

## **9 Shortt Street – Zoning By-law Amendment Application – Decision Report – Approval**

**Date:** January 8, 2025

**To:** Planning and Housing Committee

**From:** Executive Director, Development Review

**Ward:** 8 - Eglinton-Lawrence

**Planning Application Number:** 25 203821 NNY 08 OZ

### **SUMMARY**

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This report recommends approval of the application to amend the Zoning By-law, with a holding provision, to permit development of a City-owned surface parking lot at 9 Shortt Street for a mixed-use residential development consisting of two buildings, with heights of 41 and 6 storeys. The site is one of the Toronto Builds projects on City-owned lands designated for the delivery of affordable housing.

The proposal would have a residential gross floor area (GFA) of 35,071 square metres, and a total of 458 market and affordable rental residential units, 497 square metres of non-residential commercial and community spaces, and a 653 square metres Privately Owned Publicly Accessible Open space (POPS). A total of 42 vehicular and 421 bicycle parking spaces are also proposed.

### **RECOMMENDATIONS**

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The Executive Director, Development Review recommends that:

1. City Council amend the City of Toronto Zoning By-law 569-2013 for the lands municipally known as 9 Shortt Street 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**

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On May 21 and 22, 2025, City Council adopted [Item PH21.4 “Toronto Builds – “A Policy Framework to Build More Affordable Rental Homes on Public Land”](#) to include a new policy framework to harmonize the development of a range of rental homes and mixed-

income communities on public land. Through that report, the site located at 9 Shortt Street was identified as a Toronto Builds site.

To support delivery of affordable housing, City Council approved financial incentives for Toronto Builds sites, including 9 Shortt Street. The City's financial incentives include exemptions from development charges, building permit fees, planning application fees and property taxes for municipal and school purposes for the duration of affordability starting from occupancy for all affordable homes.

In addition to the incentives for affordable homes, the entire development is eligible for waivers of parkland dedication fees and Community Benefits Contribution charges, as approved by City Council on July 23 and 24, 2025 in [EX25.1](#).

These incentives are not a direct capital payment as they represent the forgiveness of City levies and charges and are thus, foregone revenues to the City.

The estimated value of the financial incentives approved by Council are shown in Table 1 below. The site will have a total of 458 units, of which 20-30% will be affordable for a period of 40-99 years.

**Table 1. Estimated financial incentives provided to 9 Shortt Street site**

Incentives (Forgone Fees & Charges)				Property Tax Exemptions	Total
Estimated Foregone Development Charges*	Estimated Foregone Permit and Planning Fees**	Estimated Foregone Parkland Dedication Fees and CBCs (All Units)	Estimated Total Value of Incentives***	Estimated Net Present Value of Property Taxes Exemption^	Estimated Total Incentives and Tax Exemptions
\$3,688,020 - \$5,524,629	\$276,053 - \$362,730	\$9,048,248	<b>\$13,012,321 - \$14,935,607</b>	\$4,857,701 - \$13,026,599	<b>\$17,870,022 - \$27,962,206</b>

\*Calculated using 2025 development charge rates for affordable units only

\*\*Includes estimated 2025 building permit fees, planning fees for affordable units only

\*\*\*Includes estimated 2025 planning fees, building permit fees, parkland dedication fees, community benefits charges, and development charges.

^Calculated using 2025 property tax rates.

Any additional financial impacts related to implementing this proposal, including additional pre-development and personnel costs, will be identified and included in future budget submissions for consideration as part of a future budget process.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

## **DECISION HISTORY**

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On December 17, 2019, City Council adopted 2019.PH11.5 HousingTO 2020-2030 Action Plan which recommended actions as a framework guide to guide the City's efforts over the next 10 years to strategically and effectively address housing and homelessness needs. The City Council decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2019.PH11.5>

On May 22, 2025, City Council adopted PH21.4 – Toronto Builds – A Policy Framework to Build More Affordable Rental Homes on Public Land. This report proposes a new policy framework to guide the development of a range of new rental homes within mixed income communities on City land and identifies 9 Shortt Street as a Toronto Builds project. The City Council decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.PH21.4>

On July 24, 2025, City Council adopted EX25.1 Building Faster: Streamlining Housing Delivery and Strengthening the City's Development Capacity. This report outlines the Housing Delivery Governance Framework that applies to Toronto Builds projects. The City Council decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EX25.1>

## **THE SITE AND SURROUNDING LANDS**

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### **Description**

This City-owned site at 9 Shortt Street is located in the north-west quadrant of the Dufferin Street and Eglinton Avenue West intersection. The 5,029 square metre site is currently used as a Green P commercial parking lot, serving local residents and commercial activities. Access and egress are provided via Shortt Street to the south which connects to Eglinton Avenue West, and at the north, via Ramsden Road.

The site is irregular in shape and generally flat, without any significant physical or natural features. See Attachment 2 for the Location Map.

### **Surrounding Uses**

North: Immediately adjacent is the Fairbank Royal Canadian Legion Hall and a place of worship, and an existing residential neighbourhood across Ramsden Road. At 2402-2418 Dufferin Street and 4-10 Ramsden Road is an approved development comprised of a 34-storey mixed use building, a 4-storey residential building and a

new public park along Ramsden Road currently under review for Site Plan Approval (Application No. 21 235230 NNY 08 SA).

South: At 1886 Eglinton Avenue West is an approved development for a 9-storey mixed use building (Application No 20 185654 NNY 08 SA).

East: Across the Dufferin Street and Eglinton intersection are located various institutional, commercial and residential apartment buildings and the Eglinton Cross-Town LRT (Light Rail Transit) Fairbank Station, and

West: Immediately adjacent to the site are existing single and semi-detached dwellings.

## **THE APPLICATION**

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### **Description**

The applicant, CreateTO, established by the City of Toronto to manage its real estate portfolio, has proposed to develop the site at 9 Shortt Street for a new market and affordable rental housing site within a mixed-income, transit-oriented development.

The proposed development would consist of a 41-storey (136.5 metres) residential tower on a 4 to 8-storey podium located on the west side of the site and a 6-storey (26 metres) residential building on the east side of the site, all located on a shared 1-level below grade parking garage. A Privately Owned Publicly Accessible Open Space (POPS) approximately 653 square metre in size would be created as a pedestrian plaza between the two buildings. The plaza would form a landscaped north-south access between the buildings, providing both access to the residential buildings as well as access north and south of the site.

A total of 458 market and affordable rental units will be provided as well as 497 square metres of commercial/community space.

### **Density**

The proposal has a density of 7.1 times the area of the lot.

### **Residential Component**

The proposal includes 458 market and affordable rental dwelling units, 245 one-bedroom (53%), 164 two-bedroom (36%), and 49 three-bedroom units (11%).

### **Non-Residential Component**

The proposal includes a total of 497 square metres of non-residential commercial / community space, located at grade in Building A (257 square metres) and at grade in Building B (232 square metres). This space will be made available for local community based uses.

### **Access, Parking and Loading**

The proposal includes a total of 42 vehicular parking spaces which includes 6 spaces for residential visitor parking, a total of 421 bike parking spaces within a 1-level below grade garage, and 2 loading spaces. Parking and loading would be accessed via a



driveway connecting to Fairbank Village Lane which is accessed from Eglinton Avenue via Shortt Street, or from Fairbank Avenue to the west. A 0.37 metre widening to the Fairbank Village Lane will be required to facilitate a two-way east-west vehicular movement for access to the proposed development.

A full widening of Fairbank Village Lane would take place with future development of adjacent lands to the west of the subject 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: <https://www.toronto.ca/city-government/planning-development/application-details/?id=5683385&pid=1040566&title=9-SHORTT-ST>

### **Reasons for Application**

An amendment to the Zoning By-law for the site is required to establish appropriate development standards for the proposed development, including but not limited to building setbacks, height, landscaping, provision of indoor and outdoor amenity space and securing the Privately Owned Publicly Accessible Open Space (POPS).

## **APPLICATION BACKGROUND**

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A pre-application consultation (PAC) meeting was held on January 20, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre. The applicant and City staff held a number of informal preliminary discussions regarding the proposed development over the previous 2 years leading to the formal PAC consultation.

The current application was submitted on August 6, 2025 and deemed complete on August 25, 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 <https://www.toronto.ca/city-government/planning-development/application-details/?id=5683385&pid=1040566&title=9-SHORTT-ST>

### **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 amendments, including associated conditions of approval.

## **POLICY & REGULATION CONSIDERATIONS**

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### **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).

## **Official Plan**

The lands are designated *Mixed Use Area*. See Attachment 3 of this Report for the Land Use Map. It is anticipated that *Mixed Use Areas* will be locations for increased density and mixed-use development, and locations with significant new housing. 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.

## **Site and Area Specific Policies**

The site is within 200 metres of the Fairbank Protected Major Transit Station Area delineated in SASP # 675 in Chapter 8 of the Official Plan. The area is planned for a minimum population and employment target of 160 residents and jobs combined per hectare, specifically the lands are required to support a minimum of 2 Floor Space Index (FSI). Further, amendments in Chapter 8 require the City to update its zoning by-law to allow higher Floor Space Index (FSI) in certain areas. Specifically, lands within an MTSA or PMTSA that are designated as Apartment Neighbourhoods, Mixed Use Areas, or Regeneration Areas and within 200 metres of a transit station shall have a FSI of 8.0 or more through that zoning exercise. The Official Plan, including any specific Secondary Plan and SASP should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The site is also located within SASP # 477 in Chapter 7 of the Official Plan. SASP #477, also known as Eglinton Connects, is a comprehensive policy and planning document intended to utilize the Eglinton Cross-Town rapid transit route along Eglinton Avenue to maximise opportunities for transit and pedestrian oriented residential and mixed-use development. SASP #477 envisions a transit oriented and green corridor along Eglinton Avenue that provides for appropriate mixed-use development and intensification at transit stations and arterial nodes within mid-rise and tall buildings. SASP #477 also encourages new development to utilize existing and new laneways for access to parking and loading, to minimize traffic conflict while maximizing the pedestrian and public realm along Eglinton Avenue. Tall buildings are envisioned at the intersection of Dufferin Street and Eglinton Avenue West.

## **Zoning**

The subject site is zoned Commercial Residential (CR) under Zoning By-law 569-2013. The CR zoning category permits Commercial Residential uses, including a broad range of residential, offices and retail uses. See Attachment #4 of this Report for the existing Zoning By-law Map.

## **Design Guidelines**

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

- Tall Building Design Guidelines
- Mid-Rise Building Performance Standards
- Growing Up Guidelines for Children in Vertical Communities

- Design Guidelines for Privately Owned Publicly- Accessible Spaces (POPS)
- Pet Friendly Design Guidelines for High Density Communities
- 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.

## **Toronto Builds**

The Toronto Builds Policy Framework establishes policies to guide the development of new housing on City land. The subject site has been identified by City Council as a Toronto Builds site and is subject to the Toronto Builds development requirements:

- City-owned land will be retained in public ownership and will be developed by offering 40 to 99-year leases to developers and/or operators to facilitate securing financing and developing new housing
- Projects on City-owned land will deliver projects with the residential component being 100% purpose-built rental housing in tenure.
- Across the Toronto Builds Portfolio, a minimum of 30% of residential units must be affordable rental housing with no individual project providing less than 20% affordable rental housing.
- Affordable rental homes must meet the City's Rental Housing Supply Program definition of affordable rental housing, which aligns with the City's Official Plan income-based definition. 20% of affordable units in Toronto Builds Projects must be made available for tenants in receipt of housing benefits to create rent-geared-to-income housing opportunities (subject to availability of funding). Affordability must be maintained for a minimum of 40 years and for the duration of any lease. All affordable rental homes must be rent controlled at the Provincial Rent Increase Guideline as set annually by the Province, up to the maximum allowable affordable rent.
- 20% of new affordable rental homes, and 15% of market rental homes, must be accessible, meeting Ontario Building Code requirements for barrier-free.
- All affordable rental units (regardless of whether they are operated by non-profit partnerships or for-profit organizations) will be accessed through the City's centralized affordable housing access system.
- Toronto Builds projects must meet TGS Version 4, Tier 2, or the relevant TGS in place at the time of the zoning by-law amendment application (whichever is higher), and must be built with low carbon, fossil-fuel free primary HVAC systems, and all-electric appliances in individual units.
- To ensure projects will advance complete communities, contribute to amenities, community services and facilities, and public infrastructure, adequate funding will

be identified within the City's Budget to fund these important amenities in Toronto Builds projects while maintaining viability of the affordable rental homes. Delivery of these amenities can also be enabled by the appropriate distribution of City land to a variety of uses, for example parkland.

### **Little Jamaica and Eglinton West Study**

In 2020, Council adopted a number of motions directing staff to develop economic measures to help existing businesses experiencing challenges in the Little Jamaica, Cultural District including the Oakwood-Vaughan area, and to develop a Cultural District Plan, using an equity lens that recognizes the cultural heritage of the area to do the following:

- Determine how to best support businesses on Eglinton Avenue West;
- Develop a local planning framework to guide growth and future development along Eglinton Avenue West and surrounding neighbourhoods; and
- Create a Caribbean and West Indies-focused cultural district including development of a variety of strategies, programs, guidelines, and implementation plans to support the cultural district.

Through the Little Jamaica and Eglinton West study, several engagement sessions were held with local community leaders, different stakeholders, and residents, where they shared their thoughts and priorities for culturally appropriate retail, the urgent need for community ownership of retail spaces, spaces for cultural and recreational activities, food security, housing, and culturally relevant community services.

Although programming and a cost structure has not yet been determined, the applicant will continue to seek opportunities for utilizing the non-residential spaces in the proposed development for local community and cultural uses. In addition, the application will be providing affordable housing that will be available, including those that are based on rent geared to income.

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

The applicant has held a number of community outreach and local meetings with residents and business groups prior to making the application for the proposed market and affordable rental residential development.

On September 11, 2025, a community consultation meeting hosted by the applicant was also attended by Development Review Staff. Comments from the attendees were generally supportive and included the following:

- Supportive of the proposed additional affordable residential development;
- Encouraged maximizing density and height to provide maximum affordable rental housing;
- Ensuring the development would support and reflect the needs of local residents and the local cultural community;

- Concerns were also expressed about ensuring local business needs in terms of parking were considered, by providing additional parking, and
- Ensuring visitor parking for local residents.

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 Planning and Housing Committee, for this application, as these submissions are broadcast live over the internet and recorded for review.

## **COMMENTS**

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### **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 find the proposal consistent with the PPS (2024).

In particular, the proposal would provide for additional affordable and market rental residential development as part of a future high density residential neighbourhood well served by transit and located with the Fairbank Major Transit Station Area.

### **Official Plan Policies and Design Guidelines**

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy and Regulation Considerations Section of this Report.

### **Land Use and Density**

The proposal represents an opportunity to intensify City owned land for a high density, affordable and market-oriented residential development and would conform to the *Mixed Use Areas* designation as it proposes residential and non-residential uses.

The lands are located within a significant development node at the intersection of two key major arterial roads, Dufferin Street and Eglinton Avenue West where tall buildings are envisioned pursuant to SASP 477 and is within 200 metres of the Fairbank transit station. The site is also located within the Fairbank PMTSA and the proposal would exceed the minimum required density of 2 FSI. The proposal conforms to both SASPs 477 and 675.

As proposed, the development of this site would meet City Council policy to maximize the use of City owned lands in order to address the City's housing needs. The proposed development also complements the City's transit-oriented development objectives, as well as the Provincial requirement to maximize development opportunities and utilization of infrastructure investment at key road and transit junctures.

The proposed land uses and density are appropriate subjects to address the balance of the comments of this Report.

## **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. The proposal would result in an affordable rental housing development, with a unit mix that meets the Growing Up Guidelines.

The proposed development also meets the City's Toronto Builds Policy Framework by delivering a range of housing on City land, through CreateTO, and with partnership with private sector or non-profit organizations as developers and/or operators, to create mixed-income and complete communities while prioritizing delivery of a range of rental homes (including rent-geared-to-income, affordable, rent-controlled and market rental homes). As a Toronto Builds site, the residential component of the development will be purpose-built rental housing, of which at least 20% will be rent-controlled affordable rental housing for a period of at least 40 years. 20% of affordable units in Toronto Builds Projects must be made available for tenants in receipt of housing benefits to create rent-geared-to-income housing opportunities, subject to availability of funding. 20% of new affordable rental homes, and 15% of market rental homes, must be accessible, meeting Ontario Building Code requirements for barrier-free.

The proposal will increase the City's supply of affordable rental and market rental housing and proposes intensification of existing City owned lands at a development node that intersects with two major City roads and major rapid transit infrastructure.

## **Height and Massing**

As situated, the site is north-west of the Dufferin Street and Eglinton Avenue West intersection. As proposed, the development would provide the tall building, at 41 storeys, to the west of the site, located on a podium of 4 storeys along Ramsden Road, and an 8-storey podium along the Fairbank Village Laneway. The 6 storey building would be located to the east. A shared one-level parking structure is below both buildings. A north south pedestrian connection between the two buildings with an area of 653 square metres would create a pedestrian oriented Privately Owned Publicly Accessible Open Space (POPS) 653 square metres public plaza connecting to the Eglinton Avenue corridor and the Fairbank Transit Station.

The location of the 41-storey building would fit with the planned context of a tall building node at the Dufferin and Eglinton West intersection. Shadow impacts on the residential neighbourhoods to the west and north of the site are considered acceptable and are fast moving. The proposed tall building provides for a clear base, middle and top pursuant to the Official Plan policies. The 4-storey base building and setbacks along Ramsden Road fits into the local street and adjacent lower scale context. The tall building provides appropriate tower and base building setbacks and stepbacks that are in keeping with city guidelines, adjacent properties as well as the proposed 6-storey building. The 41-storey tower floorplate is 756 sqm GCA. The proposed 6-storey building located on the eastern portion of the land provides for an appropriate built form

that would not preclude the redevelopment of the Dufferin properties and provide appropriate setbacks.

## **Public Realm**

Privately Owned Publicly Accessible Open Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. A POPS of approximately 653 square metres is being proposed between the 41-storey building and the 6-storey building. It would provide an important north-south pedestrian connection through the site, connecting Ramsden Road and Shortt Street. It also creates a Public Plaza between the two buildings that would provide for vibrant outdoor pedestrian oriented activities. Linked with appropriate landscaping and pedestrian improvements, the POPS would be an important resident and local community space.

Staff consider the proposed POPS to be a positive element of the proposal. Staff will address and secure the POPS, including its final design, through the Site Plan Control approval process.

## **Shadow Impact**

City staff have reviewed the proposed shadow studies to evaluate the potential impact of the proposed high-rise development on surrounding properties and the public realm. The proposed tower will introduce new incremental shadows to the surrounding neighbourhoods, particularly during the morning and late afternoon hours in the spring and fall equinox periods. Staff acknowledge that these shadow impacts may reduce access to sunlight for some rear yards and surrounding streets. Given the optimized placement and orientation of the tall building on the site, the shadow impacts are limited in duration and extent and are moving fast away from neighbourhoods properties on the west and north. The resulting shadow impact is considered acceptable given the planned context.

## **Wind Impact**

City staff have reviewed the proposed CFD wind studies. With a 41-storey building, substantially taller than existing buildings in the surrounding area, the project is expected to redirect winds around and between the buildings. Given the preliminary building mass configuration and building orientations, as well as the addition of wind mitigation features, most pedestrian areas are comfortable during summer and fall. During winter and spring, uncomfortable winds remain near the tall building along the north side and in the vehicular area on the south side. These conditions could be improved with the addition of appropriate landscape features. Wind tunnel testing will be required following the detailed design at the Site Plan Application stage to refine and validate the preliminary wind mitigation strategies.

## **Servicing**

Development Engineering staff have reviewed the proposed development and have indicated that additional information is required to determine the proposed method of

servicing. The following infrastructure upgrades will be required to support the approval of the application:

- Removal of the existing 150 mm municipal watermain and existing 300 mm combined sewer running north-south through the site
- Replacement, upsizing and redirection of the existing 300 mm to 450 mm combined sewers on Ramsden Rd and Fairbank Ave along the site frontage.

Until the servicing information is determined acceptable, a Holding provision will be placed in the Zoning By-law. Refer to Holding Provision section below for wording.

### **Road Widening**

In order to provide appropriate two-way access to support the proposed development, a 0.37 metre widening will be required on the north side of Fairbank Village Lane adjacent to the subject lands and will be conveyed to the City. A full widening of Fairbank Village Lane would take place with future development of adjacent lands to the west of the subject site.

Located along the southern boundary of the subject site, Fairbank Village Lane will connect Shortt Street from the east to Fairbank Avenue to the west.

### **Access, Vehicular and Bicycle Parking and Loading**

Vehicular and bicycle as well as loading access to the site would be via a driveway connection to Shortt Street which is accessed from both Eglinton Avenue and via Fairbank Village Lane which connects to Fairbank Avenue at the west.

The proposed parking is provided at the discretion of the applicant. Given the site's location within the Fairbank PMTSA, parking cannot be required by way of the zoning by-law amendment. The proposal would include however, 12 accessible parking spaces, of which 10 spaces will be allocated for the proposed residential parking and 2 spaces allocated for use for visitors and the non-residential component of the development.

### **Parkland**

This proposal is exempt from the parkland dedication requirement under Chapter 415, Article III, Section 415-30 of the Toronto Municipal Code.

### **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 proposal would require removal of a number of private and City owned trees to facilitate the development.

Urban forestry staff will require an updated Arborist report as well as detailed landscape plans and a tree removal application at the time of application for Site Plan Control.



Assessment of acceptable compensation for removal of both private and City owned trees will be made through the Site Plan Approval process.

### **Holding Provision**

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

- i. The owner or applicant has secured the design, construction, and provision of financial securities for the required relocation of the existing infrastructure and the improvements to the existing municipal infrastructure as identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,
- ii. The required relocation of the existing infrastructure and the upgrades to existing municipal infrastructure to support the development as identified 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.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

### **Toronto Green Standard**

As a Toronto Builds project, the development must meet TGS Version 4, Tier 2, or the relevant TGS in place at the time of the zoning by-law amendment application (whichever is higher), and must be built with low carbon, fossil-fuel free primary HVAC systems, and all-electric appliances in individual units. The applicant is encouraged to exceed the Tier 2 requirement to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

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

## CONTACT

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## SIGNATURE

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Valesa Faria  
Executive Director  
Development Review

## ATTACHMENTS

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### **City of Toronto Information/Drawings**

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

### **Applicant Submitted Drawings**

Attachment 6: Site Plan  
Attachment 7a: East Elevation  
Attachment 7b: North Elevation  
Attachment 7c: South Elevation  
Attachment 7d: West Elevation  
Attachment 8a: 3D Massing Model Looking Southeast  
Attachment 8b: 3D Massing Model Looking Northwest

## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

**Municipal Address:** 9 SHORTT ST **Date Received:** August 1, 2025

**Application Number:** 25 203821 NNY 08 OZ

**Application Type:** Rezoning

**Project Description:** Zoning By-law Amendment proposes a mixed-use development consisting of two market and affordable rental buildings, with heights of 41 and 6 storeys. The development will include also include community/commercial space at grade. The proposal will provide a total of 458 residential units, with a mix of 1-bedroom, 2-bedroom, and 3-bedroom units. A paved access from Shortt St will lead to a 1 level below-grade parking, with a total of 42 vehicular and 421 bicycle parking spaces. The proposal provides a total GFA of 35,568 square metres and a FSI of 7.1. The proposal also provides 939.60 square metres of indoor amenity space and 1,143.68 square metres of outdoor amenity space.

**Applicant**

CREATETO  
c/o Arash Oturkar  
61 Front Street West  
Toronto Ont MEJ 1E5

**Agent**

N/A

**Architect**

Montgomery Sisam  
197 Spadina  
Avenue  
Toronto Ont M5T  
2C8

**Owner**

City of Toronto  
c/o CREM  
55 John Street  
Toronto Ont M5V  
3C6

### EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:  
SASP 477 & 675

Zoning: CR 2.5 (c2.5;  
r2.5) SS2 Heritage Designation:  
(x2572) N

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

### PROJECT INFORMATION

Site Area (sq m): 5,026 Frontage (m): 46 Depth (m): 64

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):				<b>2,146</b>
Residential GFA (sq m):			35,071	<b>35,071</b>
Non-Residential GFA (sq m):			497	<b>497</b>
<b>Total GFA (sq m):</b>			<b>35,568</b>	<b>35,568</b>
Height - Storeys:			6 & 41	<b>6 &amp; 41</b>
Height - Metres:			26 & 137	<b>26 &amp; 137</b>
Lot Coverage Ratio (%):	42.71		Floor Space Index: 7.1	

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	35,071	
Retail GFA:	497	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:			458	<b>458</b>
Freehold:				
Condominium:				
Other:				
<b>Total Units:</b>			<b>458</b>	<b>458</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:			245	164	49
<b>Total Units:</b>			<b>245</b>	<b>164</b>	<b>49</b>

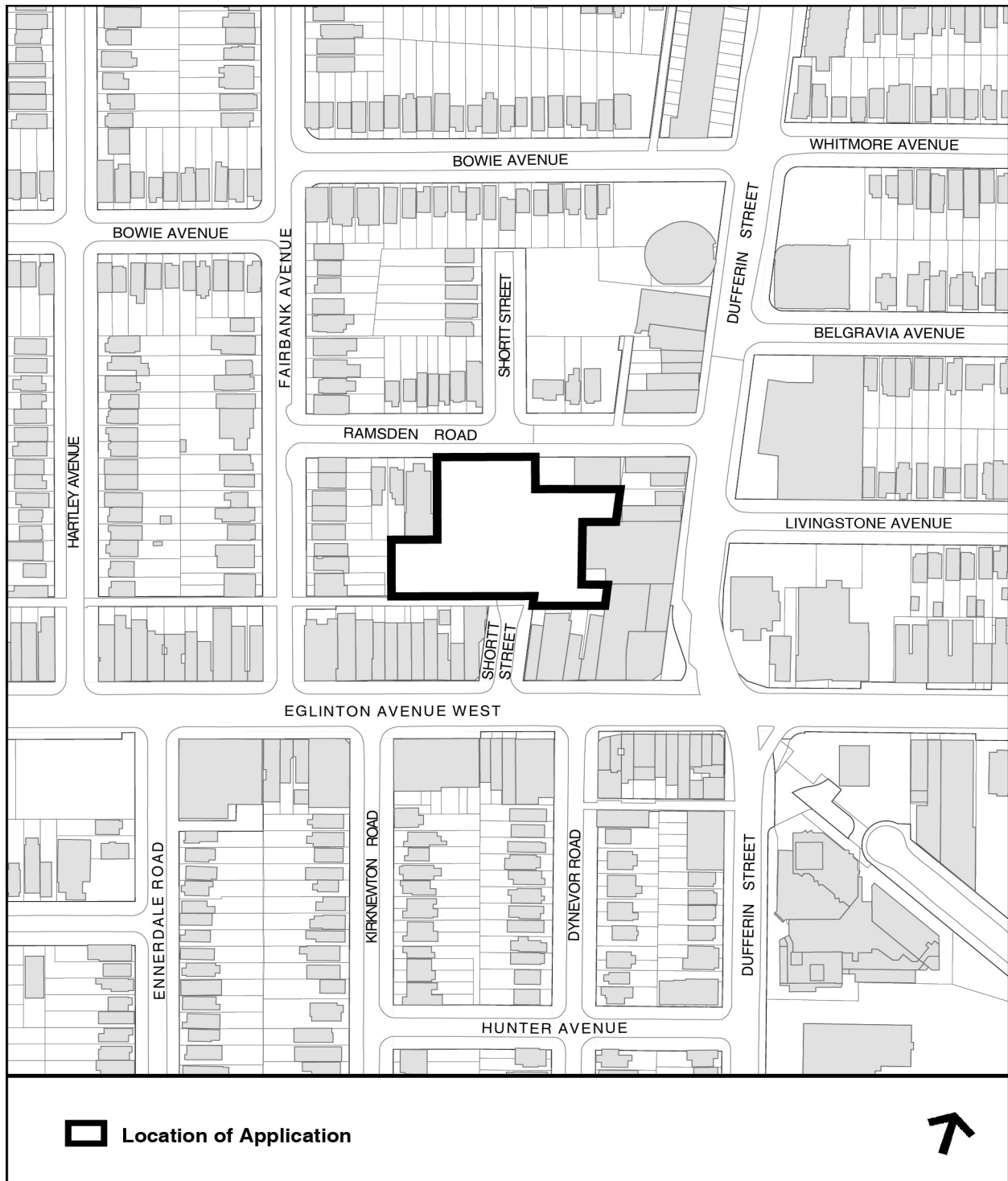
#### **Parking and Loading**

Parking Spaces: 42      Bicycle Parking Spaces: 421      Loading Docks: 2

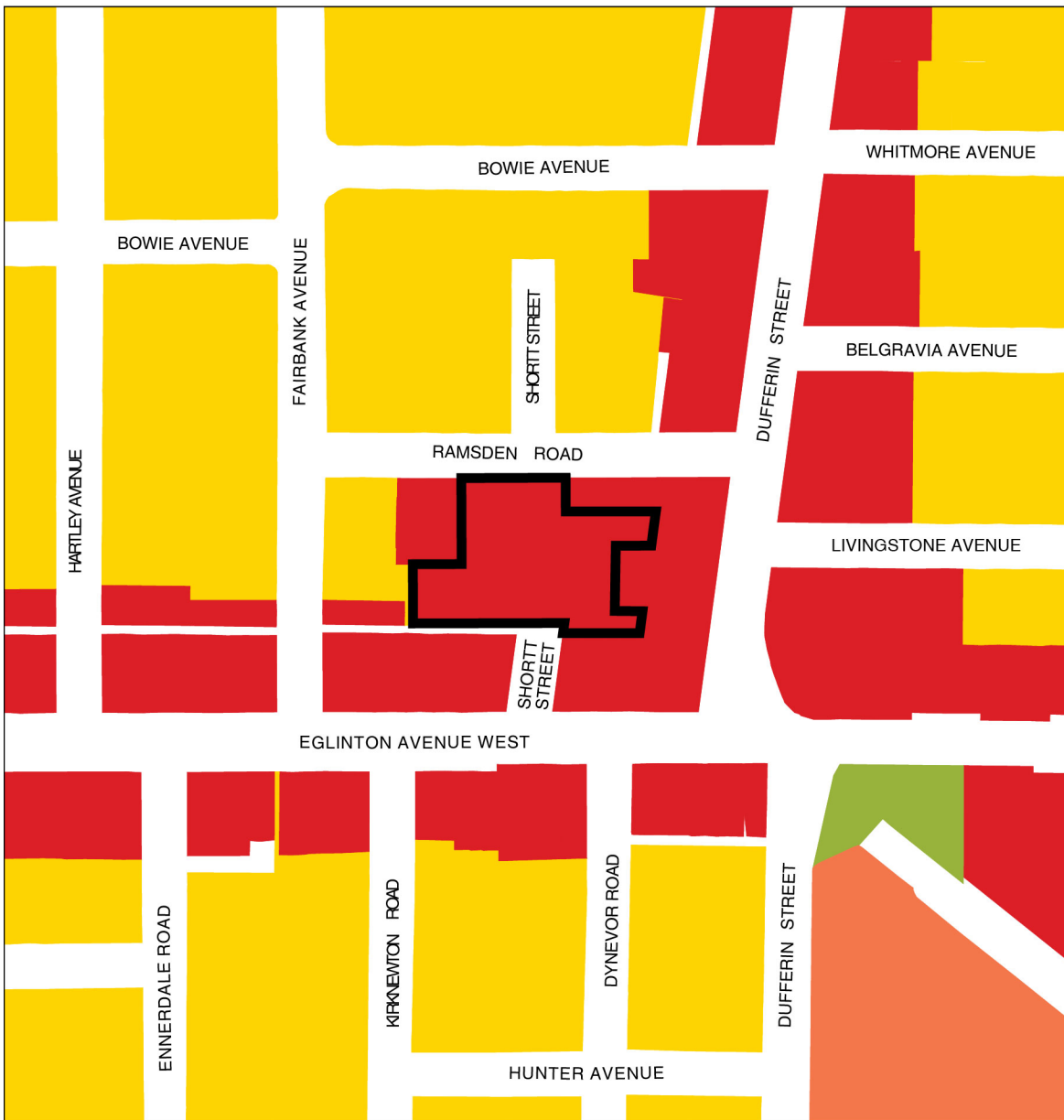
#### **CONTACT:**

Ben DiRaimo, Senior Planner, Community Planning  
(416) 395-7119

## Attachment 2: Location Map



## Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #17

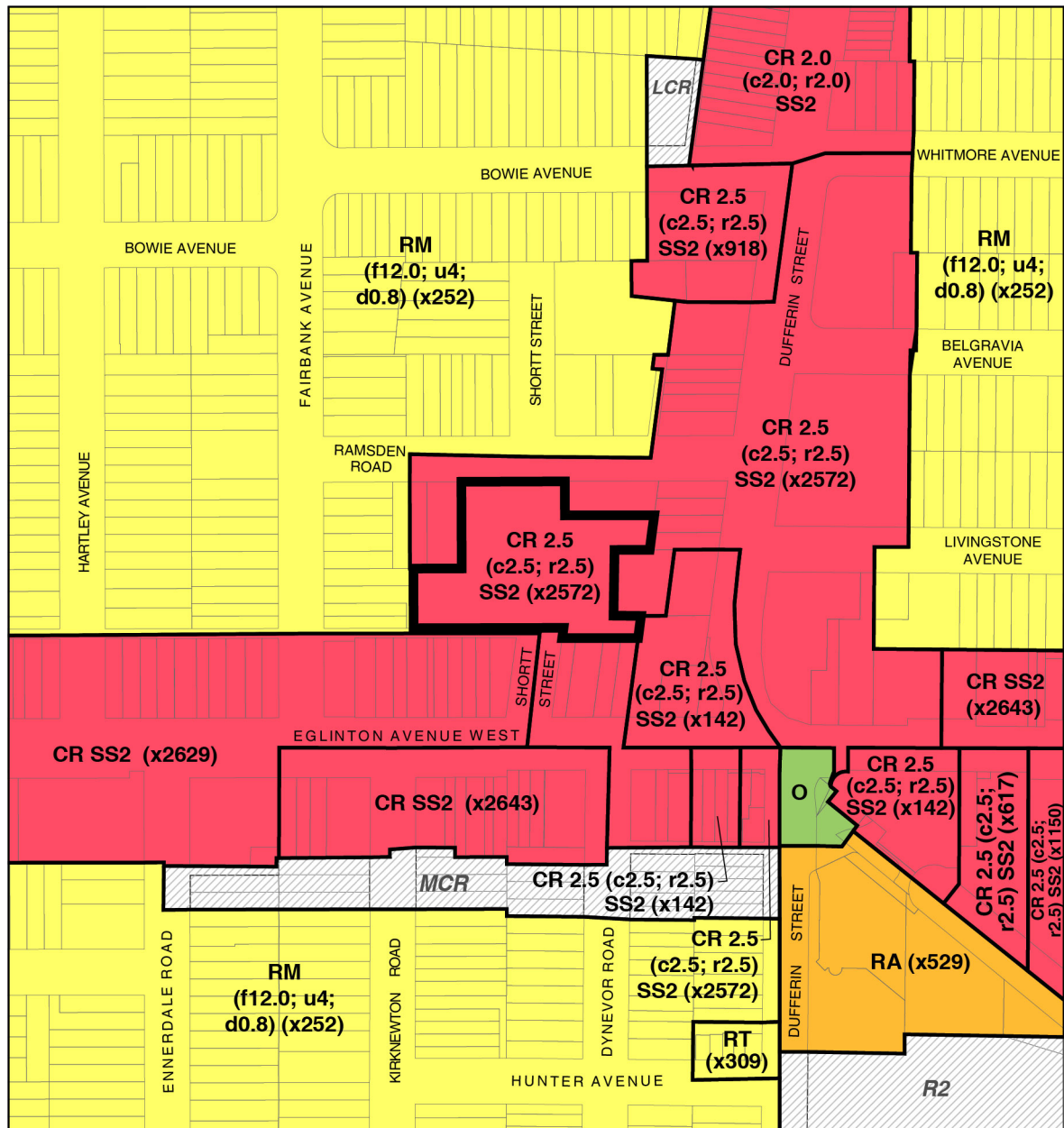
9 Shortt Street

File # 25 203821 NNY 08 0Z



Not to Scale  
Extracted: 08/05/2025

## Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

9 Shortt Street

File # 25 203821 NNY 08 0Z

Location of Application

**RT** Residential Townhouse  
**RM** Residential Multiple  
**RA** Residential Apartment  
**CR** Commercial Residential

**O** Open Space

See Former City of York By-law No. 1-83  
**R2** Residential Districts  
**LCR** Local Commercial Residential  
**MCR** Mixed Commercial Residential



Not to Scale  
 Extracted: 08/05/2025

## Attachment 5: Draft Zoning By-law Amendment

CITY OF TORONTO

BY-LAW [Clerks to insert By-law number]

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2024 as 9 Shortt Street.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of 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, as amended; and

Whereas pursuant to Section 36 of the Planning Act, as amended, the council of a municipality may, in a by-law passed under Section 34 of the Planning Act, use a holding symbol "(H)" in conjunction with any use designation to specify the use to which lands, buildings or structures may be put once the holding symbol "(H)" is removed by amendment to the by-law; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the use of holding symbol "(H)"; and

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines from a zone label of CR 2.5(c2.5; r2.5) SS2 (x2572) to a zone label of (H) CR 2.5 (c2.5; r2.5) SS2 (x1210) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number CR 1210 so that it reads:

### (1210) Exception CR 1210

The lands, or a portion thereof as noted below, are subject to the following Site-Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:



- A. On lands municipally known as 9 Shortt Street, if the requirements of By-law [Clerks to insert By-law number] are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (P) below;
- B. Despite regulations 40.5.40.10(1) and (2), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 170.50 metres and the elevation of the highest point of the **building** or **structure**;
- C. Regulation 40.5.40.70(1), regarding the distance of a **building** or **structure** to the original centreline of a **lane**, does not apply;
- D. Despite Clause 40.10.30.40, **lot coverage**, does not apply;
- E. Despite regulation 40.10.40.1(1), for a **mixed use building** in the CR zone, **dwelling units** and all other residential uses listed in regulations 40.10.20.10(1)(B) and 40.10.20.20(1)(B) may be located on the first **storey** in the **building**;
- F. Despite regulation 40.10.40.1(2), regarding the location of entrances and first floor elevation for non-residential uses, does not apply;
- G. Despite regulation 40.5.40.40(3), the following elements apply to reduce the gross floor area of a **building**:
  - i. all areas located below ground;
  - ii. loading spaces;
  - iii. bicycle parking spaces and the entirety of the room separated by demising walls containing those bicycle parking spaces;
  - iv. storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms that are not within a dwelling unit;
  - v. shower and change facilities not within a dwelling unit;
  - vi. indoor amenity space;
  - vii. elevator shafts;
  - viii. garbage shafts;
  - ix. mechanical penthouse;
  - x. exit stairwells, and
  - xi. areas open to below or voids in the floor.
- H. Despite regulation 40.10.40.1(3), a **building** with a **dwelling unit** may be located so that another **building** is between any **main wall** of the **building** and the **street** on which the **building** fronts, as shown in Diagram 3;
- I. Despite regulation 40.10.40.10(2), the permitted maximum height of a **building** or **structure** is the number in metres following the letters "HT" as shown in Diagram 3 of By-law [Clerks to insert By-law number];

- J. Despite regulation 40.10.40.10(5), the required minimum height of the first storey, measured between the floor of the first storey and the ceiling of the first storey, is 3.0 metres;
- K. Despite regulation 40.10.40.10(7), the permitted maximum number of **storeys** in a **building** is the number following the letters "ST" as shown on Diagram 3 of By-law [Clerks to insert By-law number]; and
- i. for the purpose of this exception, a mechanical penthouse does not constitute a **storey**;
- L. Despite regulations 40.5.40.10(3) to (8) and regulation 40.5.75.1(2) and (i) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 3 of By-law [Clerks to insert By-law number]:
- i. equipment used for the functional operation of the **building**, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents, by a maximum of 5.5 metres;
  - ii. **structures** that enclose, screen, or cover the equipment, **structures** and parts of a **building** listed in (i) above, including a mechanical penthouse, by a maximum of 5.5 metres;
  - iii. architectural features, parapets, and elements and **structures** associated with a green roof, by a maximum of 4.5 metres;
  - iv. **building** maintenance units and window washing equipment, by a maximum of 6.5 metres;
  - v. planters, landscaping features, guard rails, and divider screens on a balcony and/or terrace, by a maximum of 4.5 metres;
  - vi. antennae, flagpoles and satellite dishes, by a maximum of 6 metres;
  - vii. trellises, pergolas, and unenclosed **structures** providing safety or wind protection to rooftop **amenity space**, by a maximum of 5.0 metres, and
  - viii. a **solar energy device**, by a maximum of 2.5 metres.
- M. Despite regulation 40.10.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** is 36,000 square metres, of which:

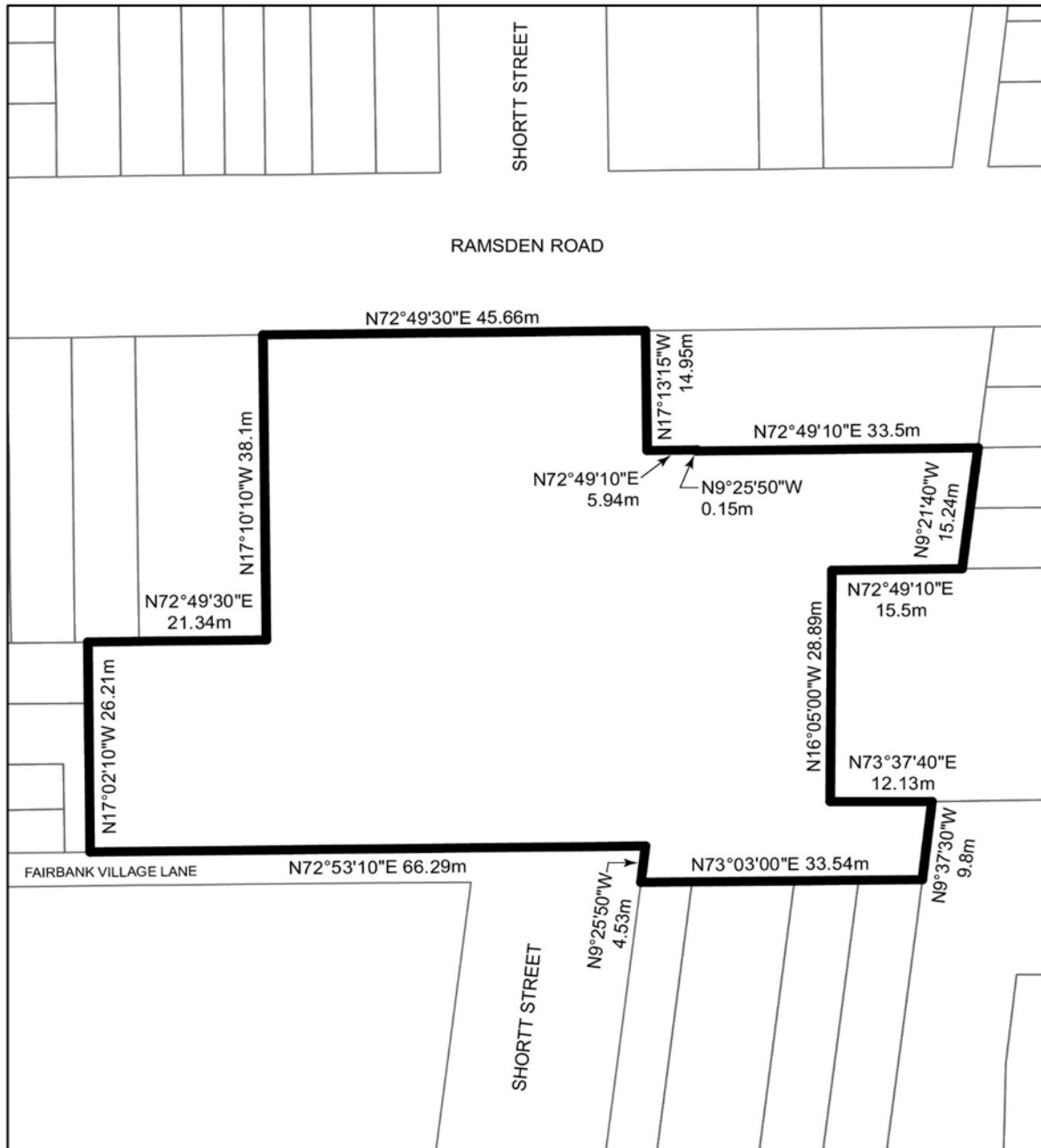
- i. the required minimum **gross floor area** for non-residential use is 497.0 square metres.
- N. Despite regulation 40.10.40.70(2), the required minimum **building setbacks** are as shown in metres on Diagram 3 of By-law [Clerks to insert By-law number];
- O. Despite regulation 40.10.40.80(2), the required separation of **main walls** is as shown in metres on Diagram 3 of By-law [Clerks to insert By-law number], and
- P. Despite Clause 40.10.40.60 and (N) and (O) above, the following elements may encroach into the required minimum **building setbacks** and **main wall** separation distances as follows:
  - i. decks, porches, and balconies, by a maximum of 2.0 metres;
    - a. despite (i) above, no decks, porches or balconies located below the sixth **storey** on the east **main wall** of the **building** shown as "Building A" on Diagram 3 of By-law [Clerks to insert By-law number] may encroach into the required minimum **building setbacks** and **main wall** separation distances;
  - ii. canopies and awnings, by a maximum of 4.0 metres;
  - iii. exterior stairs, access ramps and elevating devices, by a maximum of 3.0 metres;
  - iv. cladding added to the exterior surface of the **main wall** of a **building**, by a maximum of 0.5 metres;
  - v. architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast, by a maximum of 1.0 metres;
  - vi. window projections, including bay windows and box windows, by a maximum of 1.2 metres;
  - vii. eaves, by a maximum of 1.2 metres, and
  - viii. air conditioners, satellite dishes, antennae, vents, and pipes, by a maximum of 1.0 metres.

Prevailing By-laws and Prevailing Sections: [None Apply]

## 5. Holding Symbol Provisions:

- A. The lands zoned with the holding symbol "(H)" delineated by heavy lines on Diagram [2] attached to this By-law must not be used for any purpose other than those uses and buildings existing as of the date of the passing of this By-law, until the holding symbol "(H)" has been removed; and
- B. An amending by-law to remove the holding symbol "(H)" referred to in (A) above may be enacted when the following are fulfilled:
  - i. If the Functional Servicing and Stormwater Management Report accepted and satisfactory 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 are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review.
- 6. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.

Enacted and passed on [Clerks to insert date].

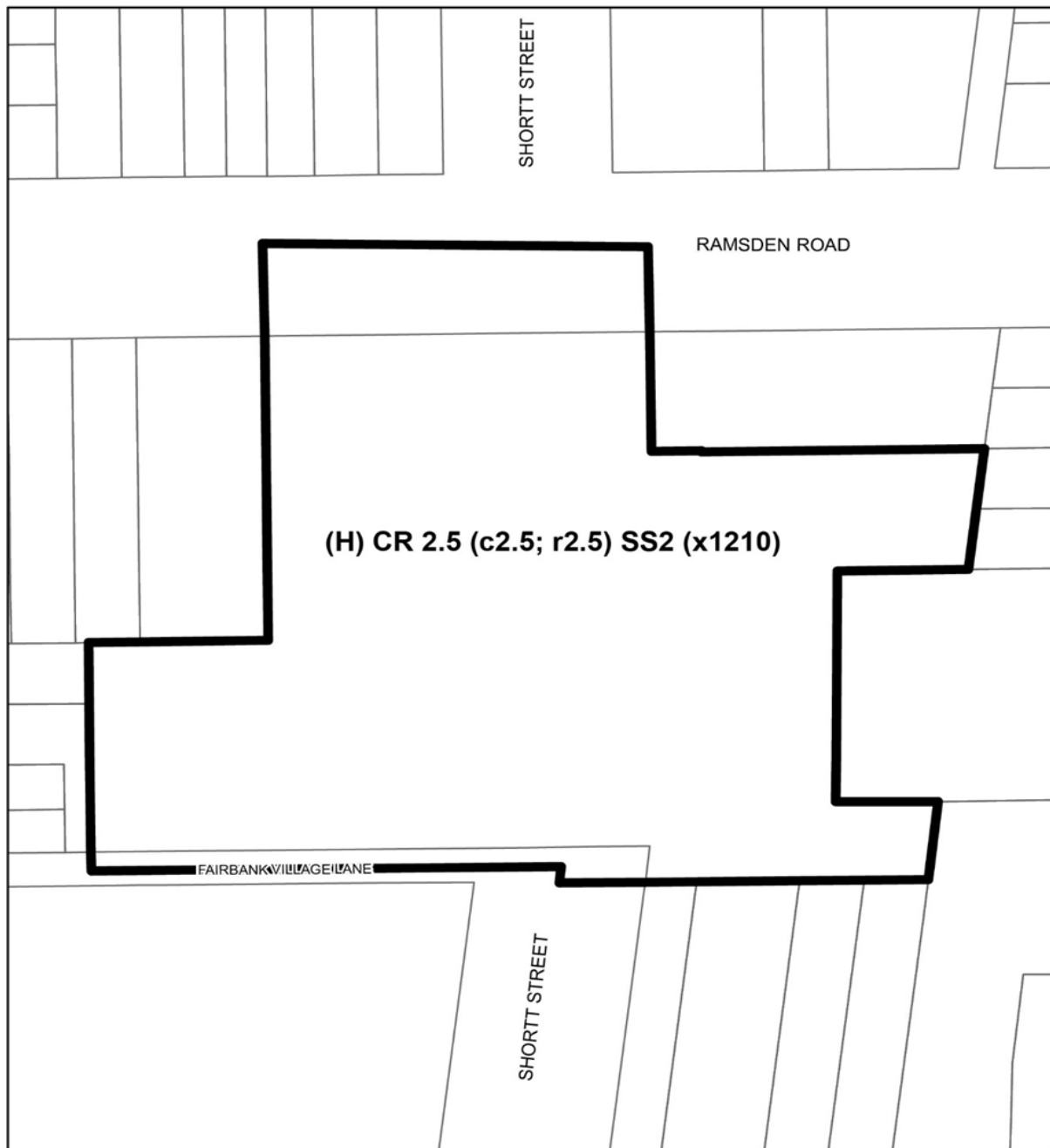


**Toronto**  
Diagram 1

**9 Shortt Street**

File # 25 203821 NNY 08 0Z

City of Toronto By-law 569-2013  
Not to Scale  
09/30/2025



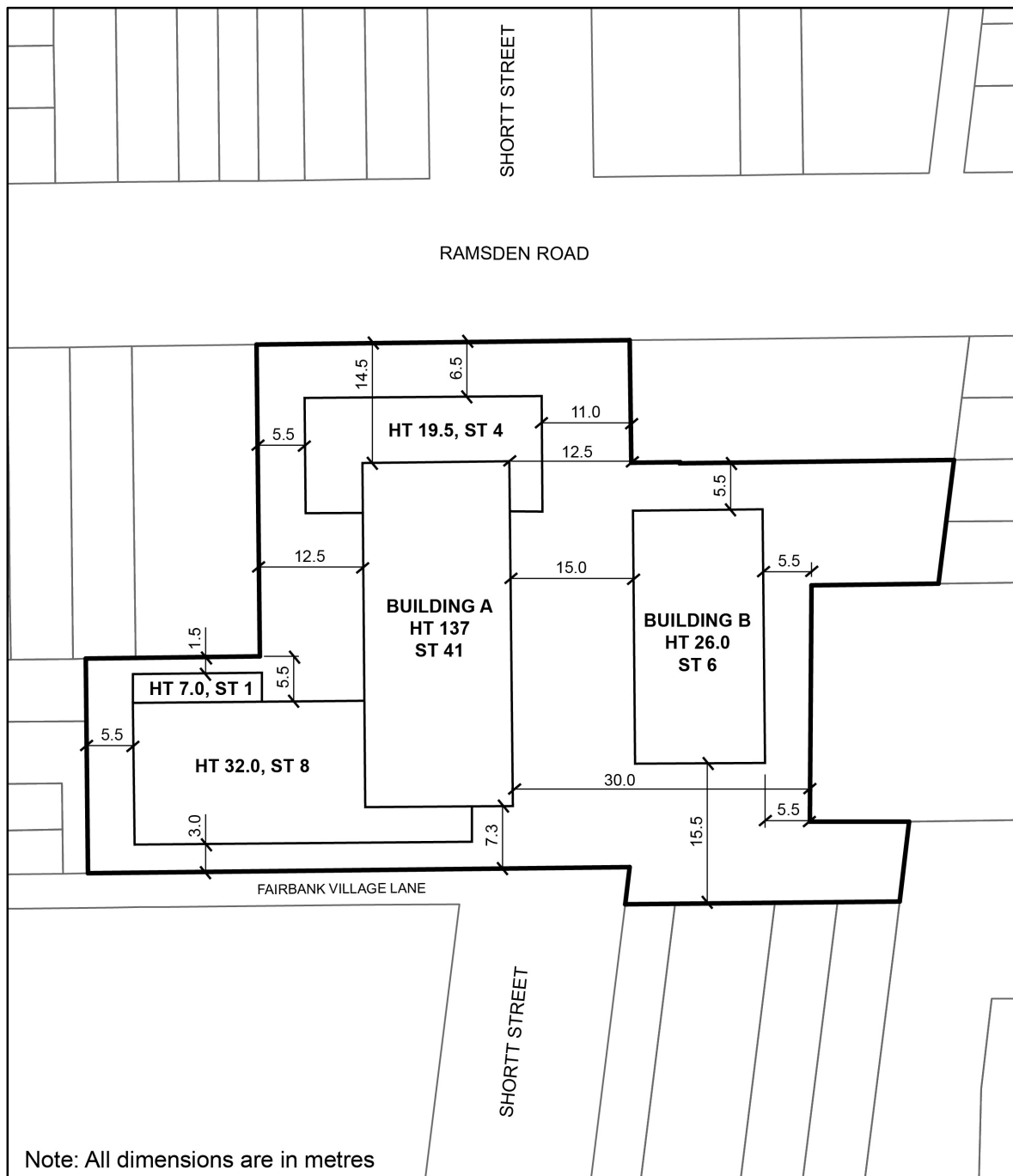
**Toronto**  
Diagram 2

**9 Shortt Street**

File # 25 203821 NNY 08 02



City of Toronto By-law 569-2013  
Not to Scale  
12/19/2025

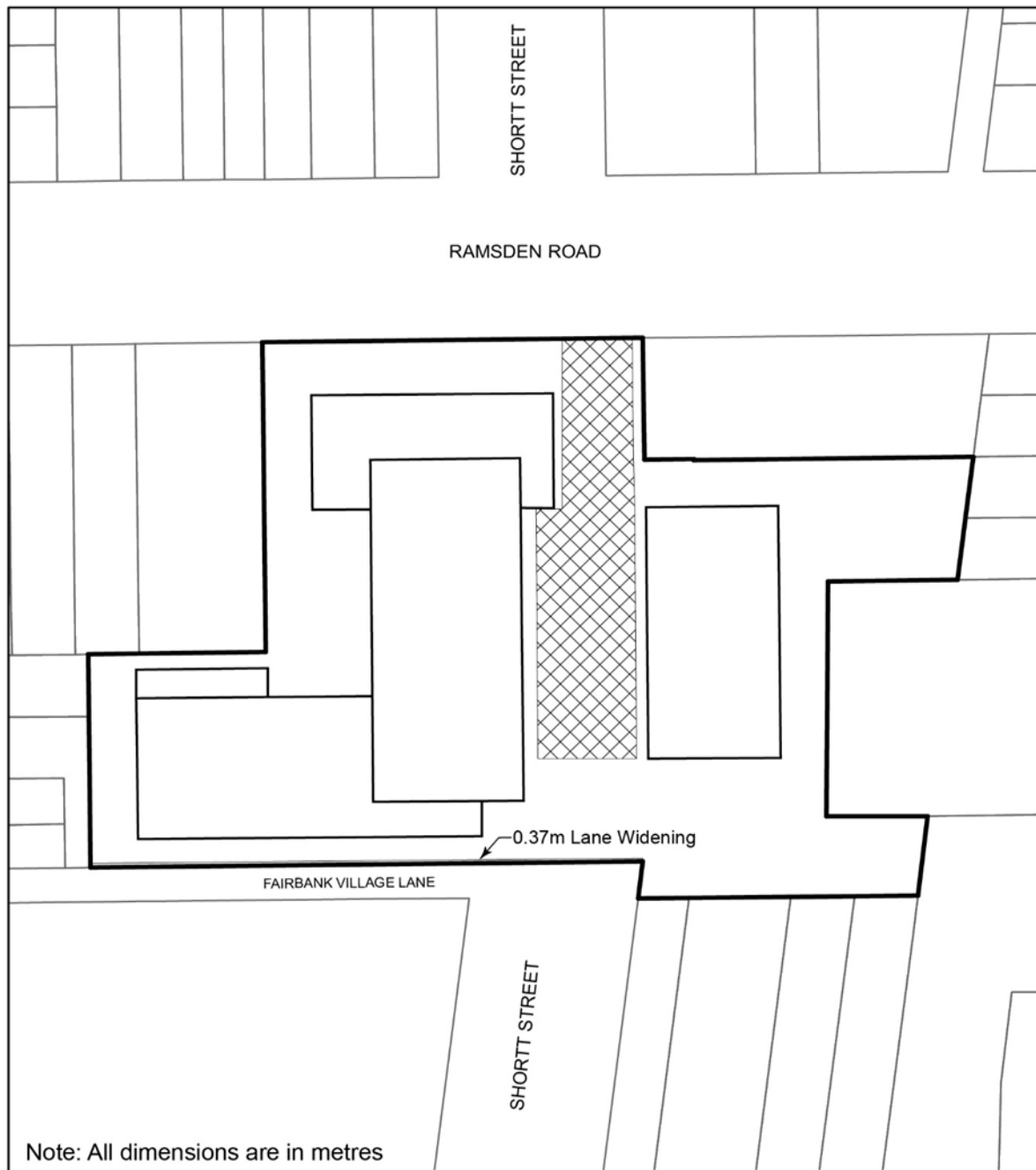


**Toronto**  
Diagram 3

**9 Shortt Street**

File # 25 203821 NNY 08 02



City of Toronto By-law 569-2013  
Not to Scale  
01/07/2026



**Toronto**  
Diagram 4

9 Shortt Street

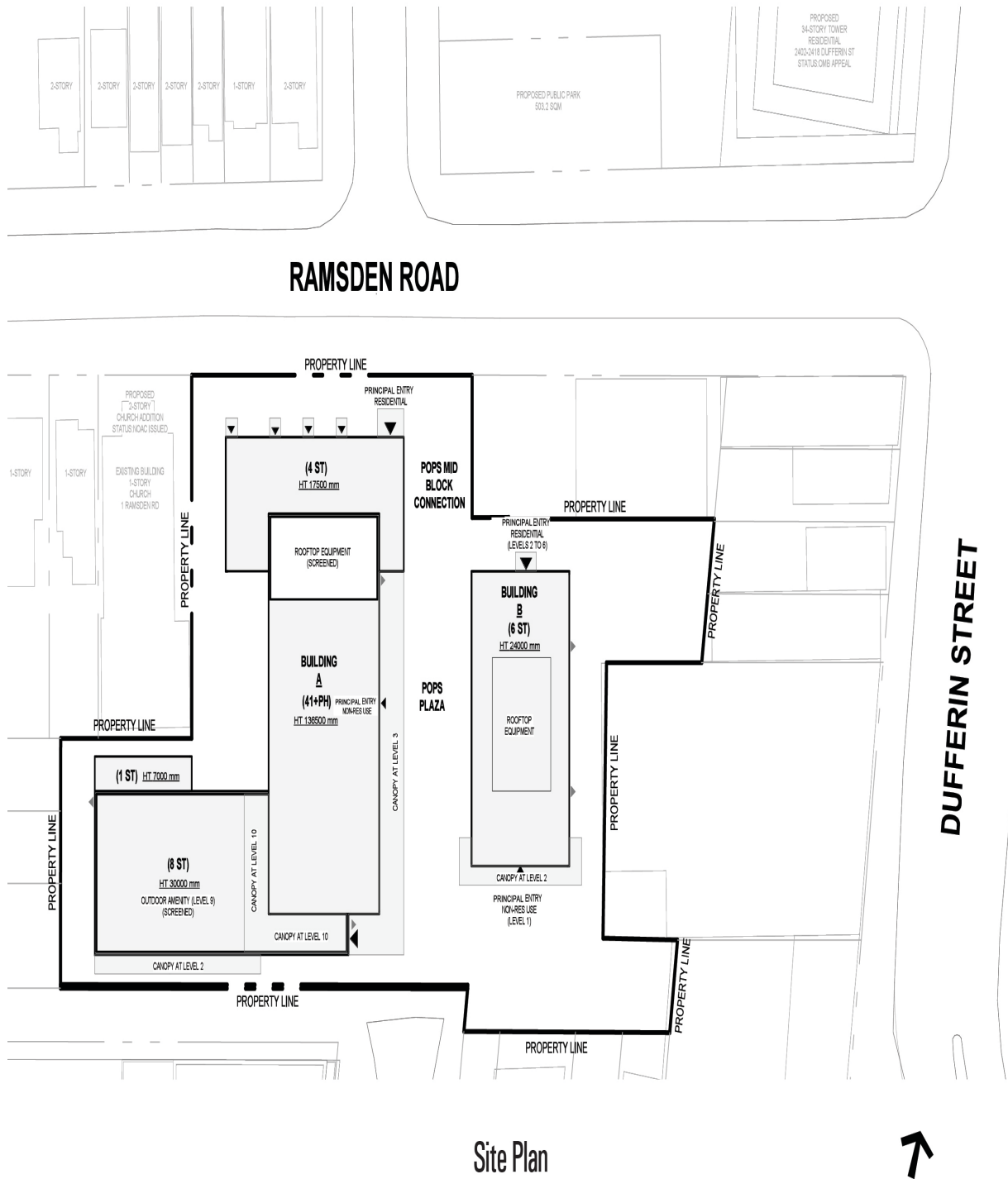
File # 25 203821 NNY 08 02

-  Privately owned publicly accessible space (POPS)
-  0.37m Lane Widening

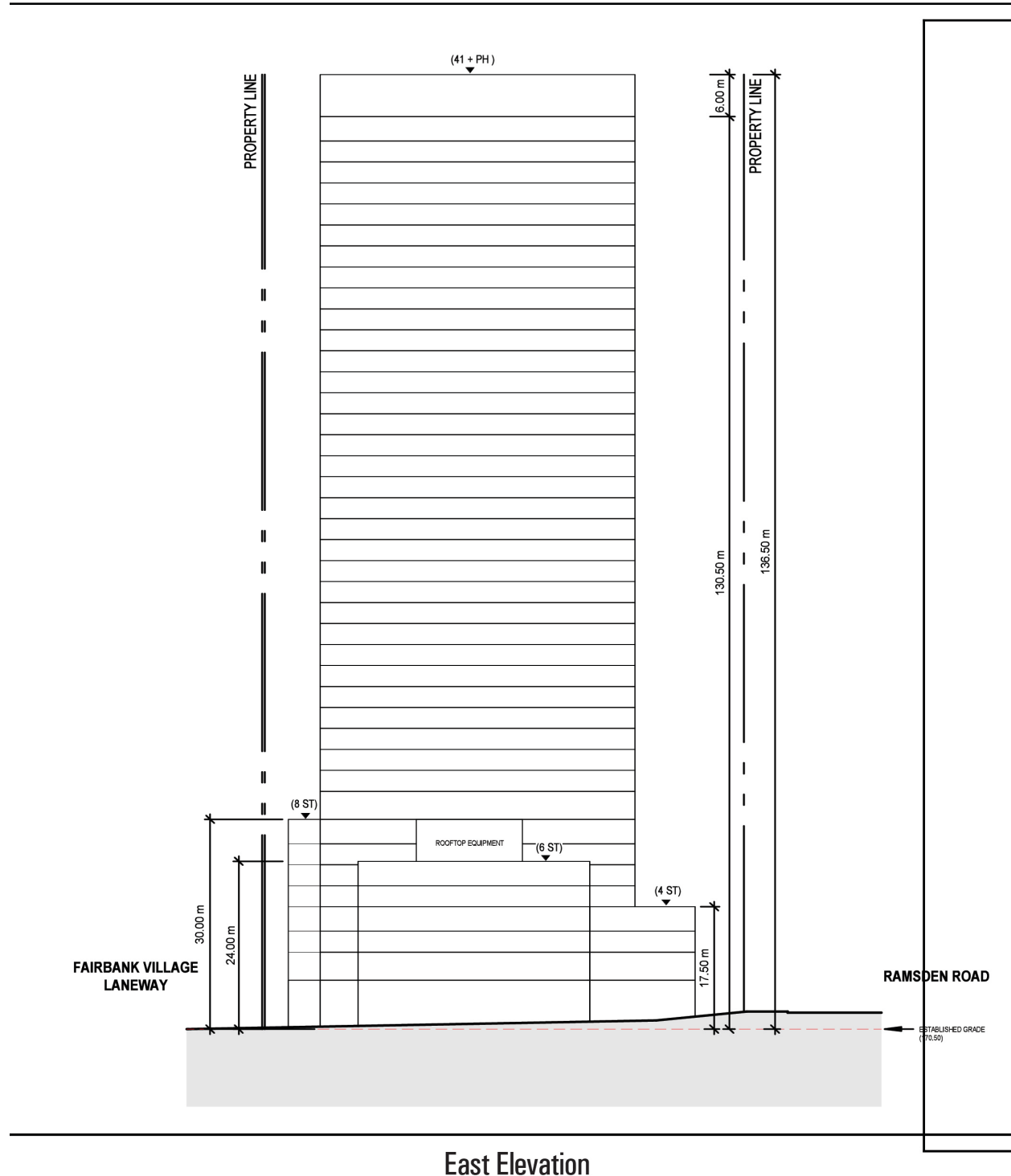
  
City of Toronto By-law 569-2013  
Not to Scale  
10/16/2025



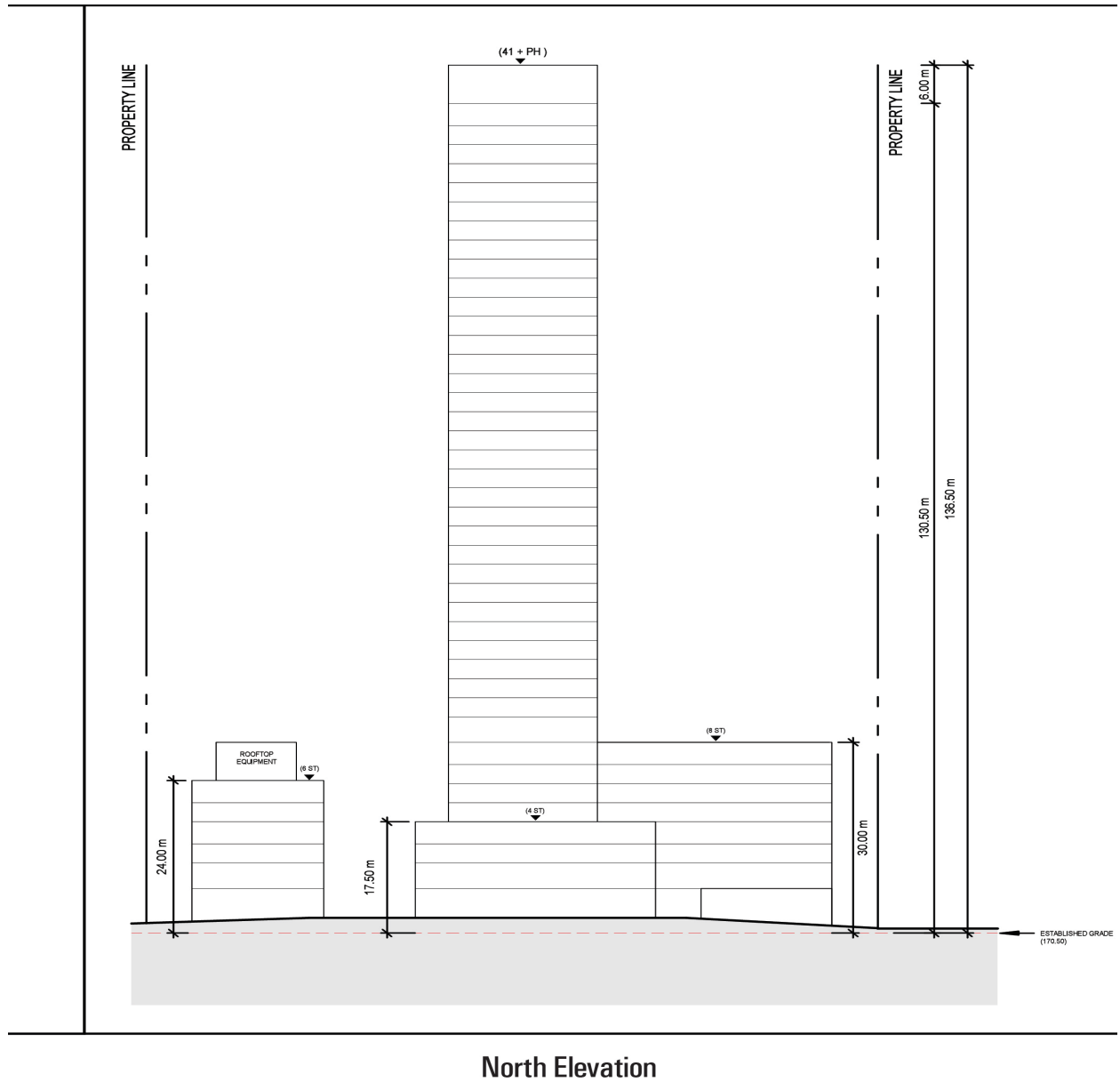
## Attachment 6: Site Plan



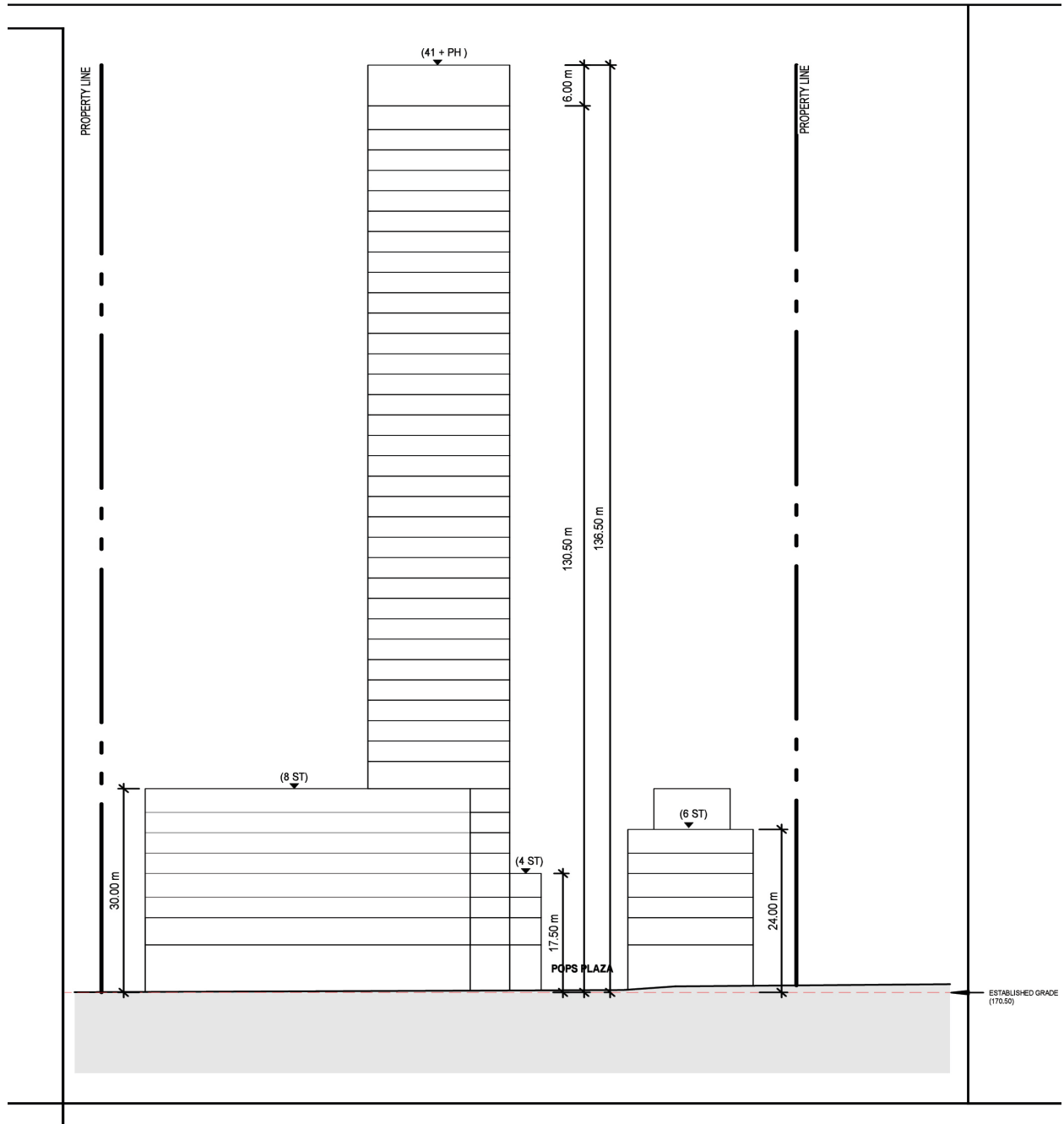
## Attachment 7a: East Elevation



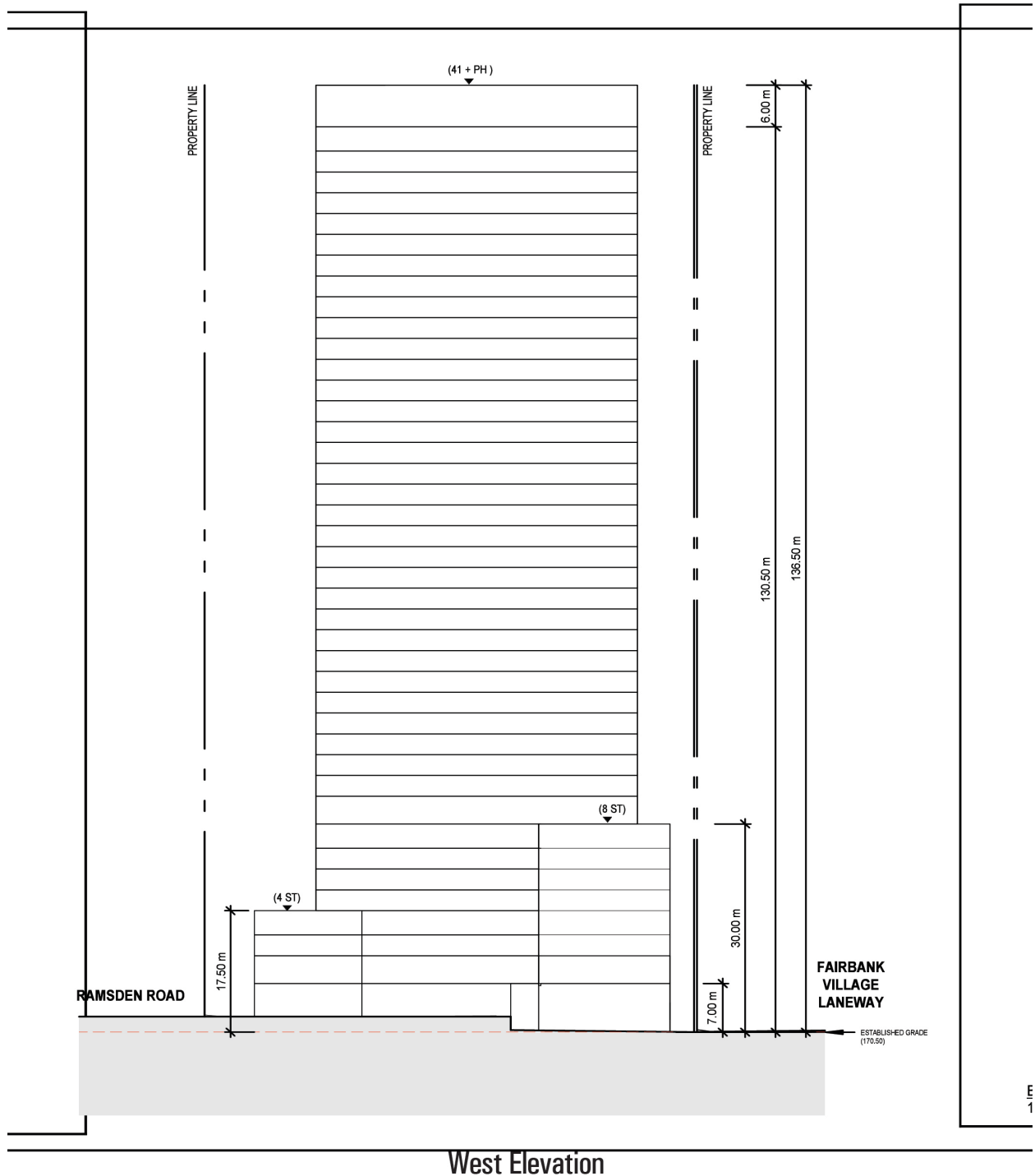
## Attachment 7b: North Elevation



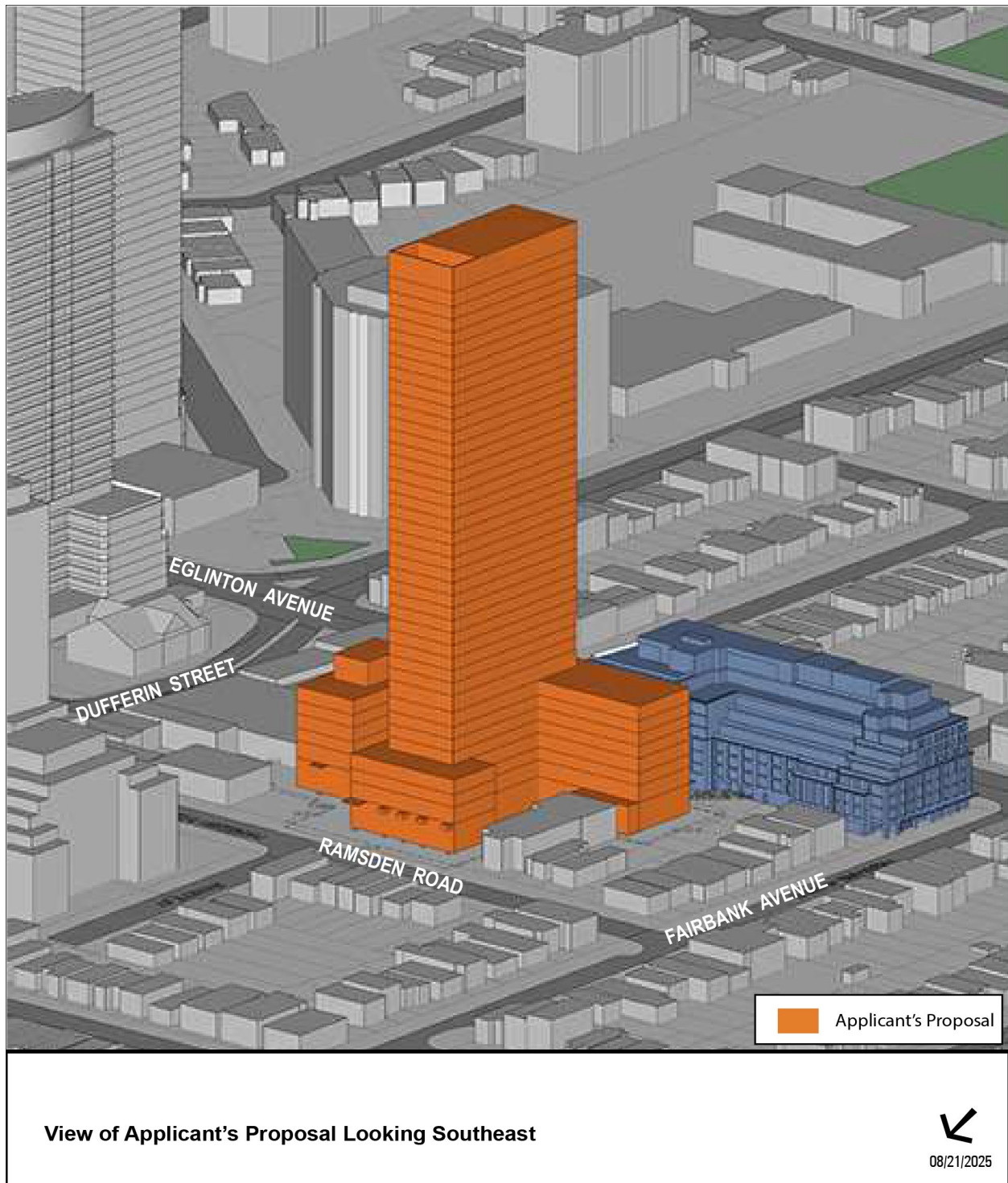
## Attachment 7c: South Elevation



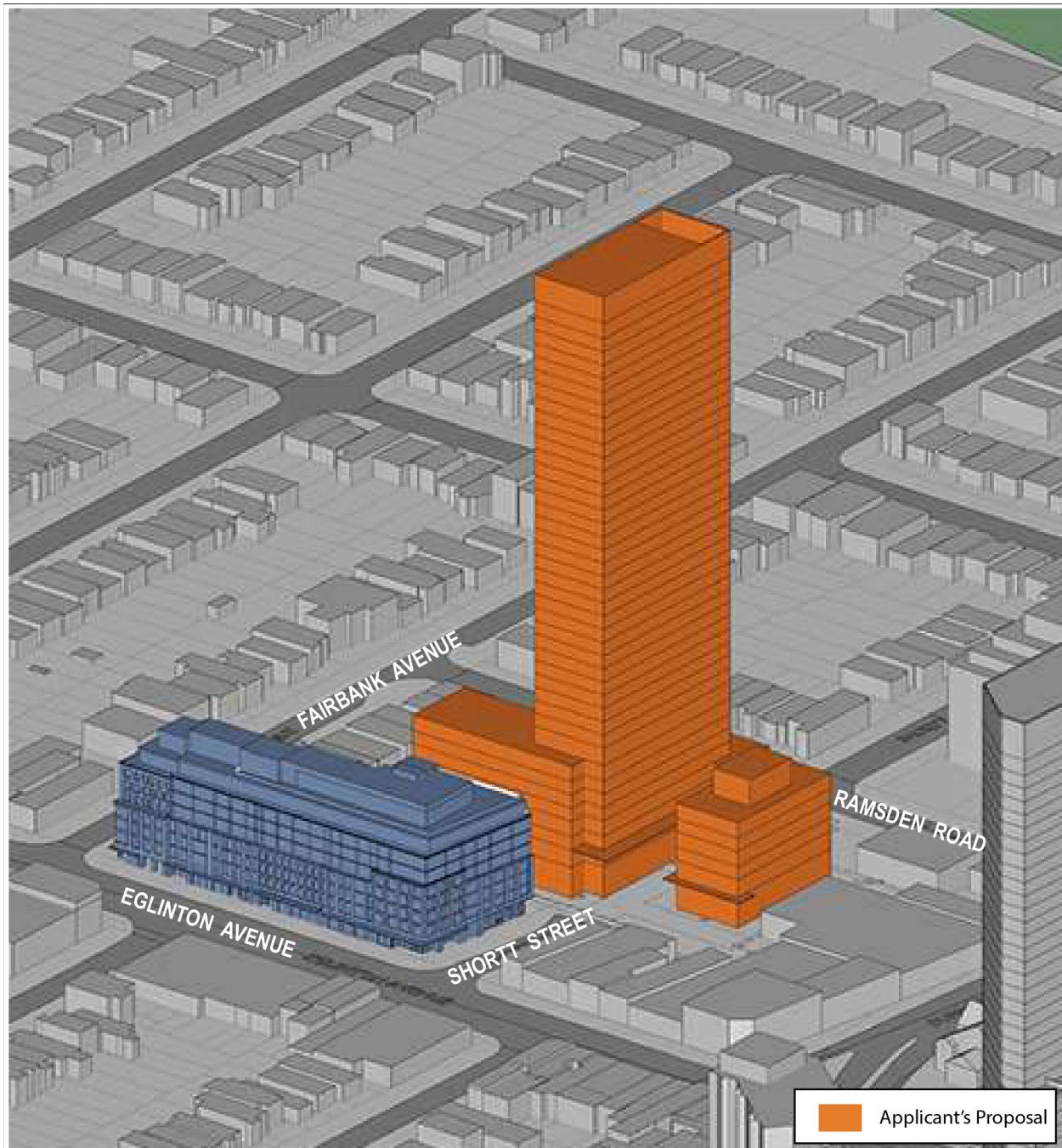
## Attachment 7d: West Elevation



## Attachment 8a: 3D Massing Model Looking Southeast



## Attachment 8b: 3D Massing Model Looking Northwest



View of Applicant's Proposal Looking Northwest



08/21/2025