:				
Total Units:			331	331

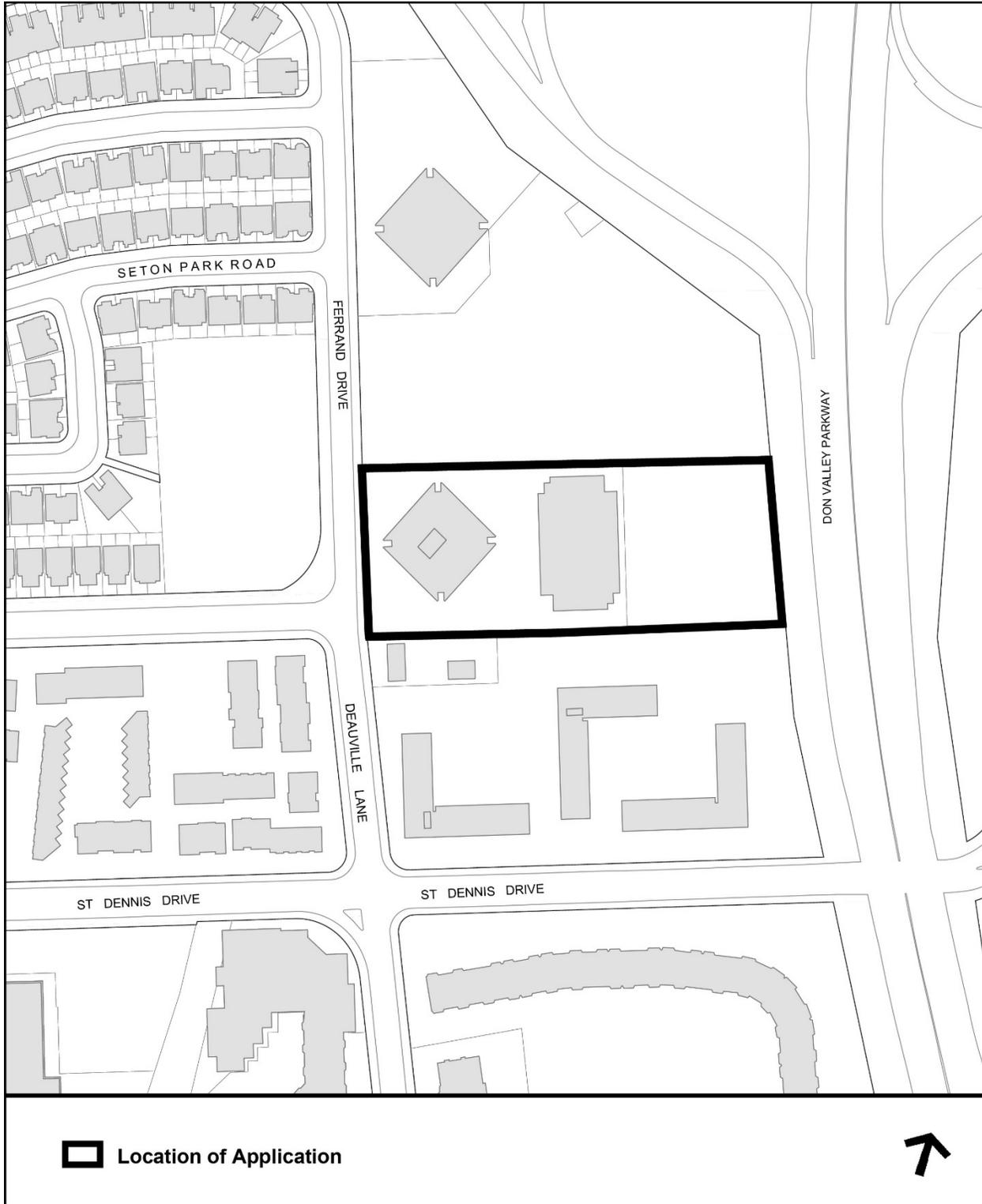
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			131	168	32
Total Units:			131	168	32

Parking and Loading

Parking Spaces:	29	Bicycle Parking Spaces:	370	Loading Docks:	1
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #20

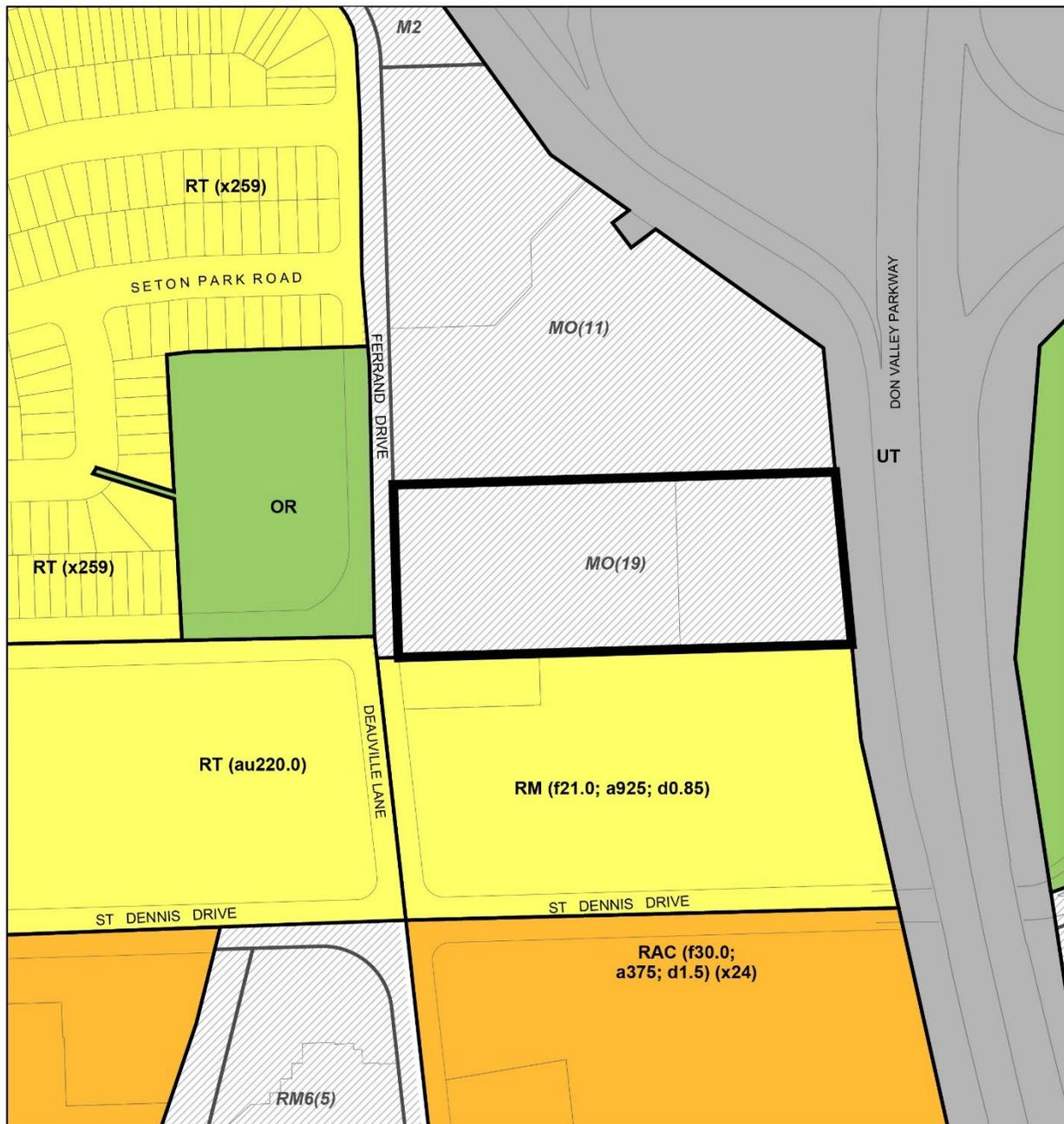
250 Ferrand Drive
File # 25 140561 NNY 16 0Z

- | | | | |
|---|--------------------------|---|------------------------|
|  | Location of Application |  | Natural Areas |
|  | Neighbourhoods |  | Parks |
|  | Apartment Neighbourhoods |  | Other Open Space Areas |
|  | Mixed Use Areas | | |



Not to Scale
Extracted: 12/23/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

250 Ferrand Drive

File # 25 140561 NNY 16 0Z

Location of Application

RT Residential Townhouse

RM Residential Multiple

RAC Residential Apartment Commercial

ON Open Space Natural

OR Open Space Recreation

UT Utility and Transportation

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

RM6 Multiple-Family Dwellings Sixth Density Zone

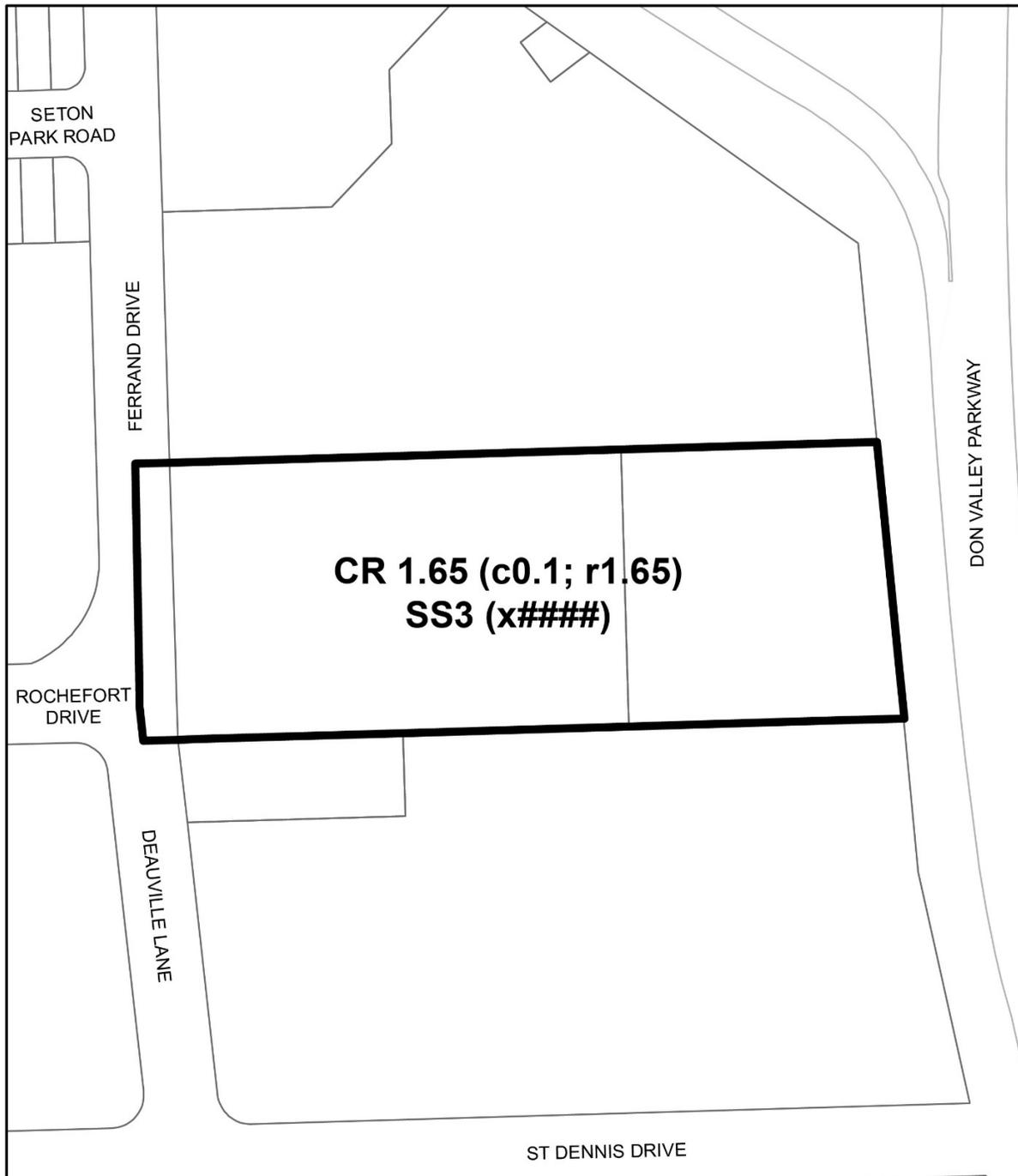
M2 Industrial Zone Two

MO Industrial-Office Business Park Zone



Not to Scale
Extracted: 12/23/2025

Attachment 5: Draft Zoning By-law Amendment



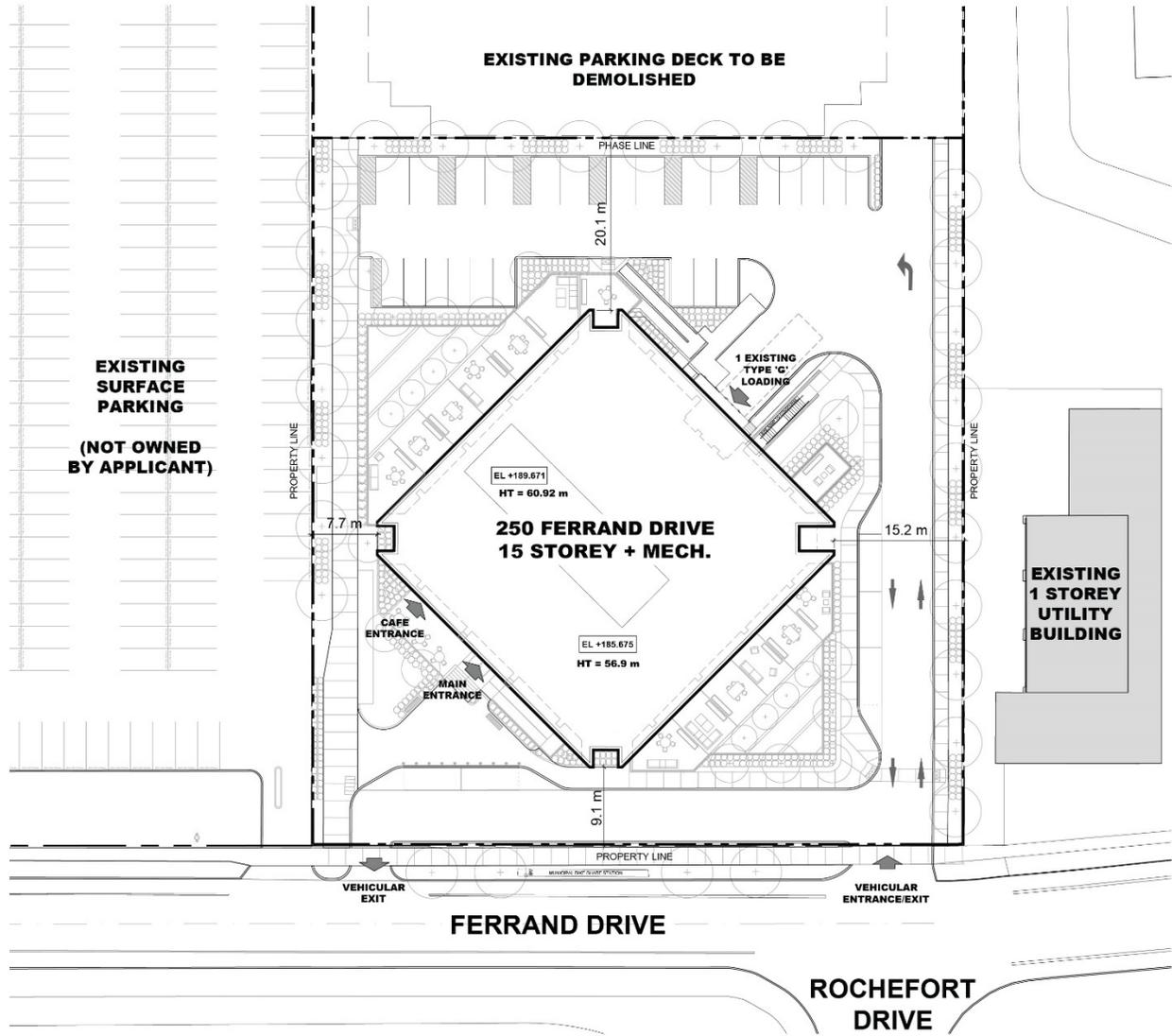
 **Toronto**
Diagram 2

250 Ferrand Drive

File # 25 140561 NNY 16 0Z


City of Toronto By-law 569-2013
Not to Scale
12/23/2025

Attachment 6: Site Plan



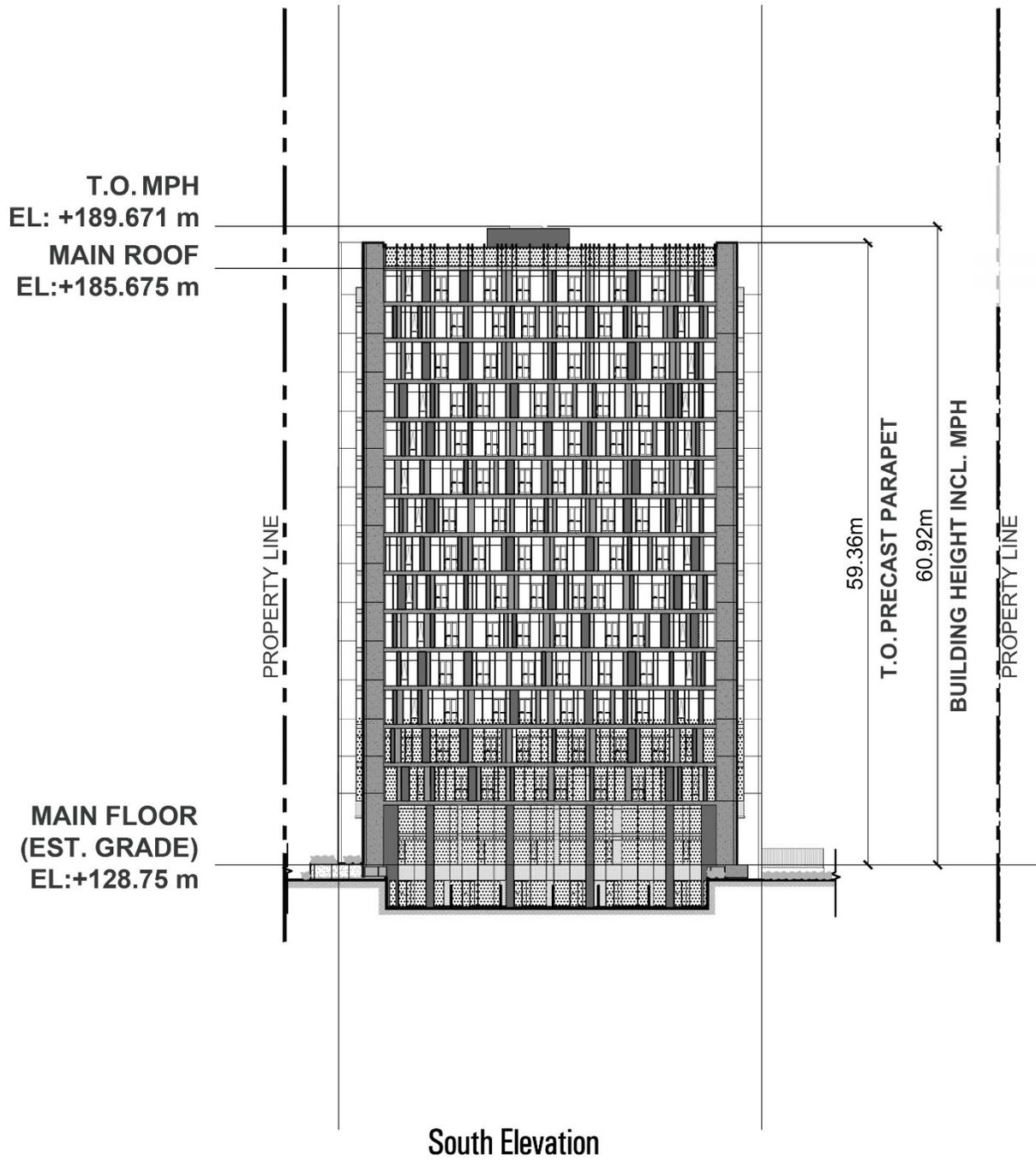
Site Plan ←

Attachment 7: North Elevation

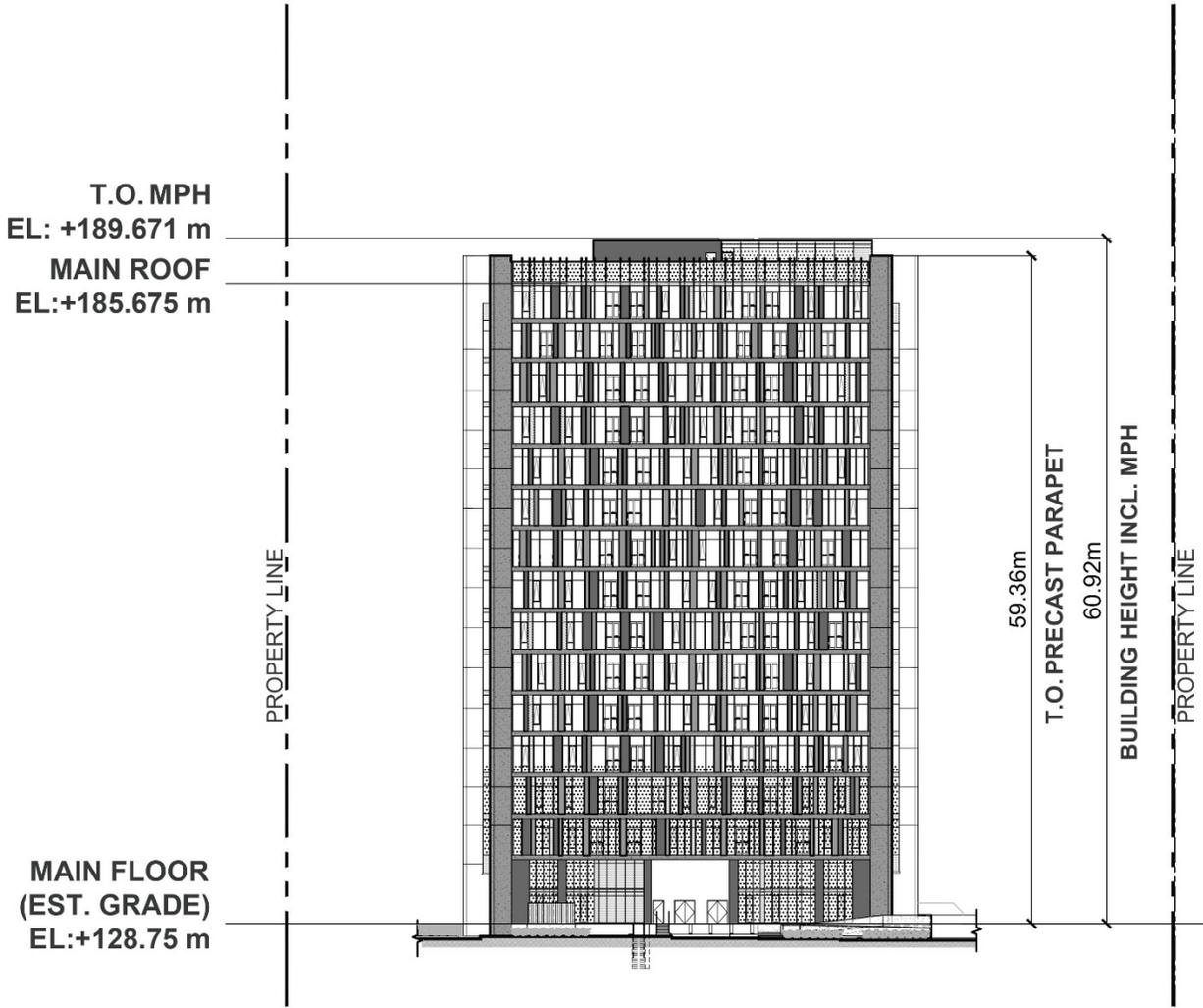


North Elevation

Attachment 8: South Elevation

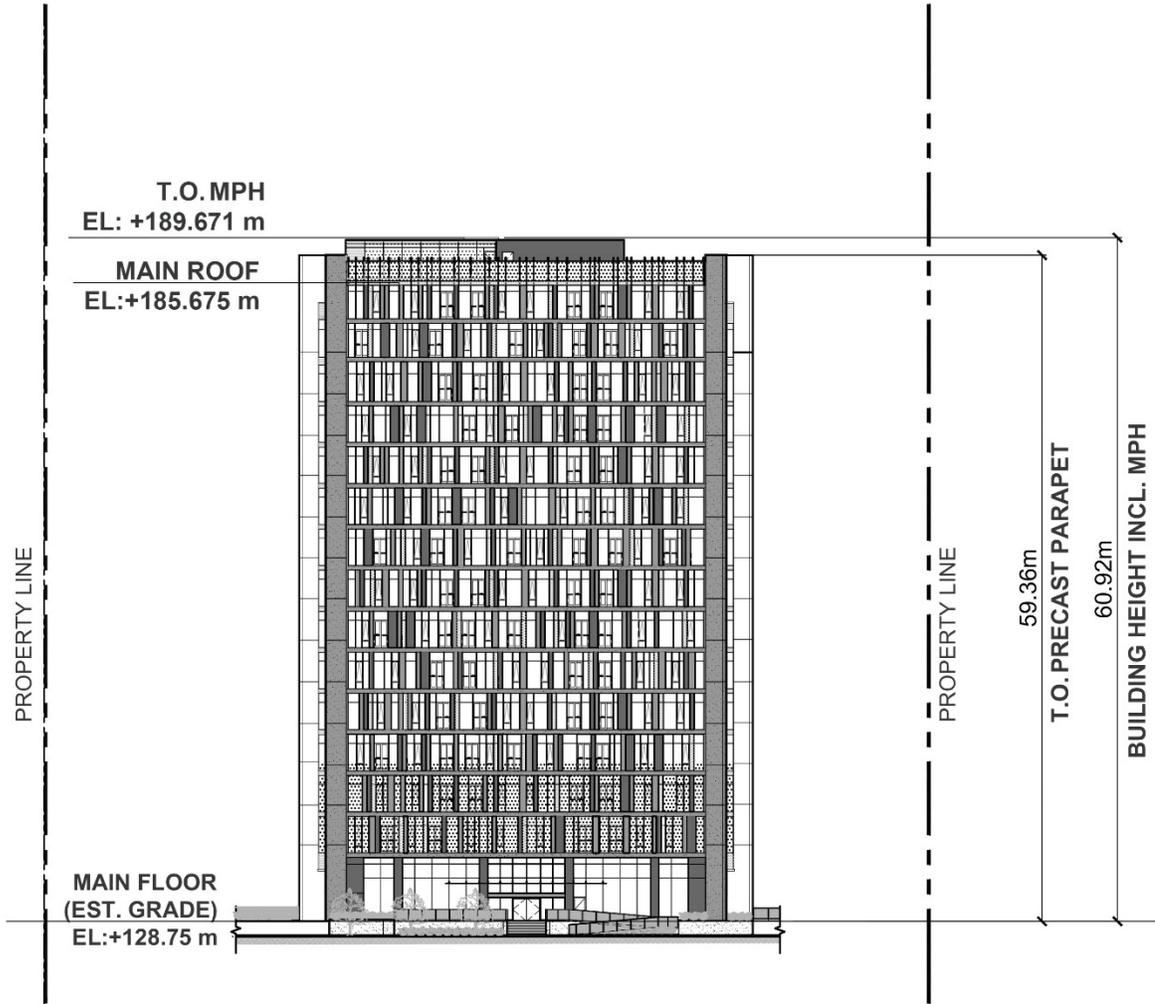


Attachment 9: East Elevation



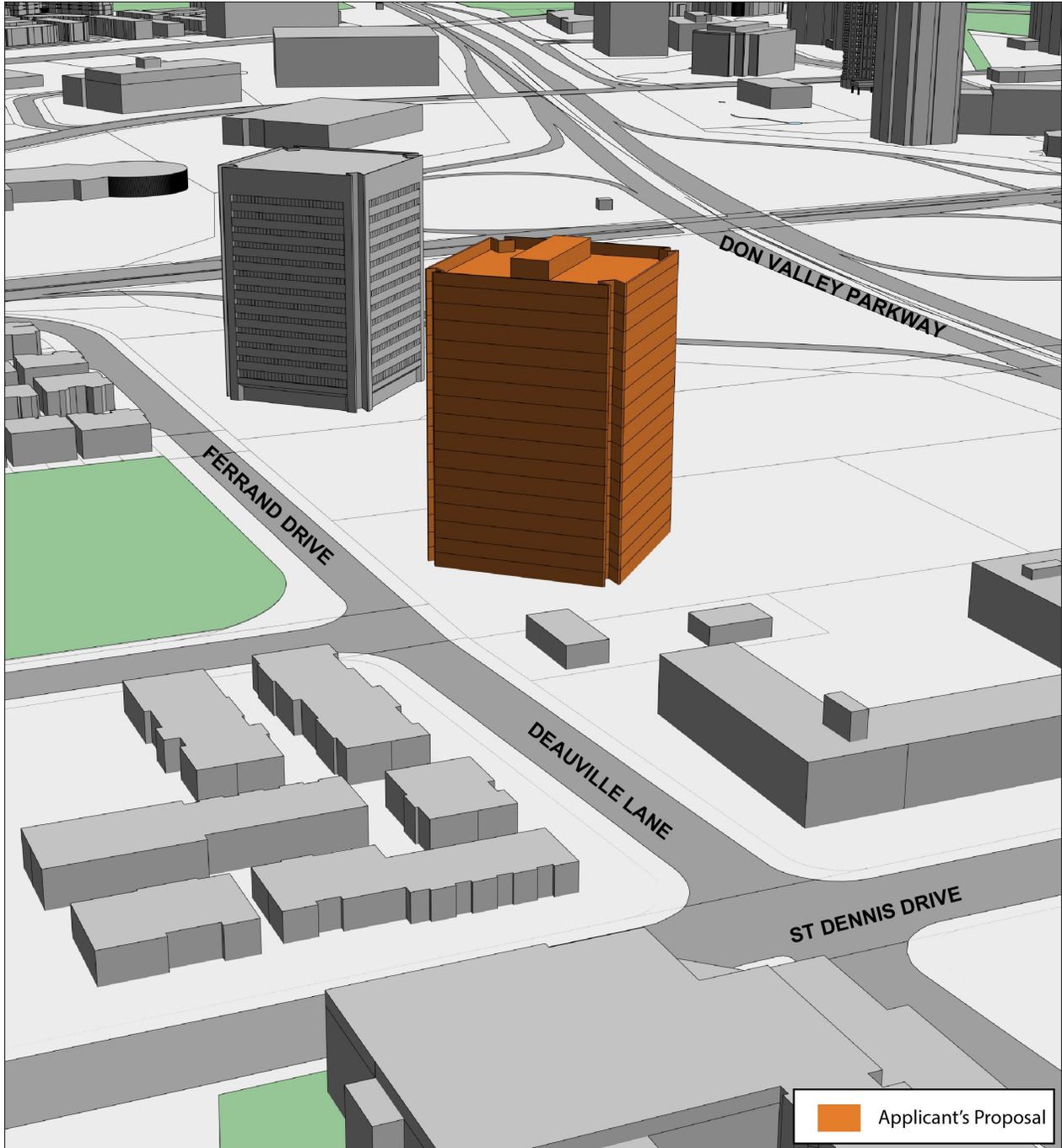
East Elevation

Attachment 10: West Elevation



West Elevation

Attachment 11: 3D Mass Model



View of Applicant's Proposal Looking Northeast



12/23/2025