

41 to 47 Talara Drive – Official Plan Amendment and Zoning By-law Amendment – Decision Report – Refusal

Date: March 12, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 17 - Don Valley North

Planning Application Number: 26 101193 NNY 17 OZ

Related Rental Housing Demolition Application Number: 26 101198 NNY 17 RH

SUMMARY

This Report recommends refusal of the application to amend the Official Plan and Zoning By-law to permit a development consisting of a 43-storey (141.2 metres, plus 6-metre mechanical penthouse) residential tall building with a 5-storey podium. The proposal includes a total of 369 residential units with 30,285 square metres of gross floor area for a maximum Floor Space Index ("FSI") of 14.75 times the lot area. A related Rental Housing Demolition application has also been submitted as the proposal includes the demolition of eight residential units of which five are rental units.

The application does not conform with the Official Plan and the Sheppard East Subway Corridor Secondary Plan. The proposal in its current form does not have appropriate regard for the Council-adopted Renew Sheppard East Secondary Plan.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council refuses the application for the Official Plan Amendment and Zoning By-law Amendment (Application No. 26 101193 NNY 17 OZ) for the lands municipally known as 41 - 47 Talara Drive for the reasons identified in this Report.
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

On October 11, 2023, City Council approved applications for an Official Plan Amendment and Zoning By-law Amendment application to permit a 12-storey mixed use building on the site. The decision can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.NY7.8>

At its meeting on December 18, 2024, City Council adopted the Renew Sheppard East Secondary Plan (Official Plan Amendment 777) through By-law 1437-2024. By-law 1437-2024 was appealed to the Ontario Land Tribunal by several landowners, including by the owner of the lands of the subject site at 22-36 Greenbriar Road. Since the appeal, the Tribunal has held two Case Management Conferences (CMC), including one on May 6, 2025, and one on November 14, 2025. The OLT Case Number for the appeal is OLT-25- 000068.

The decision of City Council of the Renew Sheppard East Secondary Plan ("Renew Sheppard Plan") in December 2024 can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.NY19.11>

On August 15, 2025, the Ministry of Municipal Affairs and Housing approved, with modifications, 120 Major Transit Station Areas (MTSAs) and Protected Major Transit Station Areas (PMTSAs) boundaries and policies through OPAs 540 and 570. The site is located within the Bessarion Station MTSA through SASP 730, as approved by the

Minister. Chapter 8 of the Official Plan contains the approved PMTSA and MTSA policies and SASPs and can be found here:

<https://www.toronto.ca/wp-content/uploads/2025/08/9465-CityPlanning-Official-Plan-Chapter-8-SASPs.pdf>

THE SITE AND SURROUNDING LANDS

Description

The subject site is located on the south side of Talara Drive, directly west of Talara Park. The site is generally rectangular shaped with a site area of approximately 2,053 square metres and a lot depth of approximately 47 metres. See Attachment 2 for the Location Map.

The site has four existing semi-detached dwellings that each contain two dwelling units with the following tenures based on material submitted by the applicant:

- 41 & 41A Talara Drive: two rental units
- 43 & 43A Talara Drive: two owner-occupied units
- 45 & 45A Talara Drive: one rental unit and one owner-occupied unit
- 47 & 47A Talara Drive: two rental units

Surrounding Uses

North: An existing low-rise neighbourhood along Talara Drive, Caracas Road, and Bessarion Road.

South: Highway 401.

East: Talara Park which is an existing City-owned park.

West: Existing low-rise housing and sites with recent Council-approvals for tall buildings, including a 36-storey building at 71 Talara Drive (File No. 25 128634 NNY 17 OZ), a 32-storey residential building at 22-36 Greenbriar Road (File No. 25 224684 NNY 17 OZ), and a 25-storey residential building at 23-29 Greenbriar Road (File No. 22 113864 NNY 17 OZ).

THE APPLICATION

Description

The application proposes to amend the Official Plan and Zoning By-law to permit a 43-storey residential tall building.

Density

The proposal has a density of 14.75 times the area of the lot.

Residential Component

The proposal includes 369 rental dwelling units, 36 studios (9.75 percent), 132 one-bedroom (35.77 percent), 162 two-bedroom (43.9 percent), and 39 three-bedroom units (10.5 percent).

Access, Parking and Loading

The proposal includes a total of 37 vehicle parking spaces, including five visitor spaces within a two-level underground parking garage. Two at-grade pick-up and drop-off spaces are proposed and one Type 'G' loading space is proposed. Vehicle access to the pick-up and drop-off area, loading space, and below-grade parking garage would be provided from a 6.0-metre-wide driveway from Talara Drive. A total of 150 bicycle parking spaces, including 126 long-term and 14 short-term bicycle parking spaces, are proposed.

Rental Housing Demolition and Replacement

A related Rental Housing Demolition application has been submitted for this site. Based on a preliminary review of the material, there are five rental units proposed to be demolished. As fewer than six rental units are proposed for demolition, approval of the Rental Housing Demolition application is delegated to the Chief Planner, City Planning. Approval of the Rental Housing Demolition application will only be considered if re-development of the site is approved.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, a 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/41talaradr

Reasons for Application

An Official Plan Amendment is required to amend Land Use Map 19 in the Official Plan to designate the site as *Mixed Use Areas* to permit the proposed residential tall building. Amendments are also required to the Sheppard East Subway Corridor Secondary Plan Maps 9-2 and 9-3 to designate the site as a Key Development Area to identify a maximum permitted density and identify a Site Specific Policy.

A Zoning By-law Amendment is required to align the proposed *Mixed Use Areas* designation with the Commercial Residential (CR) zone in Zoning By-law 569-2013 and to apply site-specific provisions to permit the proposed height, density, setbacks, bicycle parking, and other performance standards.

APPLICATION BACKGROUND

A Pre-Application Consultation (PAC) meeting was held on October 16, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on January 6, 2026, and deemed complete on January 16, 2026, 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/41talaradr

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 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](#) Land Use Map 19 designates the subject site as *Neighbourhoods*. See Attachment 3 of this Report for the Land Use Map. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

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.

Rental Housing

This application involves the demolition of rental housing units. Under Chapter 667 of the Toronto Municipal Code, an applicant is required to obtain a Rental Housing Demolition and Conversion Permit from the City to demolish existing rental housing units if a site contains six or more residential units, of which at least one unit is rental housing. The City may impose conditions that must be satisfied prior to obtaining a demolition permit.

Policy 3.2.1.12 of the Official Plan requires that new development that would have the effect of removing all or part of a private building or related group of buildings, and would result in the loss of one or more rental units or dwelling rooms will not be approved unless an acceptable tenant relocation and assistance plan is provided to lessen hardship for existing tenants.

Major Transit Station Area

The site is within a delineated Major Transit Station Area ("MTSA"). Specifically, the site is within the Bessarion MTSA and located within 500 metres of the existing Bessarion Subway Station associated with SASP 730 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. Policy 8 in Chapter 8 indicates multiplexes and apartment buildings up to four storeys in height are permitted without an amendment to the Official Plan in *Neighbourhoods* within delineated MTSA's.

Sheppard East Subway Corridor Secondary Plan

The Sheppard East Subway Corridor Secondary Plan (the "existing Secondary Plan") identifies the site within the Bessarion Development Node and is designated *Neighbourhoods*. The existing Secondary Plan indicates that development on lands designated *Neighbourhoods* will be in accordance with the Official Plan.

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") by several landowners. The applicant is not an appellant to OPA 777.

The Council-adopted Renew Sheppard Plan is intended to replace the existing Secondary Plan and provides an updated vision for the area. The site is located within the Edge Character Area which is envisioned to be developed with tall and mid-rise buildings in a green landscaped setting. The Renew Sheppard Plan also contains built form policies for tall buildings, including maximum building heights and floorplate size, as well as minimum setbacks, separation distance, and stepbacks. The Renew Sheppard Plan is under appeal; however, this updated Secondary Plan represents City Council's planning vision for the area.

Zoning

The subject site is zoned RM (f21.0; a925; d0.85) under Zoning By-law 569-2013. The RM zoning category permits a range of uses including residential and building types up to 12 metres in height. See Attachment 3 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
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Toronto Accessibility Design Guidelines

Toronto Green Standard

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

PUBLIC ENGAGEMENT

Community Consultation

An in-person community consultation meeting was hosted by the City on March 2, 2026, at the Ethennonnhawahstihnen' Community Recreation Centre and Library.

Approximately 10 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 meeting:

- Concerns about traffic impacts on local streets;
- Concerns about the supply of residential and visitor parking;
- Concerns about shadow impacts and access to sunlight;
- Concerns about availability of community services and facilities;
- Concerns about affordability for the units; and
- Concerns about noise and debris from construction.

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.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff have reviewed the current proposal for consistency with the Provincial Planning Statement, 2024 (“PPS”). Planning authorities are encouraged to identify and focus growth and development strategic growth areas.

Staff find the proposal has not demonstrated consistency with the PPS (2024). The PPS has a primary objective to increase the supply and mix of housing options to address the market conditions. Policy 2.3.1.3 in the PPS indicates that planning authorities shall provide for a mix of housing options by requiring transit-supportive development and prioritizing intensification in proximity to transit stations. To support this direction, planning authorities should identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form. Growth and intensification are key objectives in the PPS, while providing planning authorities with the authority to identify the location, type, and scale of development.

Major Transit Stations Areas are key locations that are intended to support these intensification targets by promoting development and intensification and planning for land uses and built form that supports the achievement of minimum density target for people and employment. The site is located within the Bessarion MTSA through OPA 730, which establishes a minimum population and employment target of 300 residents and jobs combined per hectare. The Minister of Municipal Affairs and Housing approved OPA 730 for the Bessarion MTSA on August 15, 2025. While the site is currently designated *Neighbourhoods* in the Official Plan, Council enacted amendments to the Official Plan through OPA 777 to redesignate the lands and the surrounding area to *Mixed Use Areas* and permit tall and mid-rise buildings within the Edge Character Area of the Renew Sheppard Plan. The amendments through OPA 777 are intended to support the PPS objectives and the Bessarion MTSA's density targets. OPA 777 is currently not in force.

Although tall buildings are contemplated through OPA 777, the application proposes a scale of development that fails to appropriately transition the built form to adjacent areas, as directed by Policy 2.4.1b) of the PPS, 2024. The proposed tall building has limited setbacks to the existing lower-scale context and does not respond appropriately to the planned context of approved tall buildings in the surrounding area. The sites with approved tall buildings have been large enough to accommodate appropriate setbacks and stepbacks for the building on the site. In its current form, the proposal for a tall building on the site has not demonstrated that the size of the site is large enough to provide appropriate setbacks and stepbacks to ensure the tall building can be accommodated on the site.

The application has also yet to demonstrate that it is consistent with Policy 3.6.1 of the PPS, which provides for the efficient use and optimization of existing municipal sewage services and that servicing and land use considerations are integrated throughout all stages of the planning process. The application has not yet demonstrated that there is adequate capacity to support the proposed development.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, the existing 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 subject site is designated *Neighbourhoods* on Map 19 of the Official Plan, which are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. While residential uses are permitted in *Neighbourhoods*, the proposed development of a 43-storey tall building exceeds the height permission of four storeys for *Neighbourhoods*.

Official Plan Policy 5.3.1.3 indicates that when considering a site specific amendment to this Plan, at the earliest point in the process the planning review will examine whether the application should be considered within the immediate planning context or whether a broader review and possible area specific policy or general policy change are appropriate. By adopting OPA 777, City Council has provided direction for the site and the surrounding area to be designated *Mixed Use Areas*. Once OPA 777 is in effect, the *Mixed Use Areas* designation would permit a greater intensity of development than what is currently contemplated in the *Neighbourhoods* designation. The application's proposal to redesignate the site to *Mixed Use Areas* to permit a tall building on the site would align with the Council-adopted OPA 777.

While the land use redesignation aligns with OPA 777, the application proposes built form standards such as setbacks for the base building and tower that would not meet the development criteria for *Mixed Use Areas*. Policy 4.5.2 directs development to locate and mass new buildings to provide a transition between areas of different development intensity and scale and to frame the streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. The proposed built form for the tall building on the site would represent an overdevelopment on the site with a mass and scale that would not appropriately transition to the existing low-rise housing, streets, and parks and open spaces.

The application proposes a single use residential building, which is permitted in *Mixed Use Areas*. However, the objectives for *Mixed Use Areas* in the Official Plan are to provide a mix of uses to create a balance of high quality commercial, residential, institutional, and open space uses that reduce automobile dependency and meet the needs of the local community. The Renew Sheppard Plan reinforces this objective by envisioning that small-scale retail and community uses that serve local needs may be found throughout the Edge Character Area. A building on the site with a mix of uses would better support the MTSA policies.

The application has not demonstrated the proposed scale, and density is appropriate for the site, and it has not demonstrated that it meets the Official Plan's *Mixed Use Areas* policies regarding transition in scale between different scales of development and the objective to create a mix of uses.

Density, Height, Massing

Staff have reviewed the proposed built form against the policies of the Official Plan as well as design guidelines and find that the application for a tall building on the site does not meet the planning policy framework or the intent of the guidelines. Chapter 3 in the Official Plan indicates that tall buildings should only be considered where they can fit into the existing or planned context, and where the site size, configuration and context allow for the appropriate design criteria to be met. This direction in the Official Plan is supplemented by the Tall Building Design Guidelines which provides standards for tower and base building design, setback, tower floorplate, and separation distances.

The proposed tall building does not provide appropriate setbacks and separation distances to property lines. The tower as proposed has a setback of 10 metres to the west lot line, adjacent to an existing two-storey building, which is less than the 12.5 metre standard in the Tall Buildings Guidelines and the Renew Sheppard Plan. While the tower has a 731 square metres floorplate which is less than the recommended 750 square metres in the Guidelines, the proposed tower setback is not appropriate. Appropriate separation is needed to protect privacy, limit shadow impacts on the public realm and surrounding properties and maximize access to sunlight and open views of the sky from the public realm, per policies in Chapter 3 of the Official Plan and the Guidelines.

The proposed base building does not provide a height or setbacks that fit harmoniously with the existing and/or planned context (Policy 3.1.3, Official Plan). Additionally, the proposed height and setback for the base building do not meet Policy 4.4.2c) of the existing Secondary Plan which requires development to respond sensitively to the nearby low density residential uses and minimize the adverse impact of built form on homes with a height and mass of buildings should ensure a proper response to pedestrian scale. The base building does not ensure a proper response to pedestrian scale as it is 0 metres from the west lot line facing the existing two-storey building with no setbacks, stepbacks, or reduced height to appropriately transition the proposed building to the existing lower-scale context.

In assessing the planned context for tall buildings (71 Talara Drive, 22 - 36 Greenbriar Road, and 23 – 29 - Greenbriar Road) in the surrounding area, those approved developments have base building heights of up to five storeys, however, the base buildings have incorporated a combination of setbacks and/or stepbacks to reduce building height and mass to achieve appropriate setbacks and heights adjacent to the lower scale contexts. The combination of setbacks and stepbacks for those developments ensures that the base building has a height that responds to the local right-of-way and the existing lower-scale contexts that are adjacent to those approved developments. The proposed base building for the application has not incorporated setbacks, and/or stepbacks to fit harmoniously with this existing and planned context. In consideration of the Renew Sheppard Plan, Policy 7.3.5b) of the Renew Sheppard Plan also directs the base building of tall buildings to have heights of no more than four

storeys in order to respond to the right-of-way width on local streets and the lower scale contexts. The proposed development does not appropriately address Policy 7.3.5b).

The proposed tower height would be the tallest in the surrounding area southwest of Bessarion Station. The building heights in the surrounding area have been approved with heights ranging from 25 storeys to 36 storeys with setbacks and stepbacks that result in the building fitting with the existing and planned contexts to appropriately limit physical and visual impacts on the public realm, and ensure an appropriate transition in scale between areas of different development intensities, as directed by the Official Plan and the Tall Building Design Guidelines. The proposed application has not demonstrated that the proposed tall building appropriately meets these Official Plan requirements and intent of the Guidelines.

Staff note that the vision for the surrounding area is anticipated to be developed with mid-rise and tall buildings as a result of OPA 777 over time once it comes into full force. However, the application has not demonstrated that it aligns with the policies for the Renew Sheppard Plan with regard to building height and built form. The Renew Sheppard Plan directs the tallest buildings, generally no greater than 45 storeys, to be located at Bayview Station and Leslie Station with lower heights on land closest to the transit station at Bessarion Road. Recent approvals for tall buildings to the west of the subject site are between 25 and 36 storeys. Given the maximum height of generally 45 storeys is envisioned for Bayview and Leslie Stations and not Bessarion Station, the proposed building height is too tall for the site. Policy 7.6.2 also indicates that the tallest buildings in the Edge Character Area will be located on large sites close to Highway 401. The site is too small for Policy 7.6.2 to be referenced. The proposed 43-storey tall building does meet the direction of the height policies of the Renew Sheppard Plan.

Public Realm

The base building does not provide a streetwall height and setbacks that fit harmoniously with the existing and planned context, as required by Policy 3.1.3.5 of the Official Plan. The base building has a setback that ranges from 4.3 metres to 3.3 metres at grade along Talara Drive. The base building would cantilever above the second storey to provide a 3.3 metre setback facing Talara Drive between the third storey and the top of the fifth storey. Along Talara Drive, the existing and planned context is comprised of existing low-rise buildings with setbacks ranging from over 10 to 5 metres, including 5 metres for the Council-adopted tall building at 71 Talara Drive. The proposed front yard setbacks for the base building do not fit harmoniously with the existing and/or planned context, as directed by the Built Form policies of the Official Plan.

The site also fronts onto the Green Loop in the Renew Sheppard Plan, which indicates a minimum setback of generally 5.0 metres from the property line and a minimum setback of generally 2.5 metres for the underground parking are required. The setbacks for the Green Loop are intended to support various functions including the retention of existing mature trees, where feasible, and planting new large shade growing trees to maximize the urban tree canopy. In addition to those setbacks for the base building

outlined above, the underground parking garage has a setback of 0 metres from the Talara Drive property line. A greater setback facing Talara Drive would better support the Green Loop policies.

The base building has a setback that ranges between 4 metres and 5 metres facing Talara Park. This setback is less than the standard of 5.0 metres and should be increased as outlined in the Parkland section below.

Shadow/Wind Impact

Official Plan Policy 3.1.3.8 directs development adjacent to a park or open space, to be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight. Policy 3.1.4.10 directs the tower portion of tall buildings to reduce the physical and visual impacts of the tower onto the public realm, and limit shadow impacts and maximize access to sunlight and open views of the sky from the public realm, and limit and mitigate pedestrian level wind impacts. Policy 4.4.2 of the existing Secondary Plan indicates that building height and massing should minimize excessive shadowing, wind, or snow drifting effects within blocks, along streets, and within open space areas.

A Sun and Shadow Study was submitted in support of the application. The Study demonstrates that the proposed development would result in incremental shadows on parks and public streets during various seasons and times of the year. Shadowing on Talara Park due to the base building and tower would occur at all seasons between 2:18 PM and 6:18 PM. The tower would cast shadows at the newly secured parkland at the northwest corner of Greenbriar Road and Dervock Crescent at 10:18 AM. New shadows would be cast on Ethenonnhawahstihnen' Park beginning at 4:18 PM to 6:18 PM during spring, fall, and winter. Shadowing in the winter due to the height of the tower portion of the building would extend to the northern side of Sheppard Avenue East, including the parkland that was secured as part of the OLT-approved development at 680-688 Sheppard Avenue East. The proposed development has not been designed to limit shadow impacts on the public realm and surrounding properties, as directed by Policy 3.1.4.10 of the Official Plan.

Through the Renew Sheppard Plan, tall and mid-rise buildings are envisioned within the Edge Character Area and Transit Station Character Area, which would result in additional shadowing on the public realm and parks and open spaces. However, changes to the building typology, setbacks, or stepbacks may limit the direct shadow impact by this development onto Talara Park which is directly adjacent to the site and other parks in the surrounding area that are noted above.

Policy 3.1.3.1f) of the Official Plan directs development to provide comfortable wind conditions and air circulation on the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing. The Pedestrian Level Wind Study submitted as part of the application demonstrates that the proposal would result in negative wind conditions that would alter existing sitting and standing conditions on Talara Park and the public sidewalk. The Study notes uncomfortable wind conditions during the spring and winter seasons following the introduction of the proposed development. The outdoor amenity space would also be

uncomfortable during the spring and winter seasons, limiting opportunities to promote use in all seasons (Policy 3.1.3.13). The proposed wind conditions do not meet the policy direction of the Official Plan.

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 residential rental building with 369 rental dwelling units, 36 studio (9.75 percent), 132 one-bedroom (35.77 percent), 162 two-bedroom (43.9 percent), and 39 three-bedroom units (10.5 percent).

The average unit size of the proposed two-bedroom units is approximately 76 square metres, and the average unit size of the three-bedroom units is approximately 95 square metres. In accordance with the Growing Up Guidelines, the average unit size of a two-bedroom unit should be 90 square metres, and the average size of a three-bedroom unit should be 106 square metres. Modifications to the unit sizes for the two- and three-bedroom units consistent with the Growing Up Guidelines are recommended.

Rental Housing Demolition

The applicant submitted a Rental Housing Demolition application which was deemed complete on January 26, 2026. The application proposes the demolition of four semi-detached dwellings containing eight residential units of which five are rental units and three are owner-occupied units.

As there are less than six rental units, the replacement of rental units is not required; however, the applicant is required to provide an acceptable Tenant Assistance Plan to lessen hardship for existing tenants, per Official Plan Policy 3.2.1.12. In the event of an appeal to the OLT and the OLT allows the appeal, the final Order should be withheld until the City has approved the Rental Housing Demolition application and the owner has entered into an agreement to secure all related matters, including a Tenant Assistance Plan that is consistent with the City's current practices and will support tenants in accessing alternative accommodation within the neighbourhood.

Servicing

The applicant has failed to demonstrate that the existing sanitary sewer system and any required improvements to the system have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review.

Should the application be approved at the Ontario Land Tribunal, either the Final Order should be withheld, or a Holding Provision should be applied to the implementing Zoning By-law to ensure the Functional Servicing and Storm Water Management Report and associated plans are revised to address the February 17, 2026, Development Engineering memorandum to the satisfaction of the Director, Engineering Review, Development Review.

Traffic Impact

A Transportation Impact Study (“TIS”), prepared by LEA Consulting in support of the application. The report estimates that the project will generate 27 two-way vehicle trips (12 inbound and 15 outbound) during the weekday AM peak hour and 25 two-way vehicle trips (13 inbound and 12 outbound) during the weekday PM peak hour. This estimate was derived from ITE LUC 222 trip estimates for the proposed 32 residential parking spaces, plus expected PUDO and visitor trips. This approach is not recognized as a standard practice accepted by the Transportation Review.

The consultant also provided estimated trips based on 337 units, rather than the 369 proposed units. The methodology used by the consultant to assess the estimates trips is not acceptable. However, based on estimates by Transportation Review using ITE LUC 222 – Multi-family Housing (High-Rise) for 369 units close to rail transit, the average vehicle trips are 81 total new two-way vehicle trips (8 inbound and 73 outbound) during the weekday morning peak hour period and 70 total new vehicle two-way trips (45 inbound and 23 outbound) during the afternoon peak hour period. The vehicle trip estimate using ITE LUC 222 includes all methods of transportation associated with residential use, such as loading, pick-up and drop-off, short term delivery, and private vehicle use.

Based on the consultants’ estimated trips, under future conditions, all the signalized and unsignalized intersections continued to operate within capacity during the weekday morning, afternoon, and Saturday midday peak hours. Due to the low supply of parking spaces, Transportation Review agrees that the proposed development will have a minimal effect on the existing road network.

Although Transportation Review acknowledges that the low supply of parking spaces impacts trip generation, the following revisions are required to the TIS in order to support the transportation impacts of the development:

- PUDO: Analysis regarding the methodology and proxy site data employed by the consultant to determine the required supply of the proposed PUDO spaces;
- Modal Split: The modal split should either be justified through proxy sites
- with a comparable parking-per-unit ratio, or a more conservative approach should be taken, where one trip is generated per parking space;
- Diagrams require the applicant to revise the site driveway to conform to the City’s Engineering Standard Drawing T-350.01 with 5.0m curb radii and provide updated VMD(s); and
- Revised TDM Plan providing full quantitative analysis individually quantifying how much each measure is expected to reduce single-occupancy auto vehicle trips using appropriate and reasonable data/methodologies.

Transportation Demand Management

A Transportation Demand Management (“TDM”) Plan was included as part of the Transportation Impact Study. The TDM Plan identifies existing conditions and Zoning

By-law requirements as TDM measures. Transportation Planning staff have not accepted the TDM Plan and require revisions as existing conditions around the site and By-law requirements are not acceptable TDM measures. The TDM Plan requires revisions to ensure strategies are implemented to encourage active and sustainable transportation options to address the TGS V4 requirements.

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 (5) hectares. In total, the parkland dedication requirement is 205.3 square metres.

Should the application be approved, the Owner is required to satisfy the parkland dedication requirement through an on-site dedication. The park is to be located along the eastern boundary of the site in a rectilinear shape to expand Talara Park, located outside the 14 metre MTO setback, and comply with Policy 3.2.3.8 of the Toronto Official Plan.

The site's adjacency to Talara Drive provides an opportunity to expand the existing park, however, the application does not propose an on-site dedication to expand the park. The Roof Plan drawing submitted for the application also demonstrates that a setback of less than 5 metres has been proposed between the western boundary of Talara Park and the adjacent building face, which is not acceptable. A minimum setback of 5 metres is required between the park boundary and adjacent building face and should be clearly demonstrated on all architectural plans.

Talara Park, which is located adjacent to the subject site, is identified as a Parkland Expansion Area in Map 51-4 (Long Term Parks Plan) of the Renew Sheppard Plan. Expanding the park would align with park priority under Policy 5.2.1 of the Renew Sheppard Plan to expand and enhance the size, function, visibility, and accessibility of existing parks. The proposed development does not align with the Long-Term Parks Plan of the Council-adopted Renew Sheppard Plan.

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 Official Plan, Chapter 3 provides direction for how developments should preserve, incorporate, and plant trees on site. Urban Forestry has requested minor revisions to the Soil Volume and Landscape Plans (tree planting), however the amount of soil volume provided is generally satisfactory (stipulated under TGC EC1.1). In this instance the requested Soil Volume and tree planting revisions can be provided during the Site Plan Control application.

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 following Tier 1 Toronto Green Standard Requirements:

- Single-Occupant Auto Vehicle Trips (AQ 1.1);
- Electric Bicycle Infrastructure (AQ 2.4)
- Publicly Accessible Bicycle Parking (AQ 2.6); and
- Sidewalk Space (AQ 3.2).

Other

An Air Quality Assessment dated December 11, 2025, by Gradient Wind and a Noise Impact Study dated December 16, 2025, by Trinity Consultants was submitted. A peer review is required for these studies and is recommended as a condition to any Ontario Land Tribunal order.

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 the Council-adopted but under appeal Renew Sheppard Plan;
- Appropriateness of the proposed building typology;
- Impacts to the public realm, including shadow and wind;
- Impacts on the transportation network and confirmation of any changes to signal timing; and
- 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:

- (i) the owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing sanitary sewer system and any required improvements to it, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review; and
 - (ii) if the Functional Servicing and Stormwater Management Report accepted and satisfactory from (i) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
 - (a) 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,
 - (b) 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; and
 - (iii) all necessary approvals or permits arising from (1)(ii)(a) or (1)(ii)(b) above are obtained, where required 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 Director, Engineering Review, 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, to the satisfaction of Transportation Review, Development Review, and the Chief Planner, City Planning;
 - Submitted a revised Tree Protection and Preservation Plan and Soil Volume Plan to the satisfaction of the Executive Director, Environment, Climate & Forestry;
 - Submitted a revised Pedestrian Level Wind Study and Sun/Shadow Study to the satisfaction of the Chief Planner and Executive Director, City Planning and Executive Director, Development Review;

- Submitted an updated Air Quality Study and Noise Impact Study that is peer reviewed and accepted to the satisfaction of the Executive Director, Development Review; and
- The City has approved Rental Housing Demolition Application (file No. 26 101198 NNY 17 RH) under Chapter 667 of the Toronto Municipal Code, pursuant to Section 111 of the City of Toronto Act, 2006, to permit the demolition of the existing rental dwelling units and the owner has entered into and registered on title to the lands, an agreement pursuant to Section 111 of the City of Toronto Act, 2006, to the satisfaction of the Chief Planner, City Planning Division and the City Solicitor, securing all rental housing related matters, including tenant assistance, necessary to implement City Council's decision.

CONCLUSION

The proposal has been reviewed against the policies of the PPS, and the Official Plan. Staff are of the opinion that the proposal is not consistent with the PPS. The proposal does not conform with the intent of the Official Plan, including the Sheppard East Subway Corridor Secondary Plan, the policies of the Official Plan and the Tall Building Design Guidelines. The proposal has also not demonstrated that it has appropriate regard for the Renew Sheppard East Secondary 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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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

Applicant Submitted Drawings

Attachment 5: Site Plan
Attachment 6: Elevations

Attachment 1: Application Data Sheet

Municipal Address: 41 - 47 TALARA DR Date Received: January 6, 2026

Application Number: 26 101193 NNY 17 OZ

Application Type: OPA / Rezoning

Project Description: OPA & Rezoning Application proposes the development of a 43-storey residential building. The building will provide a total of 369 residential units, being a mix of studio, 1-bedroom, 2-bedroom, and 3-bedroom units. Paved access from Talara Dr along the west property line will be provided, leading to 2 levels of below-grade parking, providing a total of 37 parking spaces; as well as 150 bicycle parking spaces. The proposed development provides a total GFA of 30,285.00 square metres and an FSI of 14.75. Additionally, the proposed development provides 862.90 square metres of indoor amenity space and 613.11 square metres of outdoor amenity space.

Applicant	Agent	Architect	Owner
South Talara Limited Partnership	Weston Consulting Ltd	BDP Quadrangle	Irene Kosi

EXISTING PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:	N
Zoning:	RM(f21;a925;d0.85)	Heritage Designation:	N
Height Limit (m):	12	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 2,053 Frontage (m): 44 Depth (m): 47

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,116	1,116
Residential GFA (sq m):	871	0	30,285	30,285
Non-Residential GFA (sq m):				
Total GFA (sq m):	871	0	30,285	30,285
Height - Storeys:	2		43	43
Height - Metres:			141	141

Lot Coverage Ratio (%): 54.33 Floor Space Index: 14.75

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	30,285	140.4
Retail GFA:	0	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	5	0	369	369
Freehold:	3	0		
Condominium:				
Other:				
Total Units:	8		369	369

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		36	132	162	39
Total Units:		36	132	162	39

Parking and Loading

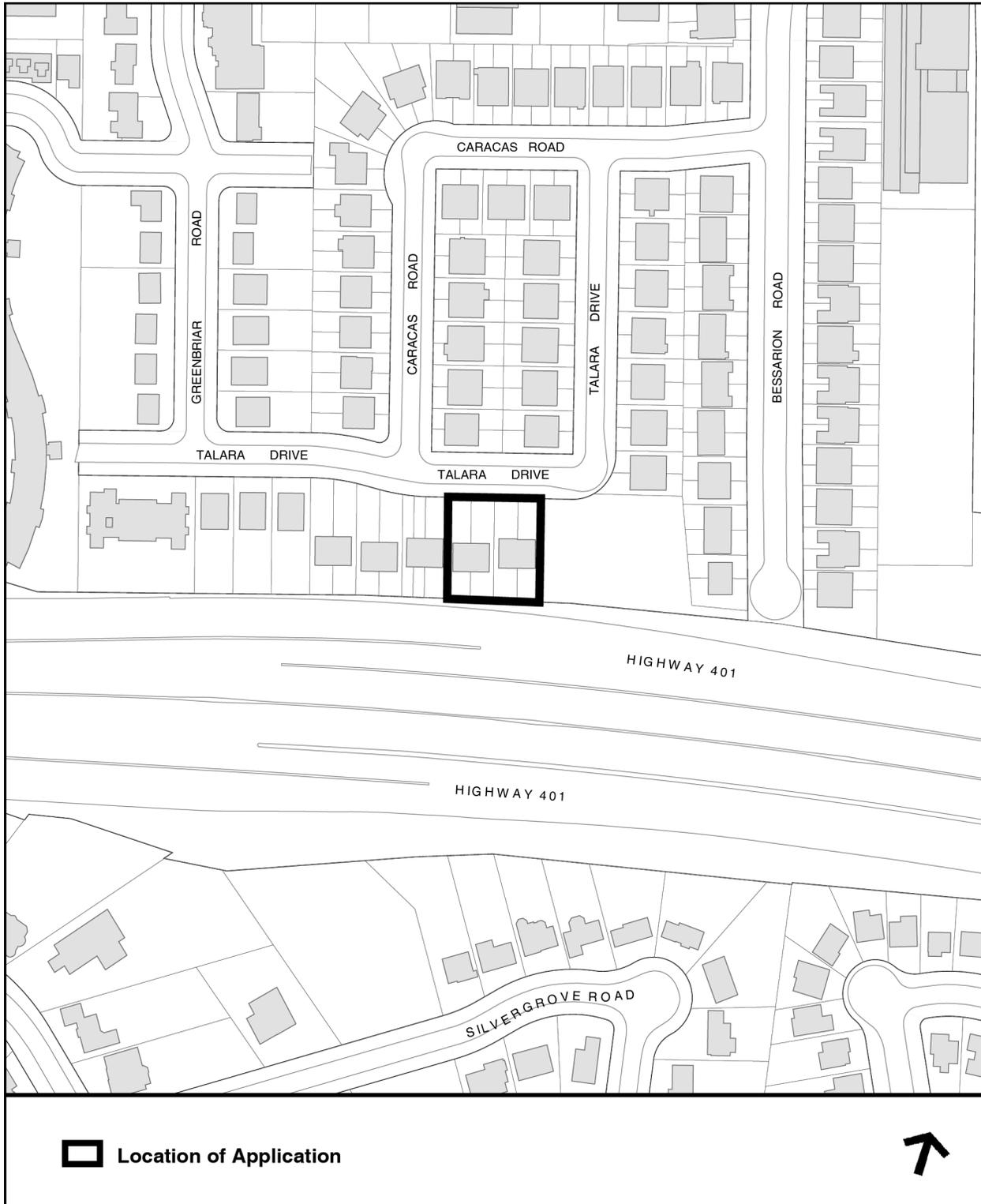
Parking Spaces: 37 Bicycle Parking Spaces: 150 Loading Docks: 1

CONTACT:

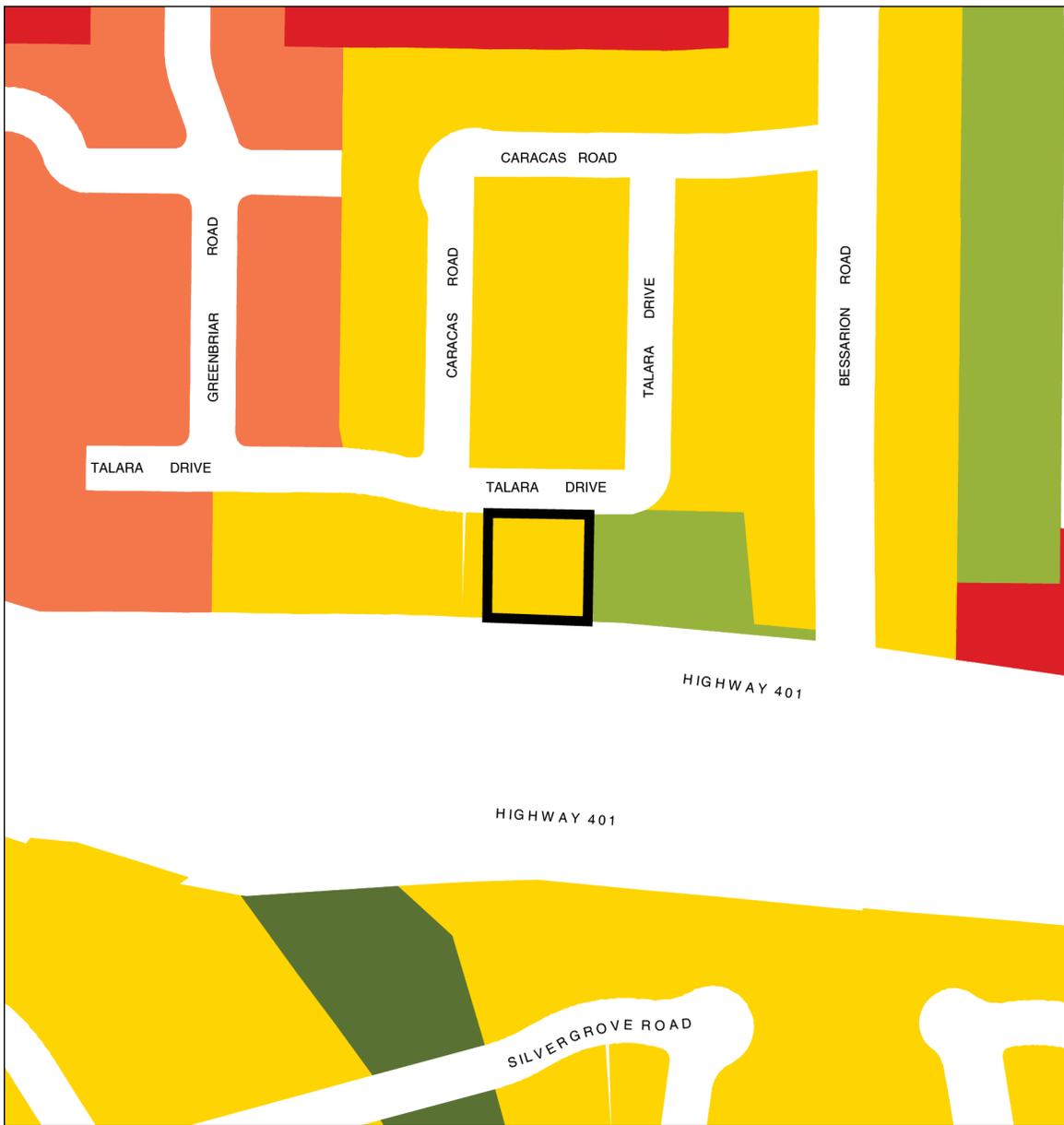
Michael Romero, Planner
416-395-6747

Michael.Romero@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #19

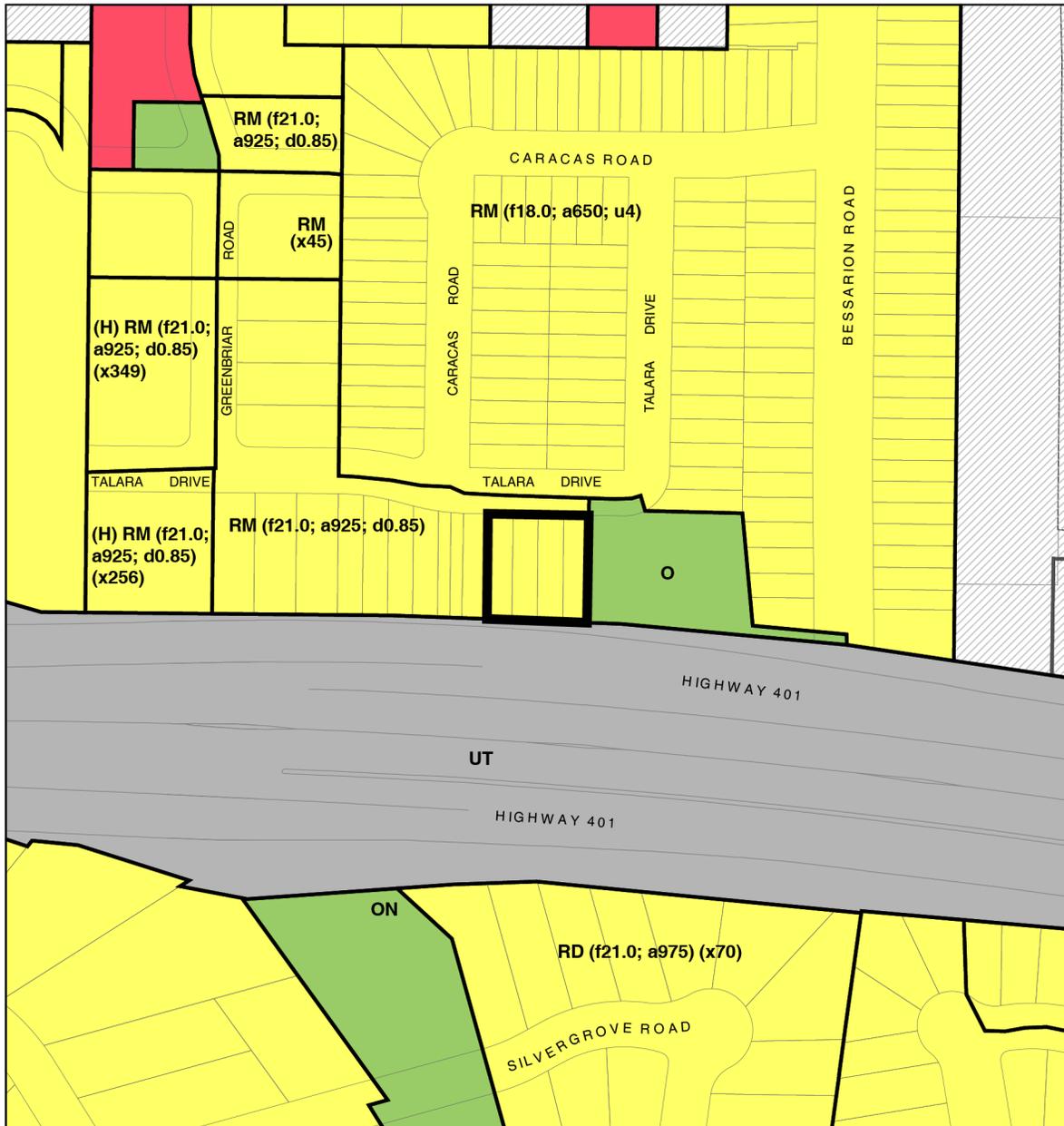
41-47 Talara Drive

File # 26 101193 NNY 17 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Natural Areas
-  Parks


 Not to Scale
 Extracted: 01/12/2026

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

41-47 Talaria Drive

File # 26 101193 NNY 17 0Z

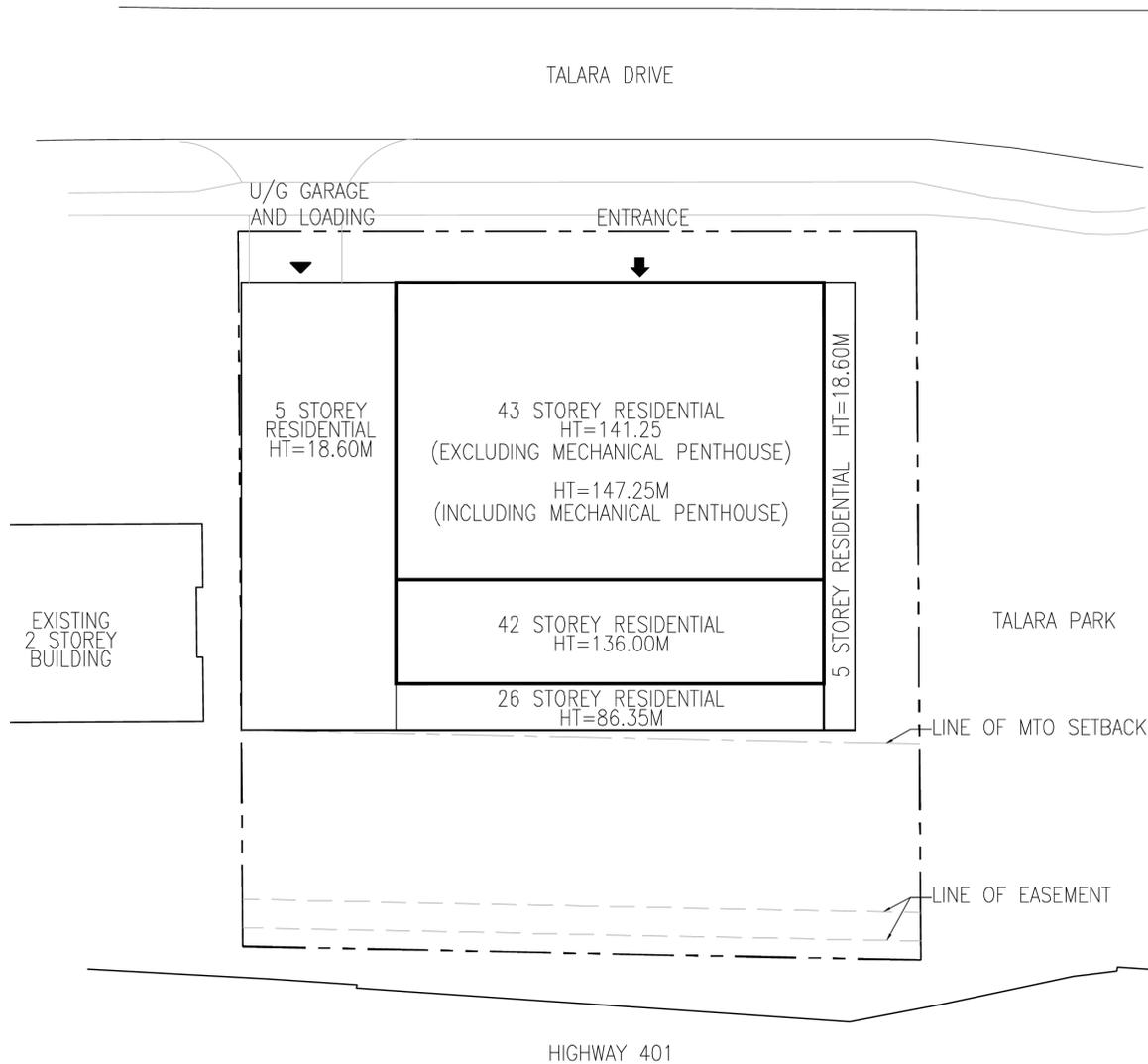
- Location of Application
- RD Residential Detached
- RM Residential Multiple
- CR Commercial Residential
- O Open Space

- ON Open Space Natural
- OR Open Space Recreation
- UT Utility and Transportation

- See Former City of North York By-law No. 7625
- O1 Open Space Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- C1 General Commercial Zone

Not to Scale
Extracted: 01/12/2026

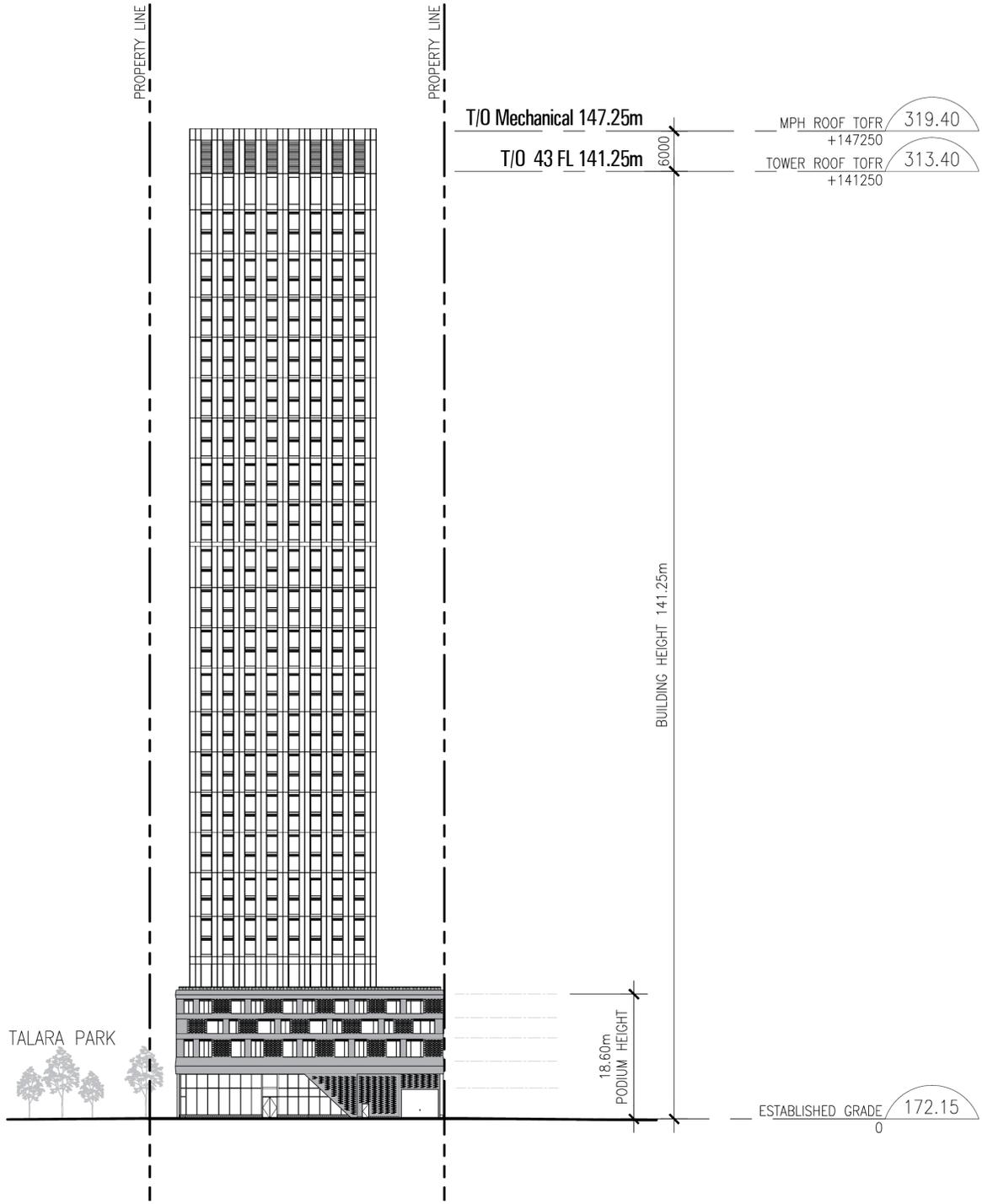
Attachment 5: Site Plan



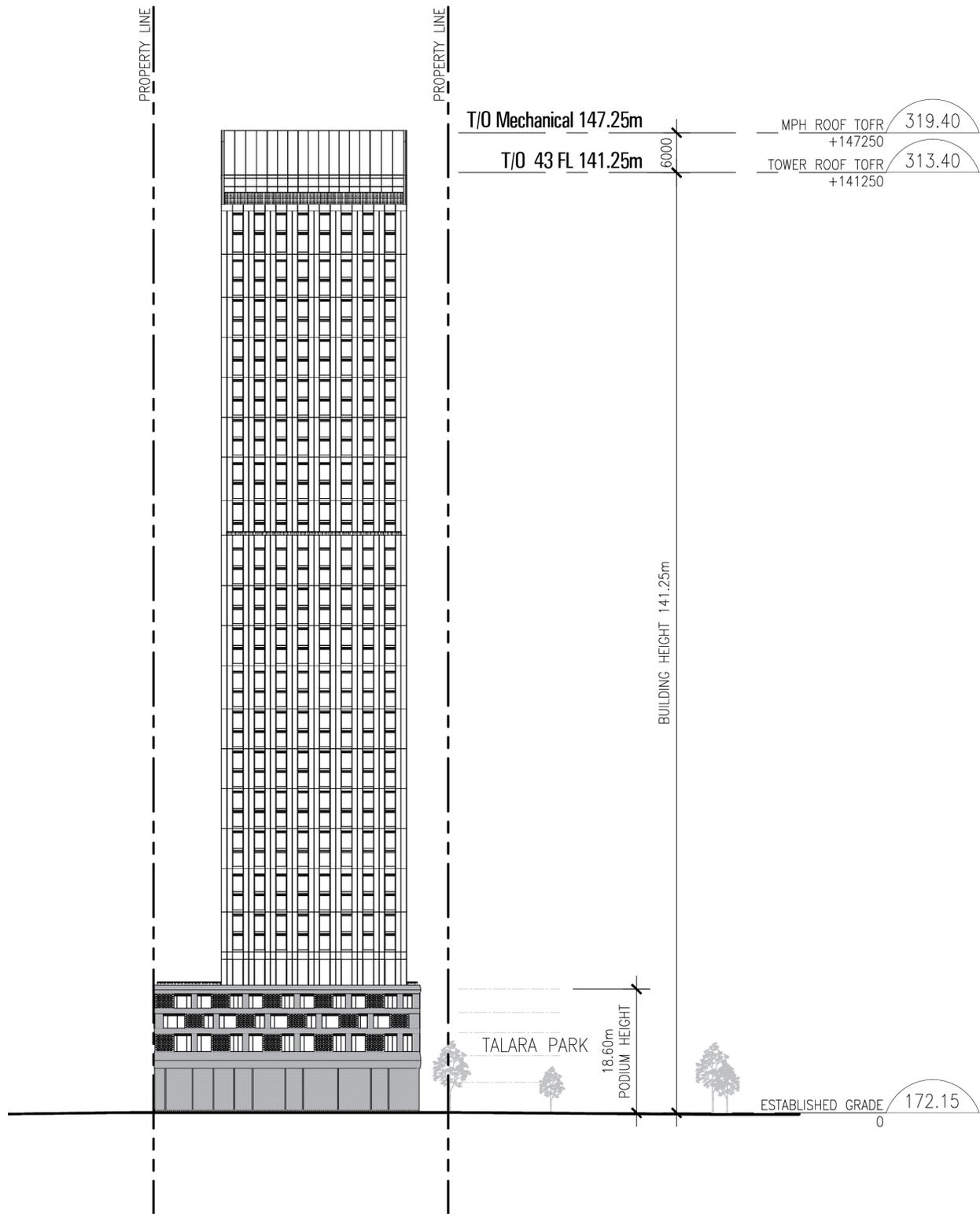
Site Plan



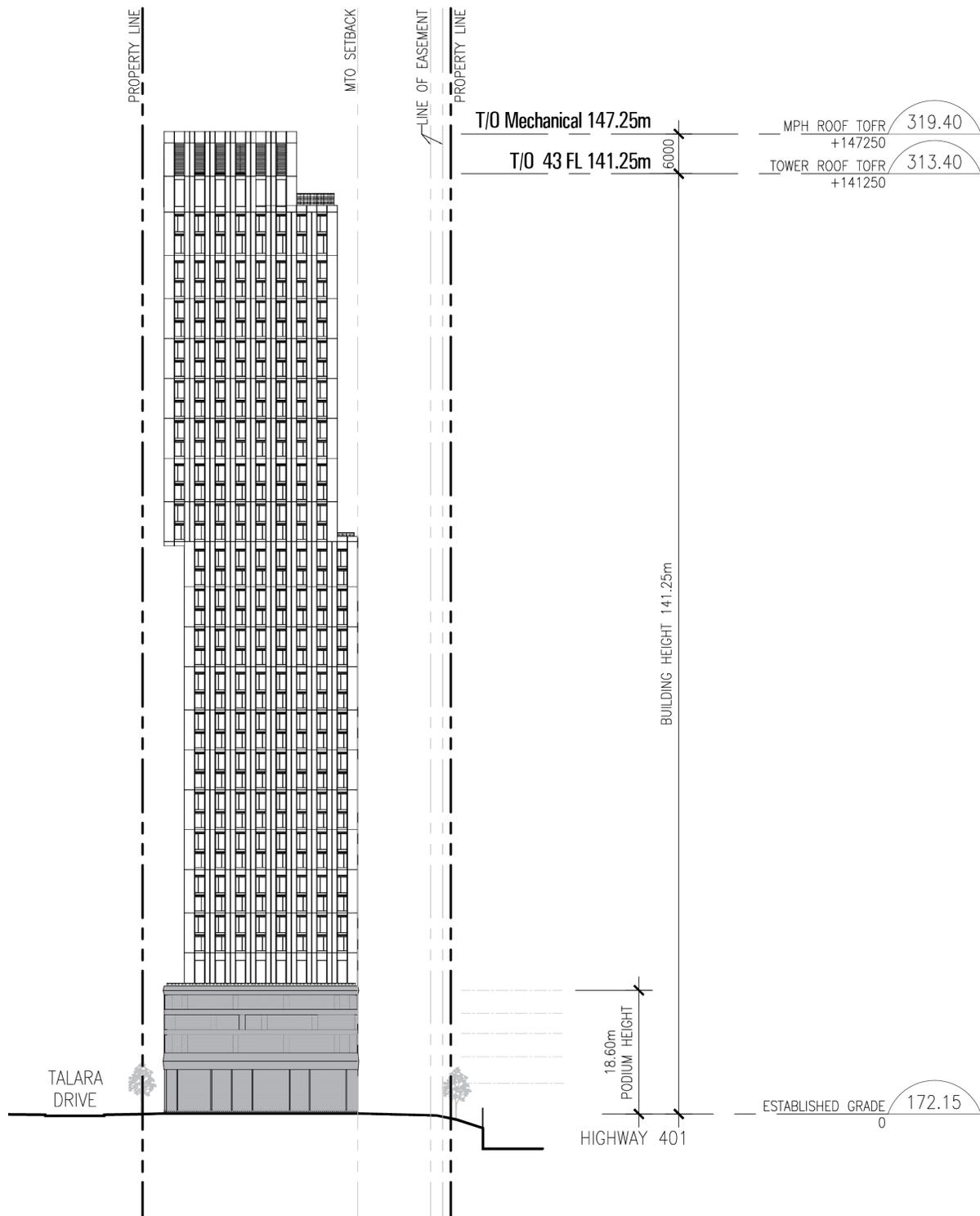
Attachment 6: Elevations



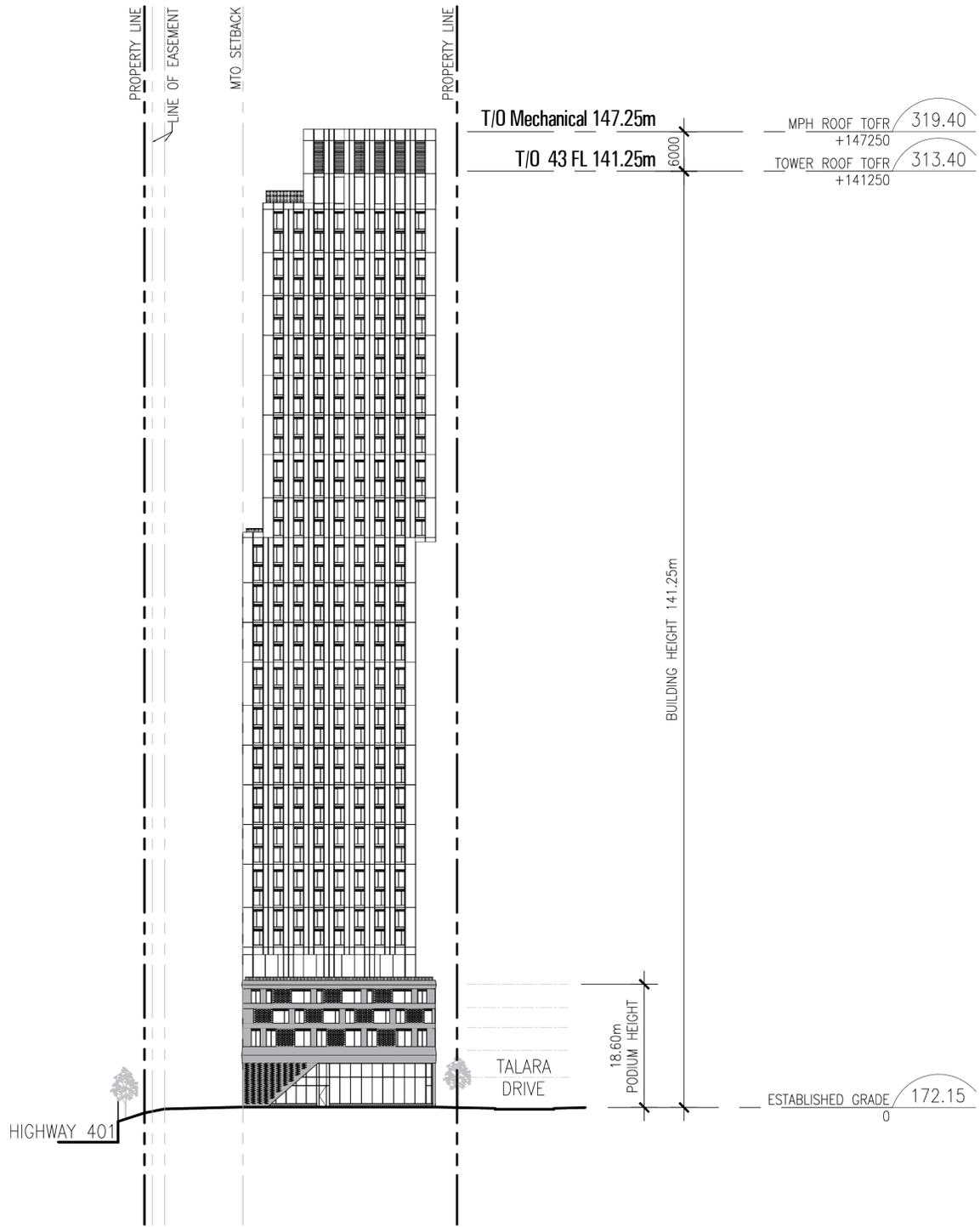
North Elevation



South Elevation



West Elevation



East Elevation