



# TORONTO STAFF REPORT

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June 1, 2000

To: North York Community Council

From: Director, Community Planning, North District

Subject: Final Report  
Applications to Amend the Official Plan and Zoning By-law and  
Draft Plan of Subdivision  
McCarthy Tetrault for NY Towers Inc.  
2-47 Sheppard Square, 1-5 Rean Drive and parts of 17 & 19 Barberry Place  
UDOZ-99-20 & UDSB-1248  
Ward 9 - North York Centre South

Purpose:

The purpose of this report is to recommend approval of applications to amend the Official Plan and Zoning By-law and a Draft Plan of Subdivision to permit four condominium apartment buildings with grade related townhouses, with a total of 1,164 units, and the relocation of Sheppard Square Parkette.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report. Various Committees of Council will be dealing with a number of reports with respect to the process of the closure and sale of the surplus portions of the Sheppard Square road, the closure of the Sheppard Square Parkette and parkland dedications to the City.

Recommendations:

It is recommended that:

- (1) Amendment Application UDOZ-99-20 be approved and the Official Plan be amended as set out in draft OPA 491 in Attachment 11.
- (2) The Ontario Municipal Board be requested to modify OPA 392 to amend Map D.15.2 – Key Development Areas, to designate the Sheppard Square Parkette as Mixed Use (MU) at 3.0 FSI.

- (3) The lands be rezoned from R4, RM4 and O1 to RM6(102) and O1:
  - (a) To permit an apartment house dwelling and multiple attached dwellings with:
    - (i) a maximum gross floor area of 106,531 m<sup>2</sup>.
    - (ii) exemption of indoor private recreational amenity area from the calculation of gross floor area to a maximum of 2,910 m<sup>2</sup>, to be secured through a Section 37 agreement.
    - (iii) a maximum of 1,164 dwelling units.
    - (iv) 25% affordable dwelling units (any combination of maximum floor areas: 55 m<sup>2</sup> bachelor units, 70 m<sup>2</sup> one-bedroom units, 80 m<sup>2</sup> two-bedroom units, 120 m<sup>2</sup> three-bedroom units).
    - (v) maximum building heights for the point towers of 18 storeys/54 metres and 28 storeys/85 metres, whichever is less.
    - (vi) A minimum setback adjacent to Highway 401 of 13.7 metres above and below grade.
  - (b) Conditional upon Council deeming the lands surplus, to reflect the closure of Sheppard Square Parkette and its inclusion in the development site, and the proposed expansions of Rean Park.
- (4) The City Solicitor be authorized to introduce the Bill in Council to implement the Zoning By-law Amendment substantially in the form of the draft by-law set out in Attachment 12, subject to the following conditions:
  - (a) The execution of a Tree Preservation Agreement to the satisfaction of the Commissioner of Economic Development, Culture and Tourism.
- (5) Before any building permits are issued, the applicant shall apply for and obtain site plan approval, and the following conditions shall be fulfilled:
  - (a) The conditions of the Transportation Services Division of Works and Emergency Services (Attachment 15).
  - (b) The conditions of the Technical Services Division of Works and Emergency Services (Attachment 16).
  - (c) The conditions of the Fire Services Division of Works and Emergency Services. (Attachment 17).
  - (d) The conditions of Economic Development, Culture and Tourism (Attachment 20).
  - (e) The provision and maintenance of an open space and pedestrian walkway south of Street "A", open and accessible to the public at all times, illuminated and maintained clear of snow and ice.

- (6) Draft Plan of Subdivision Application UDSB-1248 be draft plan approved, subject to the following conditions:
- (a) That this approval applies to the draft plan of subdivision prepared by Vladimir Krcmar Ltd., dated April 28, 2000 (Drawing Name 99107DPS), all as shown in Attachment 2 to this report which is redlined to show 3 multiple family residential apartment/townhouse blocks and 2 park blocks.
  - (b) That Street "A" shall be dedicated as a public highway on the final plan.
  - (c) That the Owner shall enter into an agreement with the City, financial and otherwise for the provision of roads and services.
  - (d) That prior to final approval and registration of this plan of subdivision, the City draft plan approve the amendment of the boundary survey by the Owner to include those lands described as Part 2, 3, and 20 on the draft Reference Plan prepared by Vladimir Krcmar Ltd., dated April 28, 2000 (Drawing Name 99107R2), and Block 4 and part of Block 2 be dedicated to the City as public parkland free and clear of all encumbrances, to the satisfaction of the Commissioner of Economic Development, Culture and Tourism.
  - (e) That prior to final approval and registration of this plan of subdivision, the Owner shall have acquired registered title in fee simple to all of the lands laid out in the draft plan of subdivision referred to in Recommendation (6)(a) above and to the lands designated as Parts 2, 3 and 20 on the draft Reference Plan prepared by Vladimir Krcmar Ltd., dated April 28, 2000 (Drawing Name 99107R2).
  - (f) That the Owner shall provide evidence satisfactory to the City Solicitor, that the wording contained in Instrument No. North York 301763, namely, 'To have and to hold unto the said Grantee its successors and assigns, so long as the Grantee shall use the said lands as Public Parks', shall not prevent the use of the lands for uses other than as a public park.
  - (g) That the Owner grant all easements as may be required for the provision of services and utilities to the authority having jurisdiction.
  - (h) That prior to final approval and registration of this plan of subdivision, OPA 491 and the Zoning By-law Amendment shall have come into full force and effect.
  - (i) That prior to final approval and registration of this plan of subdivision, the Owner shall agree in the subdivision agreement, in wording satisfactory to the Director, Community Planning, North District, to carry out or cause to be carried out the tree inventory and assessment plan prepared by Starr Landscaping Inc., dated April 25, 2000, as amended by Economic Development, Culture and Tourism, or any addendums to these plans as may be required by the City, all of which shall

be prepared to the satisfaction of the Director, Community Planning, North District, and the Commissioner of Economic Development, Culture and Tourism.

- (j) That prior to final approval and registration of this plan, the Owner shall agree in the subdivision agreement, in wording satisfactory to the Medical Officer of Health and to the City Solicitor, to carry out or cause to be carried out the Recommendations of the Report prepared by Howe Gastmeier Chapnik Limited, titled Traffic Noise Impact Study for N.Y. Towers, dated March 28, 2000, and any addendums to this report as may be required by the City for the abatement of noise. Further the Owner shall agree in the subdivision agreement with the City to provide warning Notices in all Offers of Purchase and Sale Agreements in wording satisfactory to the City.
- (k) The conditions of the Transportation Services Division, Works and Emergency Services (Attachment 15).
- (l) The conditions of the Technical Services Division, Works and Emergency Services (Attachment 16).
- (m) The conditions of the Ministry of Transportation (Attachment 18).
- (n) The conditions of Economic Development, Culture and Tourism (Attachment 20).
- (o) The conditions of the Toronto and Region Conservation Authority (Attachment 19).
- (p) That prior to final approval and registration of this plan, the Owner shall prepare a composite utility plan demonstrating that all utilities are able to be accommodated with the boulevard space shown on the final plan, all to the satisfaction of the Director, Community Planning, North District, and the affected utility corporations.
- (q) The Standard Conditions of Approval of Council (Attachment 27).

#### Notes to Draft Plan Approval

- (A) Toronto Hydro is to confirm that the Owner has made satisfactory arrangements to enter into an underground supply agreement with Toronto Hydro.
- (B) Bell Canada is to confirm that the Owner has made satisfactory arrangements, financial and otherwise, will Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the City to be installed underground; and if there are any conflicts with existing Bell Canada facilities or easements, the Owner shall be responsible for rearrangements or relocations.

- (C) Enbridge Consumers Gas standard minimum clearances of 0.3 metres vertically and 0.6 metres horizontally are to be maintained.
- (7) The appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Background:

Previous Applications:

The Sheppard Square area has been the subject of two other major development applications, including DPZ-86-85 (Cimmaron Construction/Tridel/Arendsnest Corporation), and UDOZ-95-24 (Arendsnest Corporation/Bayview Sheppard Place Developments). Both of these applications proposed apartment developments in the larger neighbourhood extending from Sheppard Avenue south to Highway 401. Neither application progressed beyond a preliminary stage and the files were closed.

Current Applications and Context Plan:

The current Amendment Application UDOZ-99-20 was filed in July 1999. Council adopted a preliminary report in October 1999, and directed the preparation of a Context Plan for the Southeast Bayview Node. Council adopted the Context Plan in March 2000, which integrates the transportation and parks/open space options for the area and provides a framework to evaluate development applications (Attachment 29). Draft Plan of Subdivision Application UDSB-1248 was filed in May 2000.

Road and Park Closures, Exchanges and Sale:

At the same meeting it adopted the Context Plan, Council also consented to having the City-owned lands of the Sheppard Square Parkette and the Sheppard Square road allowance included in Amendment Application UDOZ-99-20.

Staff were authorized to negotiate a land exchange for the closure of the (surplus) portions of the Sheppard Square road allowance in exchange for the new road to be constructed, and to negotiate the sale of the balance of the closed road to the applicant as a condition of approval. A public meeting on the draft by-law to stop up and close, and authorize the sale of, the applicable portions of Sheppard Square will be held at the same time as the public meeting on these planning applications, and will be advertised for four consecutive weeks. A copy of the draft road closing by-law and the first newspaper advertisement are appended as Attachments 13 and 14.

Council also authorized staff to negotiate a land exchange of the Sheppard Square Parkette for an equal area of the applicant's lands abutting Rean Park as a condition of approval.

It should be noted that there will be small surplus portions of the Barberrry Place cul-de-sac in the future when the road is connected to Street "A" of the subdivision (shown on Appendix 6:

Transportation Options for the Context Plan, Attachment 29), which will eventually become part of other development sites.

Comments:

Site Description:

The site is located south of Sheppard Avenue East, west of Bayview Avenue and north of Highway 401. It is comprised of thirty properties with single detached dwellings owned by the applicant pursuant to agreements of purchase and sale, plus the City-owned Sheppard Square road and Sheppard Square Parkette.

Existing single detached dwellings border the site on the west and north. On the east, the lands about Rean Park, the existing townhouses at 7 Dervock Crescent and the existing 4-storey rental apartment building at 11 Dervock Crescent/75 Talara Drive.

Proposal:

A summary of the pertinent application data is set out in Attachment 6. The applicant proposes amendments to the Official Plan and Zoning By-law and a Plan of Subdivision, in order to permit a total of 1,164 residential units (1,091 apartments, 6 “guest suite” apartments, and 67 townhouses), a new public road (Street “A” or “Park Avenue”), and the expansion of Rean Park. It is proposed that the Sheppard Square Parkette and portions of Sheppard Square be closed and incorporated into the development site. A small portion of Rean Park, owned by the City, would be closed and used for the new road in accordance with the Context Plan.

The development is divided into two parts by Street “A”. The southern “Chrysler East” (Phase 1) and “Chrysler West” (Phase 2) apartment buildings would be 28 storeys/78 metres in height (26 storeys on a 2-storey podium). There would be 2-storey townhouses facing Rean Park and the rear of the properties on Kenaston Gardens, and 2 and 3-storey townhouses facing the new public road. A 3-storey recreational/amenity area (“Liberty Club”) is proposed at the rear.

The northern “Waldorf East” (Phase 3) and “Waldorf West” (Phase 4) apartment buildings would be 18 storeys/52 metres in height (16 storeys above a 2-storey podium) with a 4-storey link at the rear, with 2 and 3 storeys townhouses fronting onto the Rean Park and the new public road.

The townhouses would range in size from 119 to 220 m<sup>2</sup> (1,281 to 2,371 ft<sup>2</sup>) and the apartments from 54 to 174 m<sup>2</sup> (587 to 1,877 ft<sup>2</sup>). The project as proposed would have a total residential gross floor area of 106,530 m<sup>2</sup> (1,146,718 ft<sup>2</sup>) and a density of 3.0 FSI, exclusive of exemptions.

Planning Controls:

Official Plan:

The applicant's lands are part of a Mixed Use (MU) key development area in the North York Official Plan, assigned a maximum density of 3.0 FSI. The Sheppard East Subway Corridor Secondary Plan (OPA 392) recognizes the Bayview node as a residential development node. The specific policy applying to this area permits mixed use development, multiple family development and parkland.

The City's Sheppard Square Parkette is designated Local Open Space (LOS).

OPA 392 provides that in cases where it is necessary to close part of a road allowance or to close a park, density equal to that of the abutting lands may be assigned. The applicant has provided a set of land and density calculations, summarized in Attachment 9. These calculations appear to comply with the Council directions for a land exchange for the surplus portions of Sheppard Square for the new road, with the balance to be sold to the applicant, and a land exchange of new parkland for Sheppard Square Parkette.

The parks policies of OPA 392 seek parkland dedication in the form of land or cash-in-lieu is required for each development, and it is Council's policy to endeavour to acquire land, which must meet criteria concerning encumbrances, soil conditions, usability and location.

Zoning:

The applicant's lands are currently zoned R4 (One-Family Detached Dwelling, Fourth Density Zone), subject to By-law 26276, and RM4 (Multiple-Family Dwellings, Fourth Density Zone). The City's Sheppard Square Parkette is zoned O1 (Open Space).

Other Department and Agency Comments:

The **Transportation Services Division of Works and Emergency Services** advises that the future road network can accommodate the peak hour vehicular traffic generated by the proposed residential development. Following the completion of the Sheppard Subway construction, the intersection of Bayview Avenue and Sheppard Avenue will be reinstated as per the specifications outlined in the Sheppard Avenue Widening Environmental Study Report. Specifically, Sheppard Avenue East will have a six-lane cross section plus turning lanes from Hycrest Avenue to Hawksbury/Rean Drives. In addition, the northbound approach to the Bayview/Sheppard intersection will be reconstructed with dual left turn lanes. The intersection improvements and general widening of Sheppard Avenue in the area of the site will increase its vehicular capacity substantially.

The site's access to Sheppard Avenue is via both Rean Drive and Barberry Place. Both roads will be extended and looped through the centre of the proposed development in a manner consistent with the Context Plan for the Southeast Bayview Node. Furthermore, the intersection of Sheppard Avenue and Barberry Place will be required to be signalized to aid in the dispersal

of site traffic and in the interests of better pedestrian connections to the north side of Sheppard Avenue. Sidewalks on Rean Drive and Barberry Place will also be required in order to encourage walking and to protect pedestrians from vehicular and construction traffic related to this development. The applicant will be responsible for any costs associated with preventing traffic infiltration to and from Dervock Crescent should issues arise with the completion of each phase of the project.

Traffic certification provided by the applicant's transportation consultant as it relates to Criteria 1 and 2 dealing with arterial road operations and traffic infiltration into the stable residential area north of Sheppard Avenue, is accepted and is consistent with the requirements of OPA 392. Criterion 4, parking, is also acceptable as a reduction in resident parking is appropriate given the site's proximity to the future Sheppard Subway, the policies of OPA 392 and the Context Plan. Criterion 3, site circulation, however, is not accepted at this time, and will be refined and finalized through the site plan process. Overall traffic certification is dependent on the signalization of the Sheppard Avenue/Barberry Place intersection and the provision of public sidewalks from the site to Sheppard Avenue East. Further discussion of the site access arrangements and operation, and other conditions of approval, is provided in the comments appended as Attachment 15.

The **Technical Services Division of Works and Emergency Services** has provided a number of conditions, including the conveyance of a 6.0 metre easement for municipal servicing purposes at the west side of the site, and a co-ordinated utilities plan (Attachment 16).

The **Fire Services Division of Works and Emergency Services** advises that the details of fire access routes, entrances and safety equipment may be addressed at the time of site plan approval (Attachment 17).

The **Ministry of Transportation** advises that any new structures must be set back a minimum of 13.7 metres from Highway 401, above and below grade. Ministry building/land use permits will be required (Attachment 18).

The **Toronto and Region Conservation Authority** advises that it requires a detailed engineering report describing the storm drainage system, redlined on the draft plan (Attachment 19).

**Economic Development, Culture and Tourism** advises that the proposed parkland dedication satisfies the statutory 5% parkland dedication requirement. The applicant is also proposing a further parkland dedication of portions of 1, 3 and 5 Rean Drive, which represents the land area the applicant is exchanging for Sheppard Square Parkette. The proposed expansions of Rean Park satisfy the Context Plan and will significantly improve the park in terms of size, street frontage, usability and mature trees. There is an existing Bell Canada easement on a portion of the parkland to be conveyed to the City, which the applicant is required to remove. The applicant will also be responsible for an environmental impact analysis and soil remediation strategy, and any associated costs or works prior to conveyance. The draft M-Plan must be redlined to delineate the proposed parkland conveyance along the east side of Block 2.



The applicant is responsible for the cost of the base park improvements, demolishing existing buildings, and for cost of the redesign and construction of the expansion of Rean Park. Appropriate fencing will be required along the east property line abutting Rean Park at the time of site plan approval. Street trees and a Tree Preservation Agreement are required. Due to the proximity of the site to the historic Thomas Clark House at 9 Barberry Place, Heritage Preservation Services requires a construction transportation plan (Attachment 20).

**Toronto Public Health** advises that it has no objection to the proposal provided that prior to the issuance of building permits and final inspection and release of occupancy, the project is certified by an Acoustical Consultant as being in compliance with the recommendations of the noise report submitted by the applicant (Attachment 21).

The **Toronto Catholic District School Board** advises that all of their schools in the area are oversubscribed and cannot accommodate additional students. A new school for Brebeuf has been included in the Capital Program for 2003 (Attachment 24).

Any outstanding comments from departments and agencies which are received after the publication of this report will be submitted to Community Council at the Public Meeting.

#### Community Consultation:

There was a series of community meetings held on the Context Plan for the Southeast Bayview Node. Community meetings on the proposal were held on August 11, 2000, March 2, 2000, and March 30, 2000. The primary questions and concerns related to school enrolments, traffic infiltration, parking supply, building heights and the timing/staging of construction. Notes from the community meetings are appended as Attachment 28. Public submissions are on file and are available for review during office hours.

#### Planning Issues:

#### Official Plan Amendment:

The Sheppard Square Parkette should be redesignated from the existing Local Open Space (LOS) to Mixed Use (MU). As OPA 392 and the Mixed Use designation for the area are still before the OMB and technically not in full force and effect, the land exchange for the Parkette and the parkland dedications should be redesignated from the original Residential Density One (RD-1) to Local Open Space (LOS). The remaining residential portion of the site should be redesignated from Residential Density One (RD-1) to Mixed Use (MU). A site-specific policy (C.9.223) is also required to designate the residential lands to Mixed Use (MU), and assign a maximum density of 3.0 FSI. A draft of OPA 491 is appended (Attachment 11).

The applicant has requested an exemption from the calculation of gross floor area totalling 7,148.4 m<sup>2</sup> (76,947 ft<sup>2</sup>) for the recreational "Liberty Club", active and passive amenity areas, bicycle storage, and lockers. OPA 392 only permits an exemption for indoor recreational amenity area. Accordingly, OPA 491 permits an exemption for indoor private recreational

amenity area to a maximum of 2,910 m<sup>2</sup> (31,324 ft<sup>2</sup>), equal to 2.5 m<sup>2</sup> per dwelling unit based on the 1,164 units proposed. The bicycle and locker storage areas are not considered exempt space.

**Draft Zoning By-law:**

A rezoning is required to permit the proposed apartments and townhouses, the proposed density, and to reflect the closure and relocation of the Sheppard Square Parkette and the expansions of Rean Park. It is recommended that the maximum building heights for the apartment towers be set at 18 storeys/54 metres and 28 storeys/85 metres, whichever is less, in keeping with the Context Plan. A draft zoning by-law is appended as Attachment 12.

**Affordable Housing:**

Part C.4 (Housing) of the North York Official Plan requires at least 25% of new multiple unit residential buildings with 20 or more units to be affordable housing. Accordingly, the draft zoning by-law specifies that a minimum of 25% of the units must be any combination of: bachelor units of a maximum size of 55 m<sup>2</sup>, 1-bedroom units of a maximum size of 70 m<sup>2</sup>, 2-bedroom units of a maximum size of 80 m<sup>2</sup> and 3-bedroom units of a maximum size of 120 m<sup>2</sup>.

**Transportation Planning:**

This development conforms with the transportation planning policies of OPA 392 and the objectives of the Context Plan for the Southeast Bayview Node. Specifically, the bulk of the proposed development is within 500 metres of the future Bayview subway station, which will encourage the use of public transit and reduce the need to use private automobiles, especially during the road peak hours. Similarly, the construction of sidewalks on both Rean Drive and Barberry Place will provide good pedestrian linkages among the site, the subway and Bayview Village Shopping Centre, thereby further decreasing the need for automobile trips by residents of the proposed buildings.

The proposal also implements an important component of the preferred local road pattern for the quadrant established in the Context Plan. The extension of Rean Drive and Barberry Place southward and the provision of the new east-west public street bisecting the site will allow for the efficient dispersal of vehicular traffic out of the neighbourhood, and provide direct routes for pedestrians and cyclists to the subway and services on Sheppard Avenue. The signalization of the Sheppard Avenue/Barberry Place intersection is an important component in order to achieve this dispersal, and for providing an additional opportunity for pedestrians to safely cross Sheppard Avenue.

The applicant proposes to provide parking for residents at a rate which reflects the site's proximity to the Sheppard Subway. This is entirely appropriate given the site's access to rapid transit, and the policies of OPA 392 and the Context Plan. OPA 392, for instance, states that projects should provide "sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use." The proposed rate of 1.0 to 1.15 spaces per unit for residents meets the intent of this provision. Parking for visitors of the building, however, will be provided at the traditional rate (0.25 spaces per unit) in recognition of the lack

of public parking facilities in the neighbourhood and to prevent the need to park on nearby streets.

#### Urban Design:

In general, the application fulfills many of the objectives for the public realm and built form set out in the Context Plan. Sheppard Square will be replaced with a new east-west public street connecting Rean Drive to Barberry Place. The extension to Rean Park provides increased visibility and access to an existing park, and the addition of parkland to the west side of Rean Park will allow for the restoration of the Deerlick Creek ravine. The 13.7 metre setback required by the Ministry of Transportation contains a 1.5 metre wide publicly accessible pedestrian path which connects to Street "A" along the west side of the site and along the Rean Park edge, where it also provides access to the townhouses. The provision and maintenance of this path will be secured at the time of site plan approval. Landscaping, lighting and other pedestrian amenities for these streets, parks and open spaces will also be secured at site plan approval.

The proposed development meets the urban design principles outlined in the Context Plan. The continuous 3-storey base with grade related townhouses define the new Street "A". A 2-storey base with townhouses defines the Barberry Place, Rean Park and the rear yards of the houses on Kenaston Gardens at a comfortable scale. These townhouses should be set back 3.5 metres on all street faces to provide for landscaped gardens adjacent to the public sidewalk. The townhouses facing the rear of Kenaston Gardens should be set back 9.5 metres above grade and 8.0 metres below grade to preserve existing mature trees which will help screen the new development from existing houses. The grading of the townhouses and adjacent setbacks should be done so that exposed walls and landscape achieve a house to sidewalk relationship, and are no higher than 1.0 metre above the public sidewalk. The base of the south buildings should be set back a minimum of 40 metres from the new Rean Park boundary. This space, which below grade is part of the parking garage, on the surface should be landscaped and accessible to the public as a privately-owned visual and physical extension of Rean Park. The proposed parking access will need to be reconfigured to minimize its impact on the park and public sidewalks. The grading of Rean Park, the Street "A" boulevard, and the underground parking need to be designed to minimize exposed walls of the underground parking and to promote visual physical continuity between these spaces.

Shared passenger drop-off/parking ramp access for the developments is from landscaped courtyards accessible from Street "A". Servicing for the north block is from a through block driveway at the rear of the property. The current proposal for street side parking access and loading on the south block is not appropriate and new approaches with minimal impact on the public realm will be secured at site plan approval.

There will be two 28 storey point towers south of Street "A" and two 18-storey point towers north of Street "A". The taller towers are organized along the Highway 401 edge where the height impact is minimized. These towers are set back substantially from the base edge, minimizing shadow and wind impacts on adjacent open spaces. The four towers are defined as a cohesive group with a unique profile and character that will help create a distinctive skyline.

Conclusions:

The proposed apartment and townhouse development meets the policies of the Official Plan and will take advantage of the Sheppard Subway. The municipal objectives for road connections, park expansion and appropriate built form outlined in the Context Plan for the Southeast Bayview Node are fulfilled.

Staff of the various departments involved are working co-operatively to ensure that all of the necessary reports on the planning applications and the road and park land closures, exchanges and sales will be concurrently dealt with by Council.

Contact:

Ruth Lambe, Senior Planner  
Telephone: (416) 395-7110  
Fax: (416) 395-7155  
E-mail: rlambe@city.toronto.on.ca

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Rob Dolan  
Director, Community Planning, North District

List of Attachments: (on file)

Attachment 1:	Site Plan
Attachment 2:	Draft Plan of Subdivision
Attachment 3:	North Elevation
Attachment 4:	South Elevation
Attachment 5:	East and West Elevation
Attachment 6:	Zoning
Attachment 7:	Official Plan
Attachment 8:	Application Data
Attachment 9:	Summary of Applicant's Land and Density Calculations
Attachment 10:	Extracts of OPA 392
Attachment 11:	Draft OPA 491
Attachment 12:	Draft Zoning By-law
Attachment 13:	Proposed By-law to Stop Up and Close Sheppard Square
Attachment 14:	Public Notice of By-law to Stop Up and Close Sheppard Square
Attachment 15:	Transportation Services Division Comments
Attachment 16:	Technical Services Division Comments
Attachment 17:	Fire Services Division Comments
Attachment 18:	Ministry of Transportation Comments

Attachment 19:	Toronto and Region Conservation Authority Comments
Attachment 20:	Economic Development, Culture and Tourism Comments
Attachment 21:	Toronto Public Health Comments
Attachment 22:	TTC Comments
Attachment 23:	Toronto Public Library Comments
Attachment 24:	Toronto Catholic District School Board Comments
Attachment 25:	Bell Canada Comments
Attachment 26:	Ministry of Municipal Affairs and Housing Comments
Attachment 27:	Standard Conditions of Approval for Subdivisions
Attachment 28:	Notes from Community Meetings
Attachment 29:	Context Plan for the Southeast Bayview Node
Attachment 30:	Notice of Public Meeting for Applications UDOZ-99-20 & UDSB-1248

**Application Data**

**McCarthy Tetrault for NY Towers Inc. (UDOZ-99-20 & UDSB-1248)**

	South Chrysler Towers			North Waldorf Towers			PROJECT TOTAL
	East	West	Chrysler Total	East	West	Waldorf Total	
<b>Site Area</b> NY Towers lands + Surplus from Road Swap							<b>35,510.1 m<sup>2</sup> (8.7 acres)</b>
<b>Gross Floor Area (m<sup>2</sup>)</b>							
Residential	30,494.9	30,394.9	<b>60,989.8</b>	23,768.7	21,771.6	<b>45,540.3</b>	<b>106,530.1 m<sup>2</sup> (1,146,718 ft<sup>2</sup>)</b>
Exemptions (1)			<b>3,374.5</b>			<b>3,773.9</b>	<b>7,148.4 m<sup>2</sup> (76,947 ft<sup>2</sup>)</b>
Total GFA			<b>64,364.3</b>			<b>49,314.2</b>	<b>113,678.5m<sup>2</sup> (1,223,665 ft<sup>2</sup>)</b>
<b>Density (FSI)</b>							<b>3.0</b>
<b>Building Height</b>							
Storeys			<b>2 to 28</b>			<b>2 to 18</b>	
Metres + (2)			<b>78 m</b>			<b>52 m</b>	
<b>Setbacks</b>							
South			<b>13.7 m</b>			<b>3.4 m</b>	
West			<b>8.5 m</b>			<b>3.6 m</b>	
East			<b>42.4 m</b>			<b>1.8 m</b>	
North			<b>3.4 m</b>			<b>9.5 m</b>	
<b>Units</b>							
Townhouses	16	16	<b>32</b>	19	16	<b>35</b>	<b>67</b>
Apartments	320	320	<b>640</b>	230	221	<b>451</b>	<b>1,091</b>
Guest Suites (Apts)	1	1	<b>2</b>	2	2	<b>4</b>	<b>6</b>
Total Units	337	337	<b>674</b>	251	239	<b>490</b>	<b>1,164</b>
<b>Unit Types</b>							
Townhouses							
2 storeys	14	14	<b>28</b>	11	15	<b>26</b>	<b>54</b>
3 storeys	2	2	<b>4</b>	8	1	<b>9</b>	<b>13</b>
Total	16	16	<b>32</b>	19	16	<b>35</b>	<b>67</b>
Apartments							
1 br and 1 br + den	211	211	<b>422</b>	155	151	<b>306</b>	<b>728</b>
2 br and 2 br + den	109	109	<b>218</b>	75	70	<b>145</b>	<b>363</b>
Total	320	320	<b>640</b>	230	221	<b>451</b>	<b>1,091</b>
Guest Suites (1 br apts)	1	1	<b>2</b>	2	2	<b>4</b>	<b>6</b>
Total Units	337	341	<b>674</b>	251	239	<b>490</b>	<b>1,164</b>
<b>Parking Spaces</b>							
Resident Single			<b>739</b>			<b>503</b>	<b>1,242</b>
Resident Tandem			<b>22</b>			<b>24</b>	<b>46</b>
Visitors (3)			<b>205</b>			<b>85</b>	<b>290</b>
Total Parking Spaces			<b>966</b>			<b>612</b>	<b>1,578 (1.35/unit)</b>
<b>Loading Spaces</b>			<b>2</b>			<b>2</b>	<b>4</b>

- (1) Includes proposed exemptions for Liberty Club, active and passive amenity areas, hobby rooms, bicycle storage and lockers.
- (2) Excludes mechanical penthouses and decorative feature at top of buildings.
- (3) 37 Waldorf visitor parking spaces carried across to Chrysler.