

**60-76 Grenville Street and 51 Grosvenor Street
Women’s College Hospital and Kenson Apartments
Official Plan Amendment and Rezoning Applications &
Rental Housing Demolition Permit Application – Final
Report**

Date:	January 20, 2009
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 27 – Toronto Centre-Rosedale
Reference Number:	07 226003 STE 27 OZ

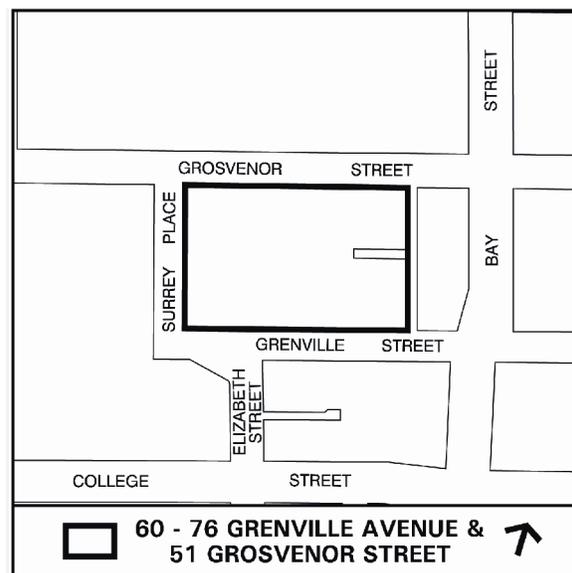
SUMMARY

This application was made after January 1, 2007 and is subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

This application proposes the redevelopment of Women’s College Hospital at 60-76 Grenville Street. The hospital proposes to redevelop the entire site, together with the lands at 51 Grosvenor Street and a City lane, to permit a new hospital building accommodating additions up to a maximum height of 14-storeys.

A Rental Housing Demolition Permit Application was also submitted to permit the demolition of the building at 51 Grosvenor Street in conjunction with the redevelopment of the site.

This report reviews and recommends approval of the applications to amend the Official Plan and Zoning By-law and to permit the demolition of rental housing.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6.
2. City Council amend the Zoning By-law substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7.
3. City Council authorize the City Solicitor, in consultation with the Chief Planner and Executive Director of City Planning, to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required to give effect to the intent of the recommendations contained in this report.
4. City Council approve the application to demolish the 59 rental housing units located at 51 Grosvenor Street pursuant to Municipal Code Chapters 667 and 363 subject to the following conditions under Chapter 667:
 - (a) the owner of the property make a cash payment to the City in lieu of replacement of the rental housing units in the amount of \$300,000 prior to the issuance of the first above grade building permit for a public hospital on Phase 1, to be directed to the Capital Revolving Fund for Affordable Housing;
 - (b) the owner ensure the maintenance of the 59 existing rental dwelling units as rental housing until the earlier of the date such rental building is vacant or January 31, 2010;
 - (c) the owner meet the requirements of the tenant assistance plan as required in Recommendation 8(c) below; and
 - (d) the owner enter into an agreement to the satisfaction of the Chief Planner and Executive Director, City Planning Division which secures the conditions outlined in Recommendation 4.
5. City Council authorizes the Chief Planner and Executive Director, City Planning Division to issue a preliminary approval to the application under Municipal Code Chapter 667 after the satisfaction of the conditions in Recommendation 4, and after:
 - (a) the Official Plan and Zoning By-law amendments in Recommendations 1 and 2 have come into full force and effect;
 - (b) the closure and completion of the sale of the existing east-west public lane to the owner;
 - (c) the issuance of site plan approval for a public hospital by the Chief Planner and Executive Director, City Planning Division, pursuant

- to Section 114 of the *City of Toronto Act, 2006*, for Phase 1 of the redevelopment pursuant to the Zoning By-law Amendment; and
- (d) the issuance of a first foundation building permit for Phase 1 of the redevelopment pursuant to the Zoning By-law Amendment.

6. City Council authorize the Chief Building Official to issue a section 111 permit under Municipal Code Chapter 667 after the Chief Planner and Executive Director, City Planning Division has given the preliminary approval in Recommendation 5.
7. City Council authorize the Chief Building Official to issue a permit under Section 33 of the *Planning Act*, after the Chief Planner and Executive Director, City Planning Division has given the preliminary approval in Recommendation 5, which permit may be included in the demolition permit for Chapter 667 under 363-11.1E, of the Municipal Code.
8. Before introducing the necessary Bills to City Council authorize the appropriate City officials and require the owner to execute one or more agreements pursuant to Section 37 of the *Planning Act*, and Section 667 of the Municipal Code satisfactory to the Chief Planner and Executive Director, City Planning Division and the City Solicitor. The agreements to be registered on title to the lands in a manner satisfactory to the City Solicitor and to secure the following matters from the owner at its expense:
- (a) \$300,000 to be used for the provision of affordable housing to be paid to the City prior to the issuance of the first above grade building permit for a public hospital on Phase 1 provided in the event that such payment is made after December 31, 2010, the payment shall be increased to reflect any increases in the Construction Price Index from January 1, 2011;
- (b) The owner shall continue to operate the existing residential rental building located on the lot as rental housing until the earlier of the date such building is vacant or January 31, 2010;
- (c) The Tenant Assistance Plan:

Each tenant receiving notice of termination will be given 150 days notice, three months equivalent cash pay out, return of last months rent, \$500 moving expenses and all applicable interest on deposit together with the following:

Tenants who are in occupancy of their units for the following lengths of time will be provided with the following additional compensation:

One Year and Greater – will be given one additional month rent free;

Between 5 and 10 years – will be given two additional months rent free; and

Greater than 10 years – will be given nine months rent free, and shall receive a “top-up” payment equal to the difference in the current monthly market rent of such unit within the building minus the actual amount of monthly rent paid by the tenant multiplied by 12 months (or by a lesser number of months if the tenant vacates their unit after September 1, 2009 but before January 31, 2010).

Tenants who depart prior to notice of termination being given shall not receive the compensation package or the moving allowance.

- (d) Be encouraged to build in conformity with the Green Development Standard Checklist submitted by the owner and date stamped as received by the Chief Planner and Executive Director, City Planning Division on October 1, 2008;
 - (e) An existing east-west public lane is required to form part of the *lot*. Prior to Site Plan approval pursuant to Section 114 of the *City of Toronto Act, 2006*, the owner shall obtain City Council’s approval of the closure and sale of the public lane and shall complete such sale of such lane;
 - (f) Provide and thereafter maintain public art in a location on a publicly accessible portion of the lot;
 - (g) Comply with any other conditions set forth in the agreement required to ensure the orderly development and phasing of the lands as required by the Chief Planner and Executive Director, City Planning Division, acting reasonably;
 - (h) Enter into a Site Plan Agreement to the satisfaction of the Chief Planner and Executive Director, City Planning Division, under Section 114 of the *City of Toronto Act, 2006*;
 - (i) Provide reasonable commercial efforts to obtain LEED certification of the development; and
 - (j) Provide and maintain parking in accordance with the approved Temporary Parking Study prepared by the BA Group dated December 11, 2008 subject to such revisions from time to time as may be requested by the owner and approved by the Chief Planner and Executive Director, City Planning Division.
9. The owner will submit to the Executive Director of Technical Services for review and acceptance, prior to the issuance of any building permit, a site servicing

- review to demonstrate how this site will be serviced and whether the existing municipal infrastructure is adequate.
10. The owner will provide for any improvements to the municipal infrastructure in connection with the functional servicing report, as accepted by the Executive Director of Technical Services, should it be determined that upgrades to such infrastructure are required to support this development.
 11. City Council authorizes City officials to take all necessary steps, including the execution of agreements and documents, to give effect to the above-noted recommendations.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

On May 31, 2007, Women's College Hospital (WCH) filed applications for Official Plan and Zoning By-law amendments for the proposed redevelopment of 60 and 76 Grenville Street and 51 Grosvenor Street. At that time the Hospital's proposal was to permit two phases of reconstruction over three-fifths of the eastern portion of the site. It did not request any new development permission for the western portion of the site occupied by the existing west wing.

Following the first community consultation meeting, WCH engaged in further consultation with the Ward Councillor, the Province, stakeholders, the public, and City staff. As a result, significant changes have been made to include the entire site and to design it in such a way as to ensure that the proposed buildings are sensitive to existing and approved built form in the area.

On October 1, 2008, WCH submitted a revised Official Plan and Zoning By-law Amendment application for development of a new Women's College Hospital which would be phased in order to maintain service for the hospital throughout reconstruction of the entire site. WCH also submitted a Demolition Permit application for 51 Grosvenor Street, which lands are intended to become part of the new hospital and have requested the closure of the existing east/west public lane.

Proposal

Women's College Hospital has recently received a new mandate from the Ontario Ministry of Health and Long-Term Care to be Ontario's first academic ambulatory hospital. The hospital will provide teaching and research facilities, as well as outpatient clinical services.

While the hospital's existing facilities have served the institution for many decades, capital investment and reconstruction are needed to create modern facilities adequate to provide the service and level of care required for the hospital to fulfill its mandate.

The hospital proposes the redevelopment of the entire existing hospital as well as the demolition of The Kenson Apartments at 51 Grosvenor Street and its land area being incorporated into the site together with the lands of the existing east-west public lane. Hospital representatives have stated that it is their objective to continue the hospital operations during reconstruction. As a result, construction of the hospital will require additional phases with the hospital functions being moved from the first phase to the appropriate area when complete. The requested development permission would also provide for future "vertical expansion" to the top of proposed buildings.

The first phase of the proposal involves the eastern portion of the site and includes:

- Demolition of the Kenson apartment building located at 51 Grosvenor Street;
- Demolition of the parking garage located at 60 Grenville Street;
- Closure and sale of the current east-west public lane to WCH;
- No parking will be provided in Phase 1;
- Construction of a 6-storey building that spans the width of the site from Grosvenor Street to Grenville Street;
- Construction of a partial seventh floor on the northwest corner of the first development phase; and
- Permission for a maximum building height of 61 metres (plus a 9 metre mechanical), to accommodate a future addition to a maximum height of 14 storeys.

The area included in Phase 1 currently contains all the on-site parking. Since the construction of the proposed parking garage for WCH is not on Phase 1, with the demolition of the existing parking garage, no on-site parking will be provided for the entire site during construction. As a result, WCH has undertaken a Temporary Parking Strategy developed by BA Transportation Consultants that is further discussed below.

Upon completion of the first phase, it is intended that the hospital operations would vacate the existing facilities and occupy the new building to allow additional phases to proceed. Additional phases of the proposal involve the remainder of the property (the centre block and western wing) and includes:

- Demolition of the hospital's existing centre and west wings;
- Construction of a below grade parking garage;
- Construction of a six-storey building in the centre of the site that will be linked to the seven-storey building built as the first development phase;
- Construction of a two-storey building in the southwest corner of the site abutting Surrey Place that links to the proposed six-storey building in the centre of the site; and
- Permission for a maximum building height of 61 metres (plus a 9 metre mechanical).

Over time, the remainder of the site will be developed in a series of phases with an ultimate build out height of 14 storeys.

A maximum of 1,860 square metres of retail store, restaurant/take out restaurant has also been requested.

Site and Surrounding Area

The proposed site is comprised of 76 Grenville Street, 51 Grosvenor Street, and an east/west public lane at the rear of 51 Grosvenor Street. The site is on the edge of a large institutional area that includes Queen's Park and a number of buildings associated with the Provincial Government, hospitals, and the University of Toronto.

No. 76 Grenville Street is a large property which occupies the majority of the block and has frontage on Grenville Street, Surrey Place, and Grosvenor Street. The property is currently occupied by Women's College Hospital's main facility. The existing buildings include approximately 36,000 square metres of gross floor area, located within four connected buildings. The oldest part of the facility is the centre west wing, constructed in 1935. Other portions date to 1956 and 1971. The property also includes an above-grade parking garage operated by the hospital with a convenience address of 60 Grenville Street.

The property has been designated a National Historic Site by Parks Canada.

No. 51 Grosvenor Street is currently occupied by a four-storey rental apartment building known as the Kenson Apartments. Based on the applicant's information, the building contains 59 studio, bachelor, and one-bedroom rental dwelling units. The building was constructed in 1927 and is listed on the City of Toronto Inventory of Heritage Properties.

The hospital has made a concurrent application to Transportation Services to close and acquire the east-west public lane. Closure and transfer of the lane requires a decision by City Council.

The following uses surround the site:

North: On the north side of Grosvenor Street are two Government of Ontario office buildings. Between the two buildings is Burton Hall, owned by Women's College Hospital and occupied by hospital uses.

South: On the south side of Grenville Street are large mid-rise office buildings, including the Ontario Archives, and a house form building.

East: A 48-storey mixed use building at 832 and 860 Bay Street which incorporates the heritage 'Addison on Bay' building as the podium of the tower was approved by

Council on September 24, 2008 and is under construction. A north-south public lane separates the Women's College Hospital site from the development.

West: On the west side of Surrey Place are mid-rise office buildings occupied by government and institutional offices.

Provincial Policy Statement and Provincial Plans

The *Planning Act* and the Provincial Policy Statement (PPS) provide policy direction on matters of provincial interest related to land use planning and development. The Act and the PPS set the policy foundation for regulating the development and use of land. Key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to have regard to the matters of provincial interest in Section 2 of the Act and to be consistent with the PPS.

Section 2(j) of the *Planning Act* requires that an adequate provision of a full range of housing be provided. City Council's planning decisions must have regard for this policy.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Official Plan designates the existing hospital at 60 and 76 Grenville Street as *Institutional Areas*, made up of major educational, health and governmental uses with their ancillary uses, cultural, parks and recreational, religious, commercial and institutional residence facilities, including the full range of housing associated with a health institution, as well as utility uses.

The 51 Grosvenor Street portion of the site, the Kenson Apartments, is designated *Mixed Use Area*. This designation permits a range of residential, commercial and institutional uses (including a public hospital use) with criteria that direct the form and quality of development. New buildings are to provide a transition between areas of different intensity and scale including a stepping down of heights towards lower scale neighbourhoods; shadow impacts are to be minimized; an attractive, safe and comfortable pedestrian environment is to be provided; and transit services are to be in close proximity and accessible to the site.

The applicant has requested an amendment to the Official Plan in order for the Kenson Apartments portion of the site at 51 Grosvenor Street to be re-designated *Institutional Areas*.

Section 3.1.5 of the Official Plan includes policies with respect to the conservation of heritage resources, and Section 3.2.1 includes policies respecting the preservation of rental housing. Both of these sections have been considered with respect to the recommendations within this Report.

Zoning

The Zoning By-law zones 60 and 76 Grenville Street as 'Q T8.0' which is a mixed use designation that permits a full range of institutional uses and related residential uses. The maximum density of development permitted is 8.0 times the area of the lot. In addition, Section 12(1)100 of the Zoning By-law permits a public hospital on the property provided its height does not exceed 30.5 metres. Section 12(2)87 establishes a site specific parking requirement for a public hospital on the site.

The Zoning By-law designates 51 Grosvenor Street as R3 Z2.5. This is a multi-unit residential dwelling designation that permits a total density of 2.5 times the area of the lot.

The height limit for both properties is 46 metres.

The site specific exception currently applicable to 76 Grenville Street requires a parking garage with a minimum of 223 spaces to be maintained on Grenville Street. Temporary relief from this requirement is sought during construction as the existing garage will be demolished in order to build the new hospital space.

Site Plan Control

The proposed development is subject to site plan control. A site plan application is anticipated by the end of January 2009. The owner will be encouraged to design the buildings to meet the Toronto Green Standards".

Other

The site is located in the College Street University Avenue Community Improvement Plan study area. City Council directed staff to complete a plan at its meeting on April 11, 2002.

An urban design study was completed by Brown & Storey Architects for Economic Development Staff in August 2005. The primary focus of the study dealt primarily with the College Street and University Avenue Area but further analyzed appropriate signage for the area around WCH.

Rental Housing Demolition

This development involves the demolition of an existing four-storey apartment building with 59 rental units at 51 Grosvenor Street owned and operated by Women's College Hospital.

The Rental Housing Demolition and Conversion By-law (885-2007) implements the City's Official Plan policies protecting rental housing. By-law 885-2007 established Chapter 667 of the Municipal Code and was approved by City Council on July 19, 2007.

The By-law prohibits demolition or conversion of rental housing units without a permit issued under Section 111 of the *City of Toronto Act*. A Section 111 permit has been applied for and recommendations concerning it are contained within this report. Council may refuse an application, or approve the demolition with conditions that must be satisfied before a permit is issued under the *Building Code Act*.

Section 3.2.1.6 of the Official Plan states that where new development results in the removal of 6 or more rental units, the development will not be approved unless either all of the units exceed mid-range rents or the lost units are replaced. WCH has agreed to provide monies towards the affordable housing reserve fund to be paid to the City prior to the issuance of the first above grade building permit. The City and WCH have also negotiated a tenant assistance package for the current residents.

Reasons for Applications

Women's College Hospital has requested that the Official Plan and Zoning By-law designations of 51 Grosvenor Street be changed to match the *Institutional Area* designations of the 60 and 76 Grenville Street property.

The proposal requires an Official Plan Amendment to provide broad underlying land use permission for institutional uses on the 51 Grosvenor Street property. The application also requests relief from policies respecting preservation of rental housing in Section 3.2.1 of the Official Plan.

The proposal requires a Zoning By-law amendment as the proposed height of 61 metres exceeds the existing maximum height limit for the entire site of 46 metres.

Demolition Permit approval is required pursuant to Section 33 of the *Planning Act* and pursuant to Section 111 of the *City of Toronto Act, 2006* to demolish the 59 rental units at 51 Grosvenor Street.

Community Consultation

A community consultation meeting was held on December 3, 2008. Approximately 23 community residents attended the meeting and sought further information on issues such as:

- protection of the heritage buildings;
- compensation for the existing occupants of the rental units;
- location and access to the proposed loading bay; and
- height and density of the proposed building.

City Planning staff have also received written comments from 2 residents in the area. These comments are addressed in this report.

The Rental Housing Demolition and Conversion By-law No. 885-2007 (C. 667 of the Municipal Code) requires City Planning to hold a consultation meeting to consider issues related solely to rental housing and tenant impact. A consultation meeting on rental issues was held on Tuesday December 2, 2008 and was attended by 13 residents of the affected apartment units. Participants did not raise any concerns regarding the proposed demolition of the 59 rental units. They did identify the items that are need to be considered for inclusion in the tenant assistance plan from WCH.

Agency Circulation

The revised application was circulated to appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards and agreement requirements.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

The proposal conforms to Section 2(j) of the *Planning Act* as monies will be provided for additional rental housing.

Land Use

A public hospital is a permitted use for the entire site. The hospital's request to standardize the Official Plan and Zoning By-law designations pertaining to the site reflect the intention of the hospital to remain in the area. Further refinements to details of the proposal including improved access into the site and internal connections will be achieved through the Site Plan Approval process.

Retail store and restaurant/take-out restaurants are considered appropriate uses within a hospital.

Heritage

WCH is designated as a National Heritage Site by the Federal Government. At the November 27, 2008 Heritage Preservation Board meeting, the Board approved the listing of the entire site for the reason it has been designated as a National Historic Site, i.e. its historic value as the first women's hospital in Canada.

There are some elements of the existing hospital that have been identified as having heritage interest. The Kenson apartments, which are listed, will not be protected. In order to provide for the redevelopment of WCH, it is necessary to incorporate the entire site including the Kenson apartments. The hospital has indicated that it will endeavour to save as many heritage elements as it can of the existing hospital and the Kenson apartments in the process.

Density, Height, Massing

The overall gross floor area of the development is 89,000 square metres or 8.0 times the area of the lot. Context and planning policy including consideration of physical and visual impact has been taken into account in determining the massing strategy for the site.

Built form to the north, south and east of WCH is characterized by long slab buildings, set in open spaces with heights ranging up to approximately 20 metres. The prevailing character of the neighbourhood to the north and west is lower scale office buildings.

Density of existing development in the area varies widely given the range of built form and the age of buildings. Larger scale older developments have a density generally ranging between 7 and 8 times the area of the lot.

The City's massing strategy for the proposed buildings on the site is to construct mid-rise buildings (20 storeys) away from Bay Street to allow taller buildings to abut Bay Street and to step down buildings to the west. This arrangement achieves a transition in built form between areas of different character and generally reduces the visual and physical impact of new development.

The proposed massing and elevation drawings have been assessed taking shadow and wind impact into consideration.

Given these considerations, the massing of the proposal is acceptable.

Sun, Shadow, Wind

The applicant has submitted shadow studies of the proposed building to illustrate its potential shadow impacts at different times of the year and at different times of the day. When reviewing these studies, staff took into account the impacts on the adjacent provincial buildings north and west of the site, on the proposed 48-storey residential

tower just east of this site. The shadow studies indicate very minimal impacts on the adjacent buildings surrounding this redevelopment proposal.

Pedestrian Infrastructure

The applicant proposes continuous weather protected pedestrian routes with a minimum clear depth of 3 metres along the main front entrance of the hospital and a canopy will be provided over the emergency area within the proposed lay-by on Grosvenor Street. Canopies or colonnades are particularly important as they assist in improving experienced microclimate and wind conditions at the pedestrian level. Weather protection is a high priority given the Official Plan policies to promote walking and to discourage automobile dependence.

This area has a high concentration of pedestrians. Wide and clear sidewalks are a key component of City Councils approved Accessibility Plan and the Pedestrian Charter. The proposed pedestrian infrastructure including design, width and location of sidewalks and the design location of the canopy and lay-by will be reviewed in detail at the Site Plan Approval application stage. Staff will further seek improvements to the streetscape through the Site Plan Approval application stage. In particular, the right turn channel at the southwest corner of Elizabeth Street and Grenville Street is to be removed and replaced with wider sidewalks.

Cycling Infrastructure

The applicant proposes to provide a minimum of 50 bicycle parking spaces to be located within the below grade parking garage at the first level. Zoning By-law 438-86 does not specifically require any bicycle parking spaces for *institutional* facilities such as WCH however, at the Site Plan Application stage, staff will be recommending that additional spaces be located within the hospital's main entrance and within the parking garage. These spaces should be weather protected and not be in combination with proposed storage lockers. Bicycle parking is encouraged by the Transportation Demand Management Plan and Toronto Green Standards.

The site is well served by the Bay Street Clearway, College Street, Wellesley Street and Elizabeth Street bicycle lanes. Planning staff are working with Pedestrian and Cycling Infrastructure to extend the existing Elizabeth Street bike lanes (College Street to Gerrard Street West) from Queen's Park to City Hall which would serve this redevelopment.

Transit Infrastructure

The site is well served by public transit with one streetcar line, the 506 Carlton Street streetcar, which operates between High Park Loop and Main Street subway.

In addition to this streetcar line there is bus service along Bay Street. The 6 Bay bus route operates between Queen's Quay and Dupont Street. The site is also within a five

minute walk of College Station to the East and Queen's Park Station to the West on the Yonge/University Lines.

Traffic Impact, Access, Circulation

A Traffic Impact Study prepared by BA Group was submitted in support of the development applications and has been reviewed by Technical Services Division staff. Staff is satisfied with the results of the Study that any additional trip generation can be accommodated by the area road network.

The current main passenger pick-up and drop-off for the hospital is located at the north end of Elizabeth Street. The current emergency access for ambulances and other vehicles to the urgent care centre occurs off Grosvenor Street at the northwest corner of the site. Servicing of the existing site currently occurs from bays located off Grosvenor Street.

The proposal is to maintain the main entrance from Grenville Street, in an enhanced version of the existing main entrance and as a terminus for Elizabeth Street. This will reinforce WCH as a landmark site terminating the north view from City Hall.

Vehicular circulation on the site will operate in a manner similar to the current configuration. The main pick-up and drop-off will take place on the extended main driveway at the termination of Elizabeth Street. Entrance to the underground commercial parking garage is proposed to be from Grenville Street, east of the main entrance, which allows the garage to take advantage of the more efficient natural change in grade.

The current WCH parking garage contains approximately 300 parking spaces. As currently conceived the new hospital will be constructed in phases with a view to maintaining regular operations of the hospital throughout the construction period. The first phase of construction includes the demolition of the existing parking facility and the Kenson apartment building, and the construction of the east building.

WCH proposes to build a minimum of 310 parking spaces within a 2-level underground garage for the entire site. A portion of this will be located within Phase 1 and made accessible upon completion of the other phases west of Phase 1 (See Attachment 7 – Phasing).

Temporary Parking Strategy

WCH has provided the City with a Temporary Parking Strategy Study to address how it will mitigate the impact of the loss of on-site parking during construction of Phase 1 and the lack of parking within the rest of the property prior to the parking garage being constructed. (The duration of construction is in the order of five (5) years beginning in 2010 with occupancy slated for the fall of 2015.) The Strategy outlined by the BA Group is as follows:

- (a) Target parking supply values will be based on 150 visitors and 150 for staff;

- (b) All visitor and staff off-site parking should be self-paid;
- (c) Alternative visitor parking locations are to be within reasonable walking distance of the hospital. In the event that the alternative visitor parking is located beyond 300m of a public entrance to the site, a five (5) minute shuttle service is to be provided;
- (d) A minimum of ten (10) accessible visitor and staff parking spaces should be provided within 60m of the building either on-street or in an off-street location;
- (e) A valet parking service near the temporary main entrance should be considered between 8AM and 6PM weekdays;
- (f) Alternative staff parking should be within 500 metres of a public entrance. In the event that the alternative staff parking is located beyond 500m of a public entrance to the site, a shuttle service will be provided; and
- (g) A Transportation Demand Management Plan should be implemented and maintained to minimize temporary and permanent parking requirements and reduce long term staff parking needs.

The Report suggests four locations within 300 metres of the site that are suitable for temporary WCH visitor and staff parking:

- (a) Toronto General Hospital – 120 parking spaces available;
- (b) College Park – 290 parking spaces available;
- (c) 30 Grosvenor Street – 43 parking spaces available; and
- (d) A vacant lot on Wellesley Street West between Bay Street and Yonge Street (South Side) –150 parking spaces are available. This site is subject to a site plan application for a nine-storey mixed use building (File #07-251133 STE 27 SA).

A Passenger Drop-Off Strategy Plan has also been undertaken and includes:

- (a) Five to ten passenger vehicle spaces to be provided near the main temporary entrance on Grenville Street;
- (b) Three to five passenger vehicle spaces should be provided at the temporary urgent care entrance on Grosvenor Street;
- (c) An appropriate staging area for a valet parking service should be available if this service is provided; and
- (d) An area for secure weather protected bicycle parking should be provided near the temporary hospital building entrances.

Service vehicles access an internal loading area from a dedicated one way in/one way out driveway that runs from the northeast corner of the site on Grosvenor Street to the southeast corner of the site on Grenville Street. All reversing movements occur internal to the building therefore reducing disruption to the neighbourhood residential building.

Patients attending the urgent care centre will be able to access this facility through the main entrance or through a dedicated driveway and entrance to the facility off Grosvenor Street.

The Official Plan encourages development at locations well served by a full range of transportation options so as to reduce reliance on the private automobile. The site is in close proximity to public transit operations, particularly the Yonge/University subway line, and its location in the downtown provides convenient walking and cycling opportunities to a range of destinations.

Technical Services staff is satisfied that the proposed loading requirements as well as the on-site circulation and access will work well with the normal vehicular and pedestrian circulation in the neighbourhood and within the site. Technical Services Staff are also satisfied with the temporary parking strategy.

Loading Area

In the original application for this site, the loading was located off the shared public lane on the eastern boundary of the site. In response to Community and Staff concerns, the loading was relocated and fully incorporated into the eastern side of the building in order to reduce the impact on the adjacent area. Proposals to move the loading area further west were not possible due to the size, number and configuration of the loading bays. Technical Services Staff are satisfied with the location of and access into the loading bays.

Servicing

The applicant is required to submit to the Executive Director of Technical Services for review and acceptance prior to any building permit (excavation and shoring) with the City, a site servicing review to determine the storm water runoff, sanitary flow and water supply demand resulting from this development and demonstrate how this site can be serviced and whether the existing municipal infrastructure is adequate.

Open Space/Parkland

Alternate park levy does not apply to institutional sites.

Tree Removal and Planting

Urban Forestry has advised that no trees will be impacted by this proposed development particularly. Landscaping and streetscaping improvements will be reviewed during the site plan process.

Rental Housing Demolition

Housing Policy staff have reviewed the Rental Housing Demolition application and have consulted with the affected tenants on issues regarding tenant relocation and assistance. City staff and WCH have agreed to the Tenant Assistance Package.

The tenants of the apartment rental units have all signed tenant relocation and assistance agreements that have been reviewed by staff who confirmed that the contents exceed the minimum requirements of the *Residential Tenancies Act*.

Planning Staff are recommending the approval of the demolition of the rental housing subject to the conditions set out in Recommendation 4 of this Report.

Tenant Assistance Plan

WCH has offered a Tenant Assistance Plan and has been reviewed and approved by City Planning's Policy Division. The details of the Plan are as follows:

Each tenant residing in a unit on the date notice of termination of tenancy is given will be given 150 days notice, three months equivalent cash pay out, return of last months rent, \$500 moving expenses and all applicable interest on deposit.

Tenants who have also occupied their units as follows will be provided with the following additional compensation:

One Year and Greater – will be given one additional month free rent;

Between 5 and 10 years – will be given two additional months free rent; and

Greater than 10 years – will be given nine months free rent and will receive a “top-up” payment equal to the difference in the current market rent of their unit within the building minus the actual amount of rent paid by the tenant multiplied by 12 months (or by a fewer number of months if they move out after September 1, 2009 but before January 31, 2010).

Tenants who depart prior to receiving notice of termination being given shall not receive the compensation package or the moving allowance.

Phasing

The applicant intends to construct the development in several phases. Staff recommend within the Section 37 Agreement, a clause to ensure the appropriate phasing of the development.

Lane Widening

The existing north-south lane abutting WCH on the east side of the property (west of Bay Street) will be widened by 0.51 metres as a result of the development approvals for 832 Bay Street.

Lane Closure

WCH has applied to close the east-west lane within the lot. Staff recommends within the Section 37 Agreement, a clause that prior to Site Plan approval pursuant to Section 114 of the *City of Toronto Act, 2006*, the owner shall obtain City Council's approval of the closure and completion of the sale of the public lane. In the event such approval is not granted neither the redevelopment proposal nor the demolition would proceed.

Commitment to LEED Certification and Toronto Green Standard

The Toronto Green Standard contains performance targets and guidelines that relate to site and building design to promote better environmental sustainability of development in Toronto. The Standard has 63 possible green development targets. Based on the applicant's submission of the Toronto Green Standard Checklist, the proposed development is intended to achieve 43 targets. Some of the targets proposed to be met include:

- the provision of dedicated parking spaces for carpooling or car sharing;
- the primary entrance of the proposed building is within 200 metres of a transit stop and is directly integrated with existing pedestrian routes;
- a cover is provided to shade at least 30% of all landscaping, including surface parking and walkways;
- stormwater on-site retained to the same level of annual volume of overland runoff allowable under redevelopment conditions;
- all water fixtures meet efficient standards; and
- handling and storage facilities provided for recyclable materials and organic waste.

The applicant also intends to pursue LEED (Leadership in Energy and Environmental Design) certification for the development.

Section 37 and Demolition Approval

The Official Plan contains policies pertaining to the replacement of rental housing, tenant assistance and the provision of community benefits for increases in height and/or density pursuant to Section 37 of the *Planning Act*. Chapter 667 of the Municipal Code also provides authority for imposing conditions on an approval of a rental demolition. The proposed Zoning By-law Amendment contains provisions requiring community benefits. Thus securing of such matters in a Section 37 agreement is recommended as follows:

1. \$300,000 to be used for the provision of affordable housing to be paid to the City prior to the issuance of the first above grade building permit for a public hospital on Phase 1, provided in the event that such payment is

made after December 31, 2010, the payment shall be increased to reflect any increases in the Construction Price Index from January 1, 2011;

2. Continue to operate the existing residential rental building located on the lot as rental housing until the earlier of the date such building is vacant or January 31, 2010;

3. The Tenant Assistance Plan:

Each tenant receiving notice of termination will be given 150 days notice, three months equivalent cash pay out, return of last months rent, \$500 moving expenses and all applicable interest on deposit together with the following:

Tenants who are in occupancy of their units for the following lengths of time will be provided with the following additional compensation:

One Year and Greater – will be given one additional month rent free;

Between 5 and 10 years – will be given two additional months rent free;
and

Greater than 10 years – will be given nine months rent free, and shall receive a “top-up” payment equal to the difference in the current monthly market rent of such unit within the building minus the actual amount of monthly rent paid by the tenant multiplied by 12 months (or by a lesser number of months if the tenant vacates their unit after September 1, 2009 but before January 31, 2010).

Tenants who depart prior to notice of termination being given shall not receive the compensation package or the moving allowance.

4. Be encouraged to build in conformity with the Green Development Standard Checklist submitted by the *owner* and date stamped as received by the Chief Planner and Executive Director, City Planning Division on October 1, 2008;
5. An existing east-west public lane is required to form part of the *lot*. Prior to Site Plan approval pursuant to Section 114 of the *City of Toronto Act, 2006*, the owner shall obtain City Council’s approval of the closure and sale of the public lane and shall complete such sale of such lane;

6. Provide and thereafter maintain public art in a location on a publicly accessible portion of the lot;
7. Comply with any other conditions set forth in the agreement required to ensure the orderly development and phasing of the lands as required by the Chief Planner and Executive Director, City Planning Division, acting reasonably;
8. Enter into a Site Plan Agreement to the satisfaction of Chief Planner and Executive Director, City Planning Division under Section 114 of the *City of Toronto Act, 2006*;
9. Provide reasonable commercial efforts to obtain LEED certification of the development; and
10. Provide and maintain parking in accordance with the approved Temporary Parking Study prepared by the BA Group dated December 11, 2008 subject to such revisions from time to time as may be requested by the owner and approved by the Chief Planner and Executive Director, City Planning Division.

Development Charges

Development charges are not applied to public institutional uses.

Conclusion

City Planning is supportive of the proposed development and the required Zoning By-law and Official Plan amendments. The proposal represents an appropriate redevelopment of an existing site that has sufficient space to accommodate additional density and height without impacting the surrounding neighbourhood. The building has been located and massed to be compatible with the adjacent buildings.

The community benefits that will be available as a result of approval and construction of this development include monies towards the affordable housing reserve fund.

CONTACT

Helen Coombs, Senior Planner
Tel. No. (416) 392-7613
Fax No. (416) 392-1330
E-mail hcoombs@toronto.ca

Michael Hynes, Senior Planner
Tel. No. (416) 397-1761
Fax No. (416) 392-1330
E-mail: mhynes@toronto.ca

SIGNATURE

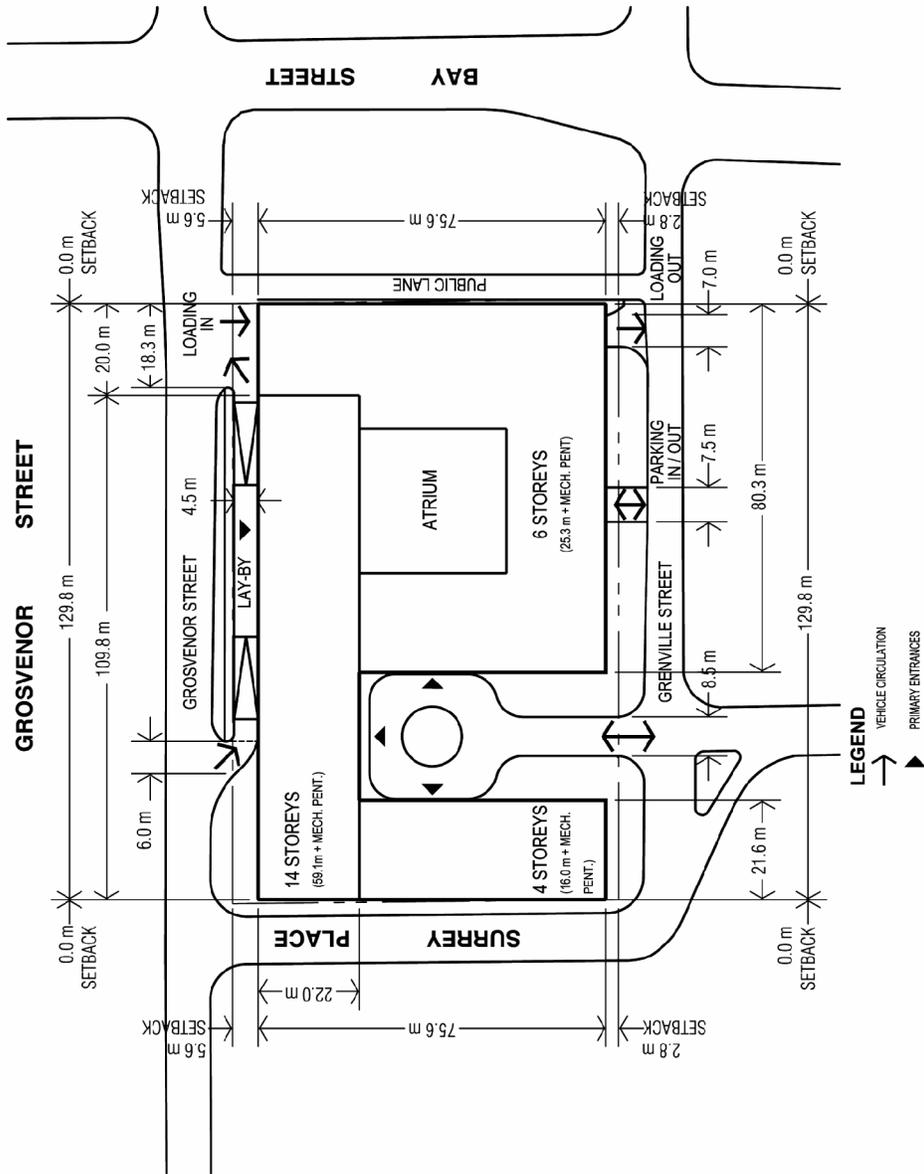
Raymond David, Director
Community Planning, Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Zoning
Attachment 4: Official Plan
Attachment 5: Application Data Sheet
Attachment 6: Draft Official Plan Amendment
Attachment 7: Draft Zoning By-law Amendment and Phasing

Attachment 1: Site Plan

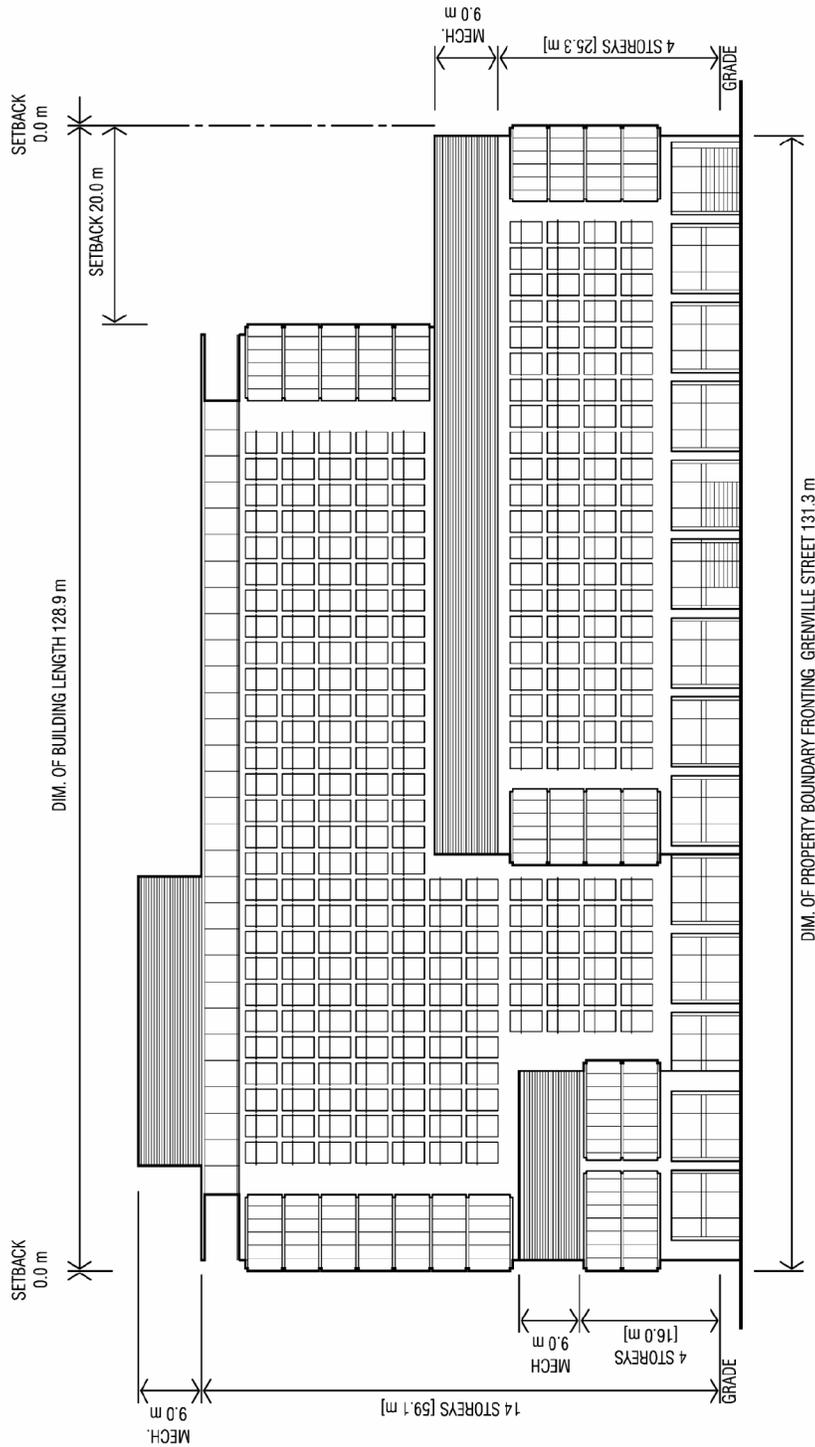


Site Plan
 Applicant's Submitted Drawing
 Not to Scale
 12/18/06

60 - 76 Grenville Avenue & 51 Grosvenor Street

File # 07_226003

Attachment 2: Elevations
SOUTH ELEVATION



South Elevation

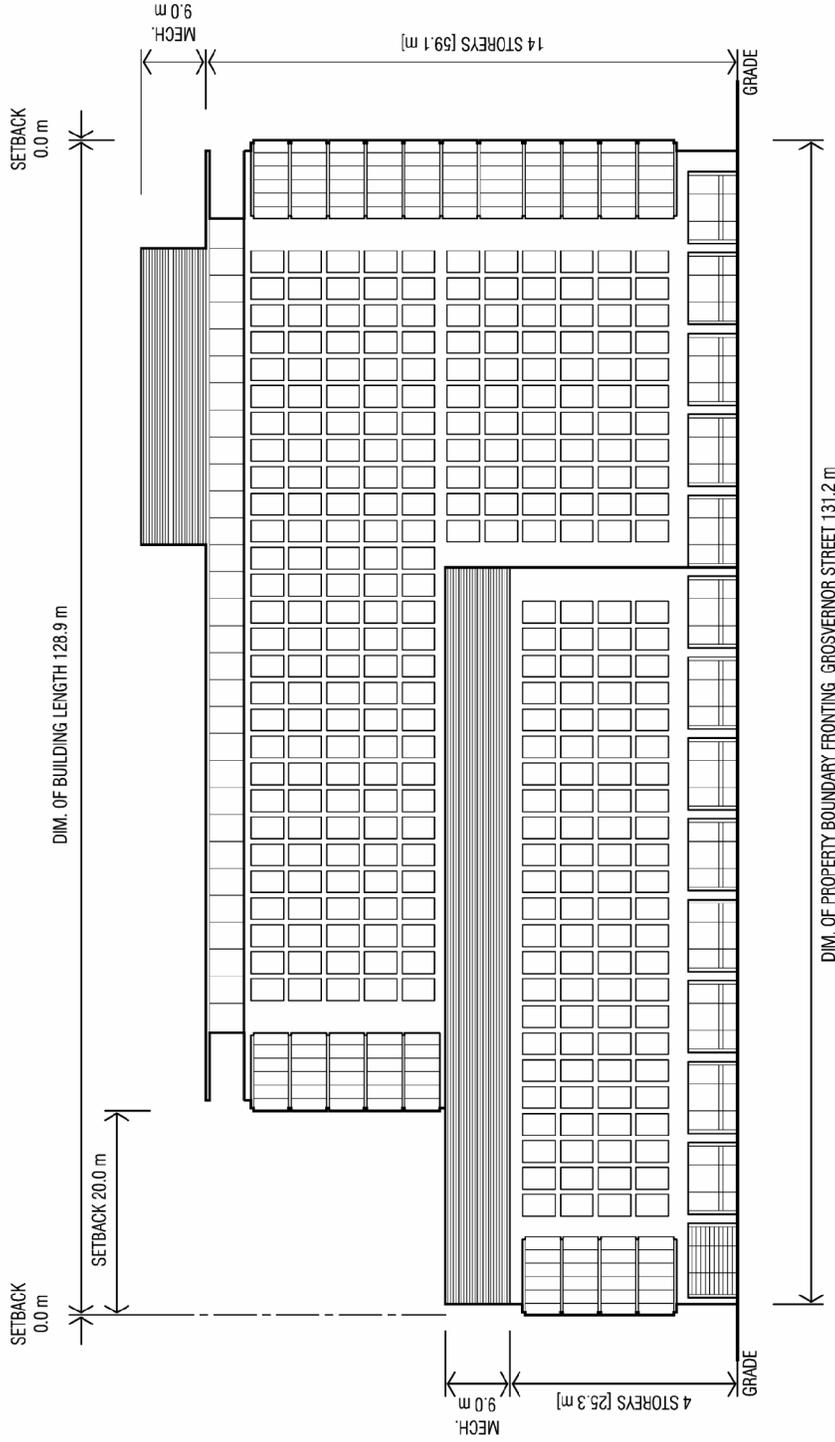
Applicant's Submitted Drawing

Not to Scale
12/18/08

60 - 76 Grenville Avenue & 51 Grosvenor Street

File # 07_226003

NORTH ELEVATION



North Elevation

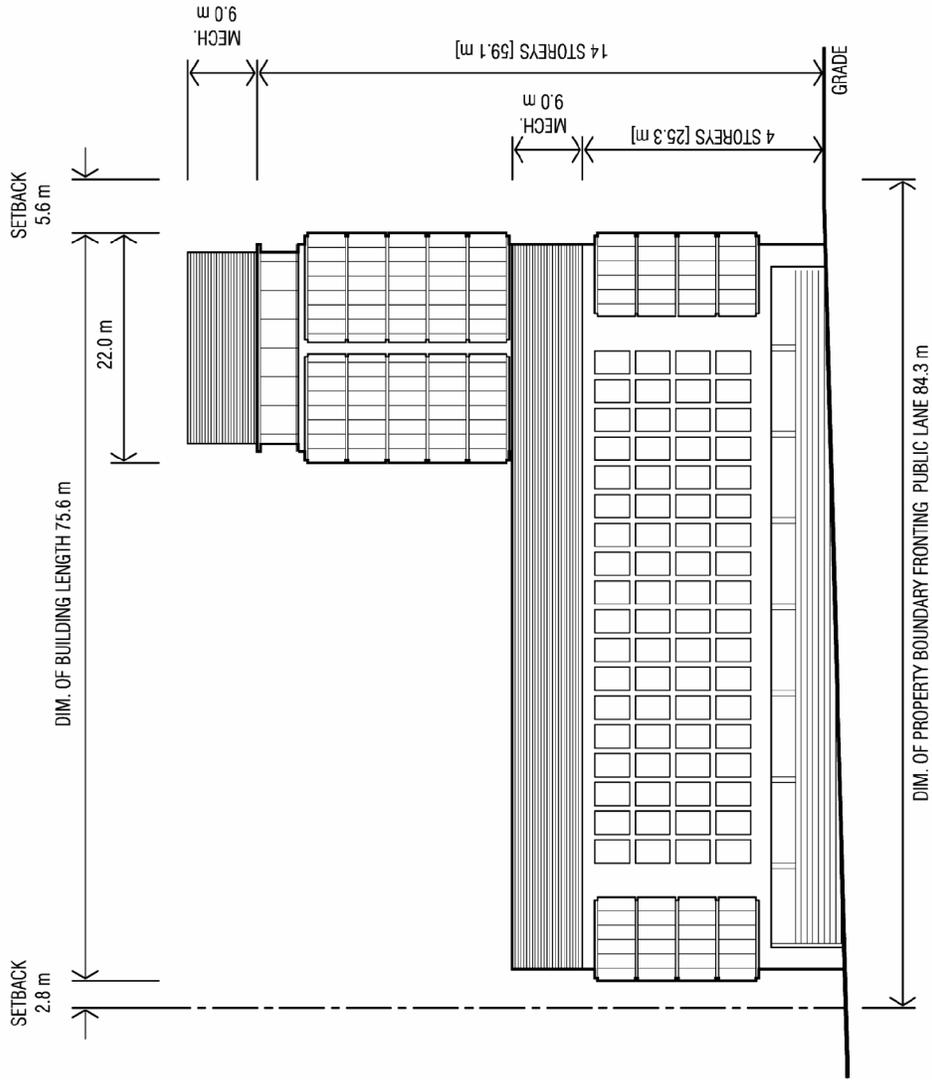
Applicant's Submitted Drawing

Not to Scale
12/18/08

60 - 76 Grenville Avenue & 51 Grosvenor Street

File # 07_226003

EAST ELEVATION



East Elevation

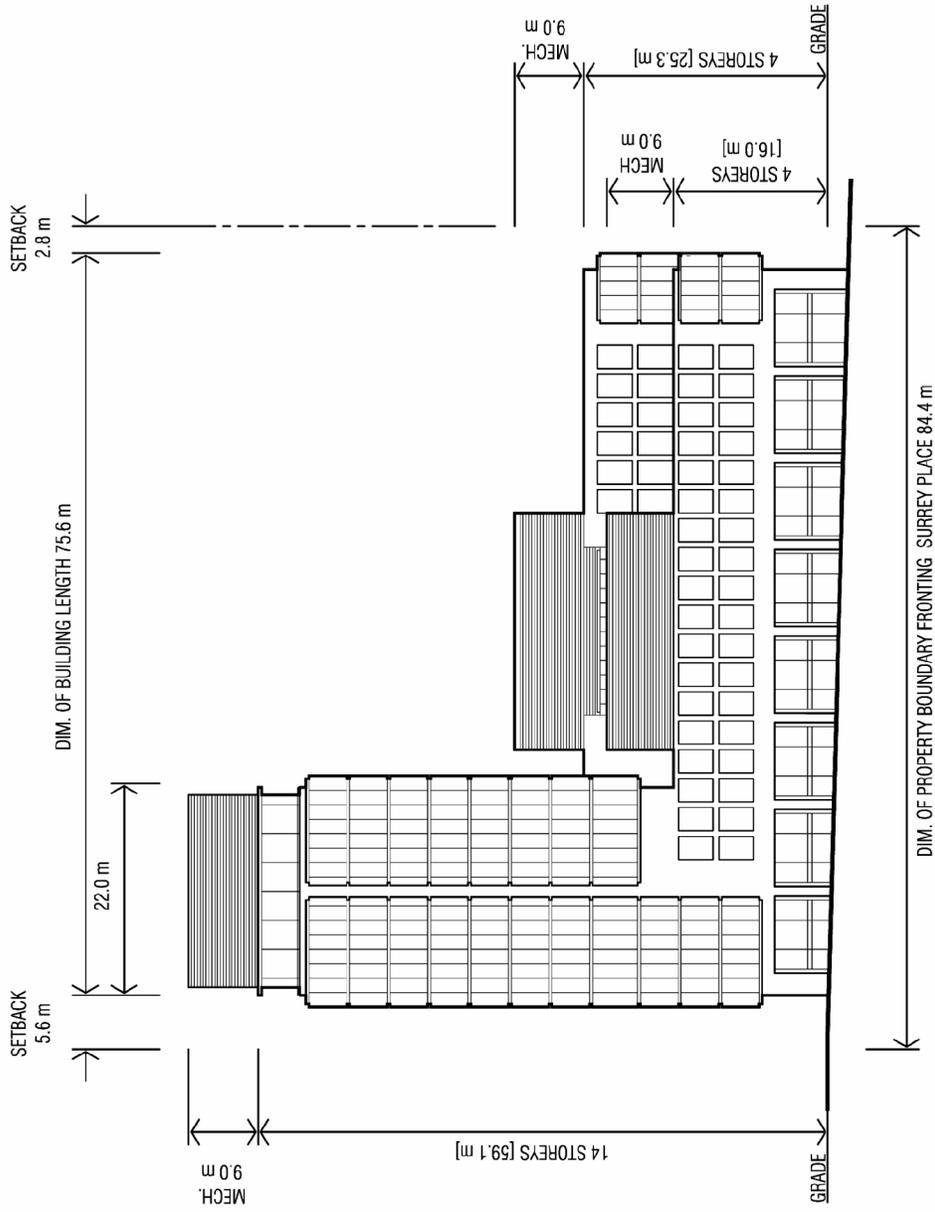
Applicant's Submitted Drawing

Not to Scale
12/18/08

60 - 76 Grenville Avenue & 51 Grosvenor Street

File # 07_226003

WEST ELEVATION



West Elevation

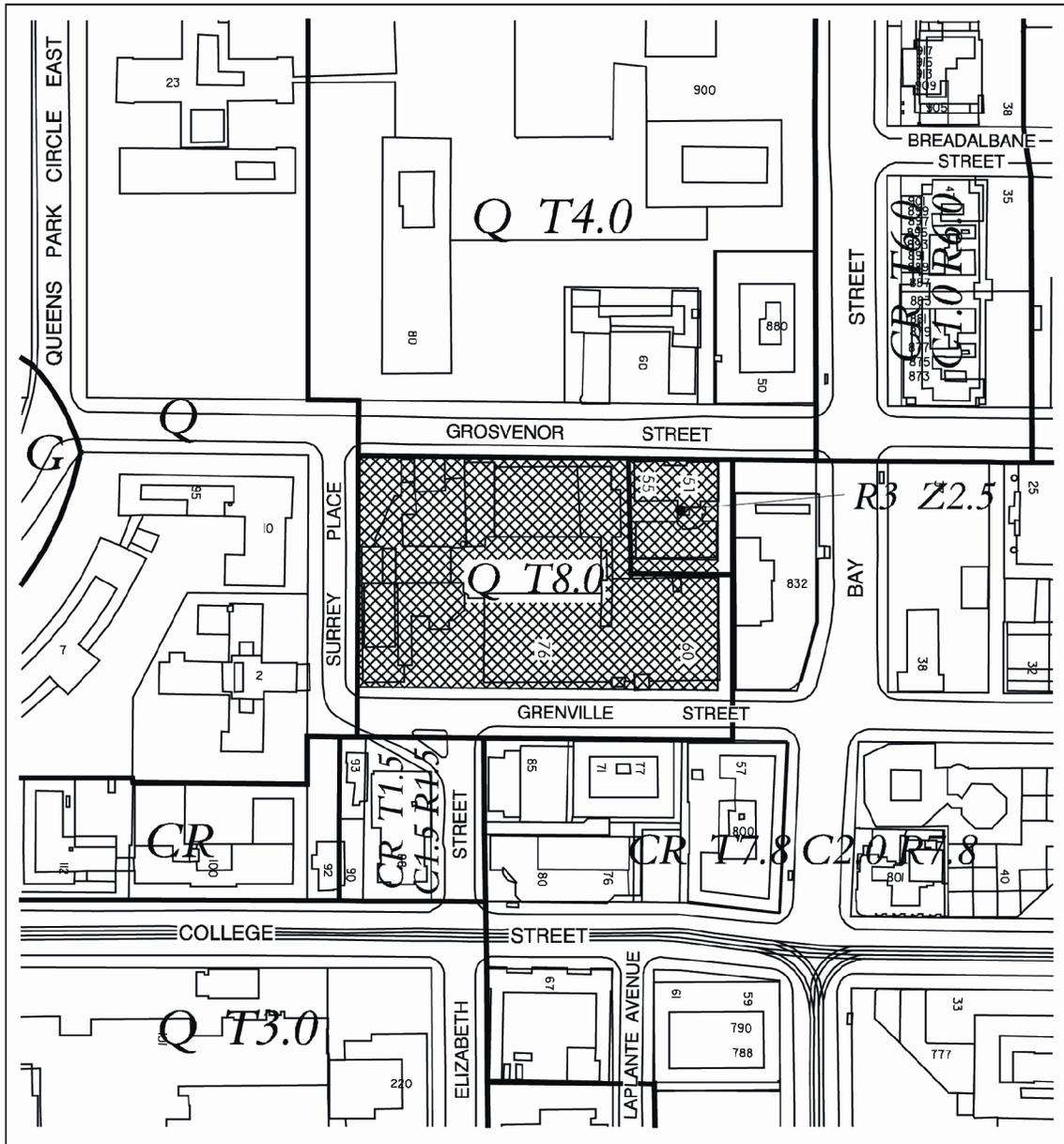
Applicant's Submitted Drawing

Not to Scale
12/18/08

60 - 76 Grenville Avenue & 51 Grosvenor Street

File # 07_226003

Attachment 3: Zoning



TORONTO City Planning
Zoning

60 - 76 Grenville Avenue & 51 Grosvenor Street

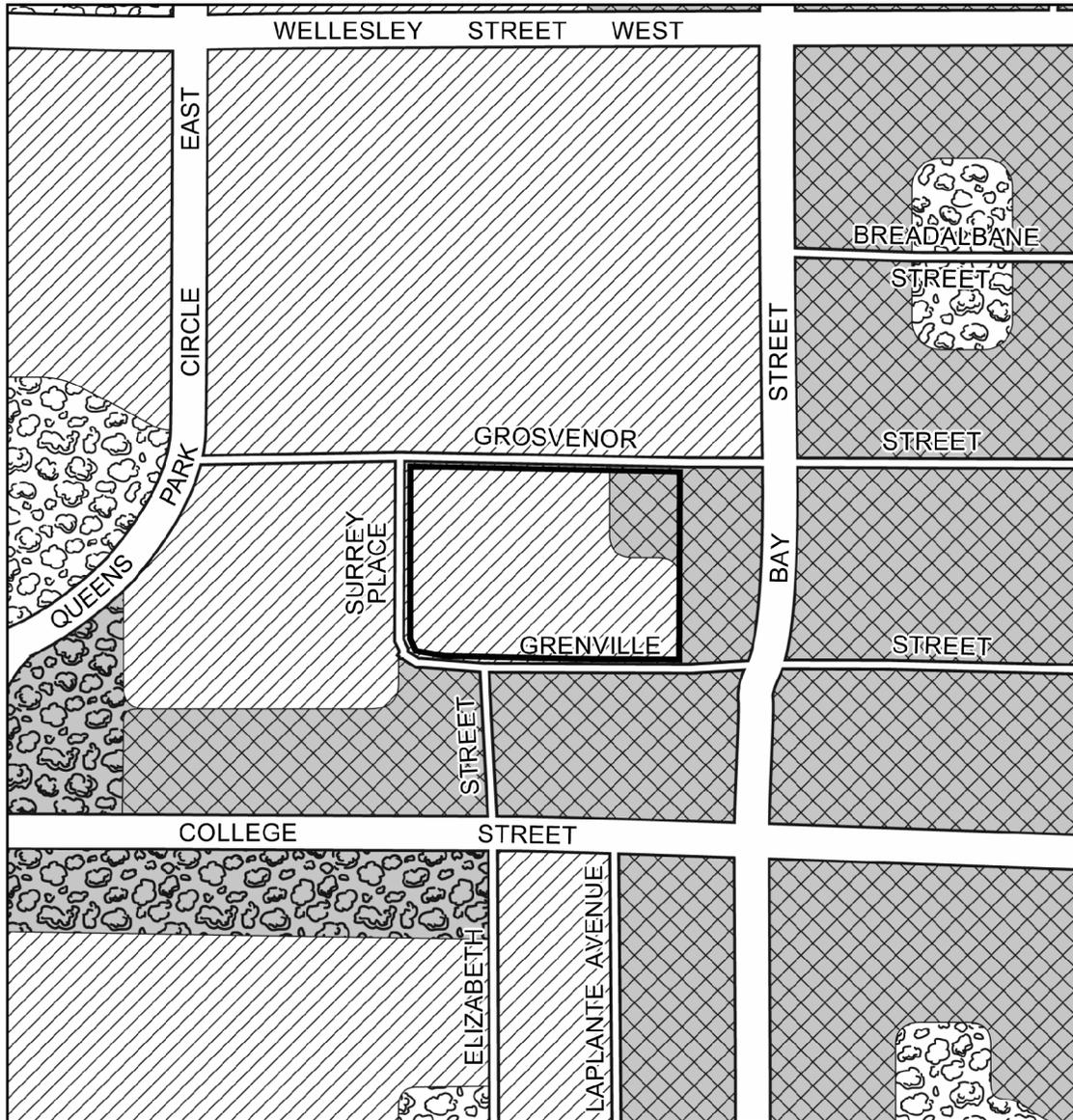
File # 07_226003

- R3 Residential District
- CR Mixed-Use District
- Q Mixed-Use District
- G Parks District



Not to Scale
Zoning By-law 438-86 as amended
Extracted 06/04/07 - TA

Attachment 4: Official Plan



TORONTO City Planning
Official Plan

60 - 76 Grenville Avenue & 51 Grosvenor Street

File # 07_226003

-  Site Location
-  Mixed Use Areas
-  Parks
-  Other Open Space Areas
-  Institutional Areas


 Not to Scale
 06/06/07

Attachment 5: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	07 226003 STE 27 OZ
Details	OPA & Rezoning, Standard	Application Date:	May 31, 2007
Municipal Address:	60- 76 Grenville Street and 51 Grosvenor Street		
Location Description:	Block bounded by Surrey Place, Grenville Street, Grosvenor Street and the public lane west of Bay Street		
Project Description:	Revised phased reconstruction of Women's College Hospital		

Applicant:	Agent:	Architect:	Owner:
Stikeman Elliott 5300 Commerce Court West 199 Bay Street Toronto, ON M5S 1B2		Diamond and Schmitt 384 Adelaide Street West Suite 300 Toronto, ON M5V 1R7	Women's College Hospital 76 Grenville Street Toronto, ON M5S 1B2

PLANNING CONTROLS

Official Plan Designation:	<i>Institutional Areas and Mixed Use Areas</i>	Site Specific Provision:	
Zoning:	Q T8.0, R3 Z2.6	Historical Status:	Y
Height Limit (m):	46	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	11079	Height:	Storeys:	PHASE 1-7 PHASE 2-14
Frontage (m):	131.3		Metres:	PHASE 1-46 PHASE 2-61
Depth (m):	84			
Total Ground Floor Area (sq. m):	7875			Total
Total Residential GFA (sq. m):	0		Parking Spaces:	310
Total Non-Residential GFA (sq. m):	89,000		Loading Docks	6
Total GFA (sq. m):	89,000			
Lot Coverage Ratio (%):	0.76			
Floor Space Index:	8			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:			
Rooms:	0	Residential GFA (sq. m):	0
Bachelor:	0	Retail GFA (sq. m):	0
1 Bedroom:	0	Office GFA (sq. m):	0
2 Bedroom:	0	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	89,000
Total Units:	0		

CONTACT:	PLANNER NAME:	Helen Coombs, Senior Planner,
	TELEPHONE:	(416) 392-7613 hcoombs@toronto.ca
	PLANNER NAME:	Michael Hynes, Senior Planner
	TELEPHONE:	(416) 397-1761 mhynes@oronto.ca

Attachment 6: Draft Official Plan Amendment

Draft Official Plan Amendment

Authority: Toronto and East York Community Council Report No. _____, Clause
No. _____ as adopted by City of Toronto Council on _____, 2009.

CITY OF TORONTO

By-law No. _____-2009

To adopt Amendment No. 67 to the City of Toronto Official Plan respecting lands known municipally as 51 Grosvenor Street.

WHEREAS authority is given to Council by 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*;

NOW THEREFORE, the Council of the City of Toronto HEREBY ENACTS as follows:

1. Amendment No. 67 to the City of Toronto Official Plan, consisting of the attached text, is hereby adopted.
2. This is Amendment No. 67.
3. This By-law shall come into force and effect on the day of the final passing thereof.

ENACTED AND PASSED this _____ day of _____, A.D. 2009.

JOE PANTALONE
Deputy Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)

AMENDMENT NO. 67

TO THE CITY OF TORONTO OFFICIAL PLAN

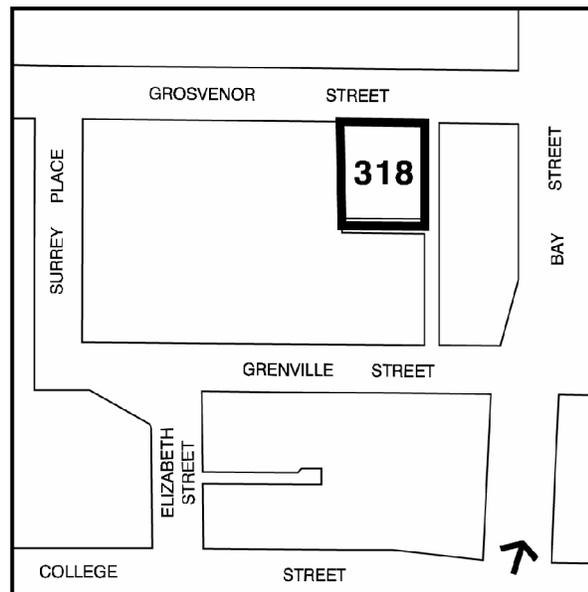
To adopt Amendment No. 67 to the City of Toronto Official Plan respecting lands known municipally as 51 Grosvenor Street.

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

1. Chapter 7 of the City of Toronto Official Plan is hereby amended by adding the following section:

“318 51 Grosvenor Street

- a) Only those uses as provided in *Institutional Areas* are permitted.
- b) Despite Policy 3.2.1.6 of the Official Plan, provided a public hospital is built on the site, replacement of rental dwelling units is not required.”



Attachment 7 – Draft Zoning By-law Amendment

Authority: Toronto Community Council Report No. xx, Clause No. xx,
as adopted by City of Toronto Council on xx xx xx xx, 2009
Enacted by Council: xx xx, 2009

CITY OF TORONTO BY-LAW No. _____-2009

To amend the General Zoning By-law No. 438-86 of the former City of Toronto respecting lands known as 60 Grenville Street, 76 Grenville Street and 51 Grosvenor Street.

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

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*;

WHEREAS pursuant to Section 37 of the *Planning Act*, the Council of the Municipality may, in a by-law passed under Section 34 of the *Planning Act*, authorize increases in the height or density of development beyond that otherwise permitted by by-law 438-86, as amended, in return for the provision of such facilities, services and matters as are set out in the by-law;

WHEREAS Subsection 37(3) of the *Planning Act* provides that, where an *owner* of land elects to provide facilities, services or matters in return for any increase in the height of density of development, the Municipality may require the *owner* to enter into one or more agreements with the Municipality dealing with the facilities, services and matters;

WHEREAS the *owner* of the lands hereinafter referred to has elected to provide the facilities, services and matters as are hereinafter set forth;

WHEREAS the increase in the height permitted hereunder, beyond that otherwise permitted on the lands by By-law No. 438-86, as amended, is to be permitted subject to the provision of the facilities, services and matters set out in this By-law and to be secured by one or more agreements between the *owner* of the lands and the City of Toronto (hereinafter referred to as the “City”);

WHEREAS the Official Plan of the City of Toronto contains provisions relating to the authorization of the height and density of development;

WHEREAS Council has required the *owner* of the aforesaid lands to enter into one or more agreements to secure certain facilities, services and matters in connection with the aforesaid lands set forth in the By-law;

WHEREAS pursuant to Section 667 of the Municipal Code, and Section 111 of the *City of Toronto Act, 2006*, the owner has applied to the City of Toronto for a permit to demolish the building municipally known in 2008 as 51 Grosvenor Street, containing 59 residential rental dwelling units in order for such lands to be incorporated as part of the new public hospital permitted by this by-law; and

WHEREAS Council has permitted the demolition of the building at 51 Grosvenor Street conditional on amongst other things the use of such lands for public hospital purposes and the *owner* paying to the City of Toronto the sum of \$300,000 for the purpose of providing affordable housing.

NOW THEREFORE, the Council of the City of Toronto HEREBY ENACTS as follows:

1. Pursuant to Section 37 of the *Planning Act*, the *heights* and *density* of development permitted in this By-law are permitted subject to compliance with all of the conditions set out in this By-law including the provision by the *owner* of the *lot* of the facilities, services and matters set out in Appendix 1 hereof, to the City at the *owner's* sole expense and in accordance with and subject to the agreement referred to in Section 4(1) of this By-law.
2. Upon execution and registration of an agreement or agreements with the *owner* of the *lot* pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services or matters set out in Appendix 1 hereof, the *lot* is subject to the provisions of this By-law, provided that in the event the said agreement(s) requires the provision of a facility, service or matter as a precondition to the issuance of a building permit, the *owner* may not erect or use such building until the *owner* has satisfied the said requirements.
3. Except as otherwise provided herein, the provisions of By-law No. 438-86, as amended, shall continue to apply to the *lot*.
4. None of the provisions of Section 2 with respect to the definitions of *common outdoor space*, *grade*, *lot* and *parking garage*, Sections 4(2)(a), 4(5)(b) and (f), 4(10)(a), 4(14), 6, 8(3)PART I.2, and 8(3)PART III.1.(a), and the exceptions in Sections 12(1)100, 12(2)87, and 12(2)132, of By-law No. 438-86, as amended, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing or and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", shall apply to prevent the erection and use of a building or buildings for the purposes of a *public hospital* together with *accessory* uses thereto including, *retail store*, *restaurant*, *take-out restaurant* and a *parking garage* on the *lot*, provided:
 - a. the *lot* consists of at least the lands delineated by heavy lines on the attached Map 1;

- b. the total *non-residential gross floor area* of the building or buildings erected on the *lot* shall not exceed 89,000 square metres of which not more than 1,860 square metres in aggregate shall be used for the *accessory* purposes of *retail store, restaurant and take-out restaurant* uses;
- c. no above *grade* portion of any building or structure is located otherwise than wholly within the areas delineated by heavy lines as shown on Map 1 attached with the exception of the following:
 - (i) canopies, awnings, eaves and building cornices;
 - (ii) lighting fixtures, ornamental elements, parapets, trellises, window sills, guardrails, bay window and window projections, signage, balustrades, railings, stairs, stair enclosures, uncovered platforms, wheelchair ramps, underground garage ramps, landscape features and public art features, including retaining walls and planter boxes and structural retaining walls and roofs and structures over the ground floor related areas; and
 - (iii) oxygen tanks and storage facilities and structures related thereto.
- d. no person shall erect or use a building or structure on the *lot* having a greater *height* than the *height* limits specified by the numbers in metres as shown on Map 2 exclusive of the rooftop structures and equipment permitted by paragraphs 4 (e), 4(f) and 4(g) of this By-law;
- e. stair towers, elevator shafts, communication equipment, generators or other power, heating, cooling, or ventilating equipment or window washing equipment on the roof of any building or fences, walls or structures enclosing such elements, are permitted provided the maximum *height* of the top of such elements or enclosures is no higher than the sum of 9.0 metres and the *height* limit specified on Map 2;
- f. structures on the roof of any building used for outside or open air recreation, maintenance, safety, or wind protection purposes, including landscape garden amenities and green roofs are permitted, provided:
 - (i) the maximum height of the top of such structures is no higher than the sum of 3.0 metres and the *height* limit specified on Map 2; and
 - (ii) the structures do not enclose space so as to constitute a form of penthouse.
- g. roof-top chimney stacks, vents and air intakes are permitted;

- h. a minimum of 900 square metres of *common outdoor space* shall be provided on the *lot*;
- i. a minimum of 310 *parking spaces* shall be provided and maintained on the *lot* in an underground *parking garage*, except that such *parking spaces* shall not be required to be provided on the *lot* or off-site for *existing buildings* remaining on the *lot* and for *Phase 1* until a minimum of 1000 square metres of *non-residential gross floor area* is erected and used pursuant to this By-law on the portion of the *lot* located west of *Phase 1* on Map 3;
- j. at least two *loading space - type A* and at least four *loading space - type B* shall be provided and maintained on the *lot*, except that such loading spaces shall not be required to be provided on the *lot* or off-site for *existing buildings* remaining on the *lot* and for *Phase 1* until a minimum of 1000 square metres of *non-residential gross floor area* is erected and used pursuant to this By-law on the portion of the *lot* located west of *Phase 1* on Map 3;
- k. the lateral boundaries of driveways on the *lot* within a distance of 6 metres from Grosvenor Street may be constructed at less than right angles to the *street*; and
- l. the *owner* of the *lot* enters into and registers on title to the *lot* an agreement with the City pursuant to Section 37 of the *Planning Act*, to the City Solicitor's satisfaction, to secure the matters in Appendix 1.

5. Definitions:

- 1. For the purposes of this By-law, the terms set forth in italics, subject to Section 5(2) of this By-law, have the same meaning as such terms have for the purposes of By-law No. 438-86, as amended;
- 2. The following definitions shall apply:
 - (a) "*common outdoor space*" means atria space within a building or buildings, green roofs and rooftop amenity areas located on a building or buildings, and unenclosed, paved, sodded or landscaped exterior area or areas adjoining and directly accessible from the *street*, on the *lot* which provide amenities for the benefit and enjoyment of occupants, visitors and general public and which:
 - (1) for the unenclosed exterior areas on the *lot*, adjoining and directly accessible from a *street*, are accessible by a ramp not exceeding a gradient of 1 in 12, or by stairs and a ramp not exceeding a gradient of 1 in 12;

(2) contains, but is not limited to, at least two of the following elements:

landscaping such as grass, shrubs, trees and flowers;
refuse receptacles/recycling bins; seating; and

(3) is not for the purposes of a driveway, vehicular ramp, loading or servicing area, outdoor storage, motor vehicle parking, *restaurant patio*, vent or stairs;

(b) “*existing buildings*” means buildings or structures existing on the *lot* in the year 2008;

(c) “*grade*” means 106.24 metres Canadian Geodetic Datum;

(d) “*lot*” means the lands outlined by heavy lines on Map 1 attached to this By-law;

(e) “*Phase I*” means the area of the *lot* delineated as such on Map 3 attached to this By-law; and

(f) “*parking garage*” means a building or a portion of a building, other than a *private garage*, that is used for the temporary parking of motor vehicles, as an *accessory* use to the principal use or uses permitted on the whole of the *lot* or on the portion of the *lot* on which the *parking garage* is located, and the *parking garage* may be occupied by motor vehicles whose users are not occupants or visitors of the building where the *parking garage* is located.

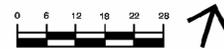
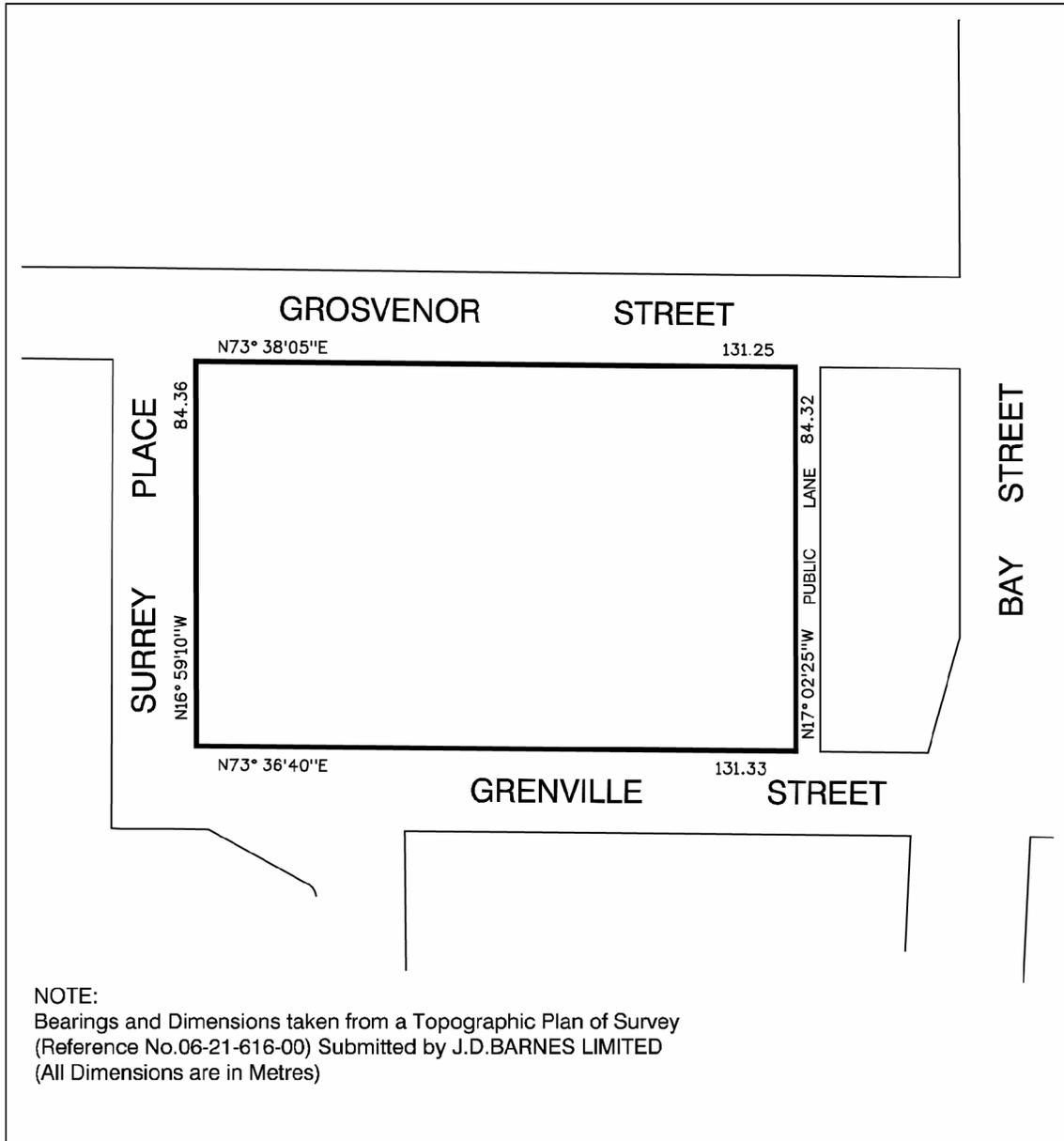
6. Despite any existing or future severance, partition, or division of the *lot*, the provisions of this By-law shall continue to apply to the whole of the *lot* as if no severance, partition, or division occurred.

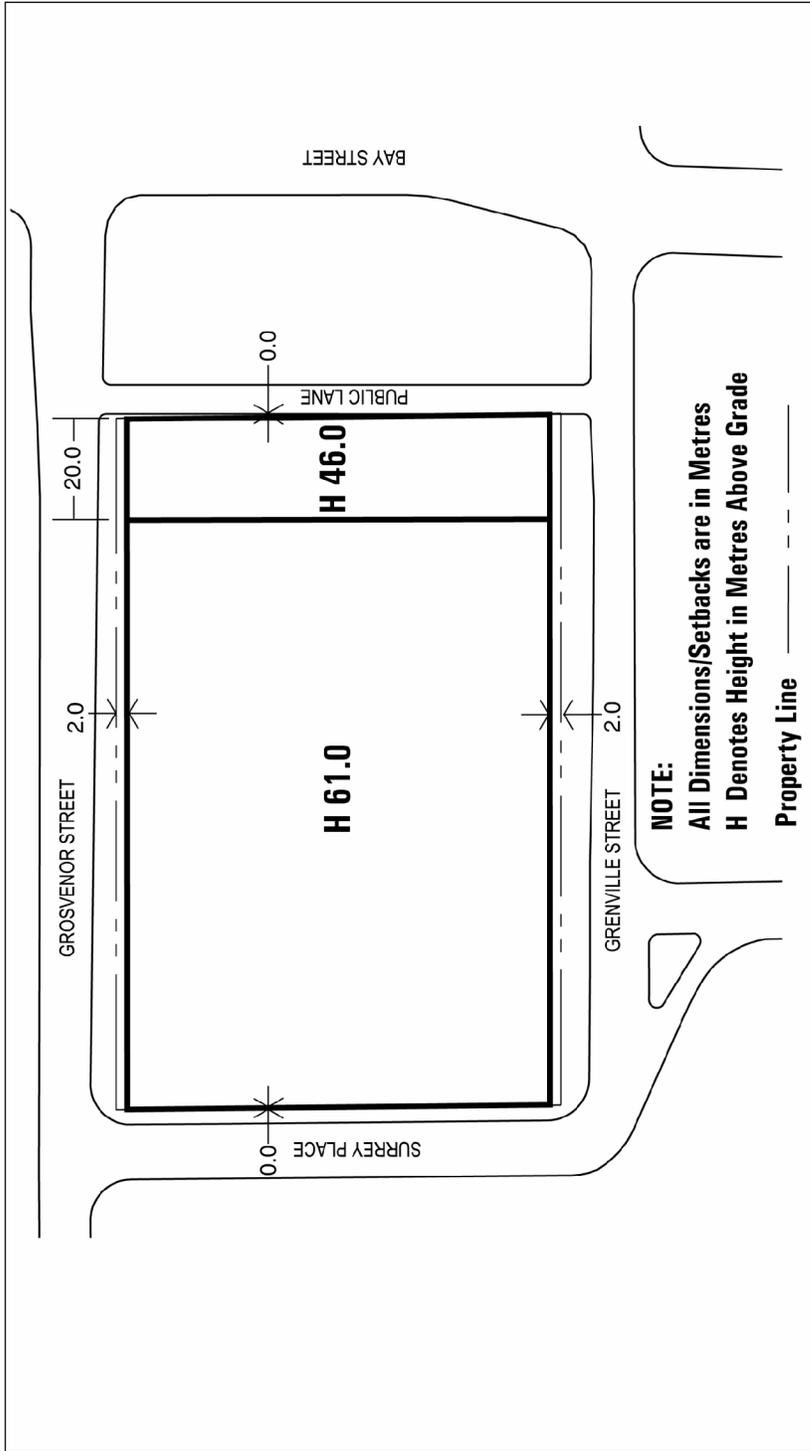
7. Building permit issuance with respect to the lands to which this By-law applies shall be dependant upon satisfaction of the provisions in the By-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.

ENACTED AND PASSED this day of, A.D. 2009.

SANDRA BUSSIN
Speaker
(Corporate Seal)

ULLI S. WATKISS
City Clerk

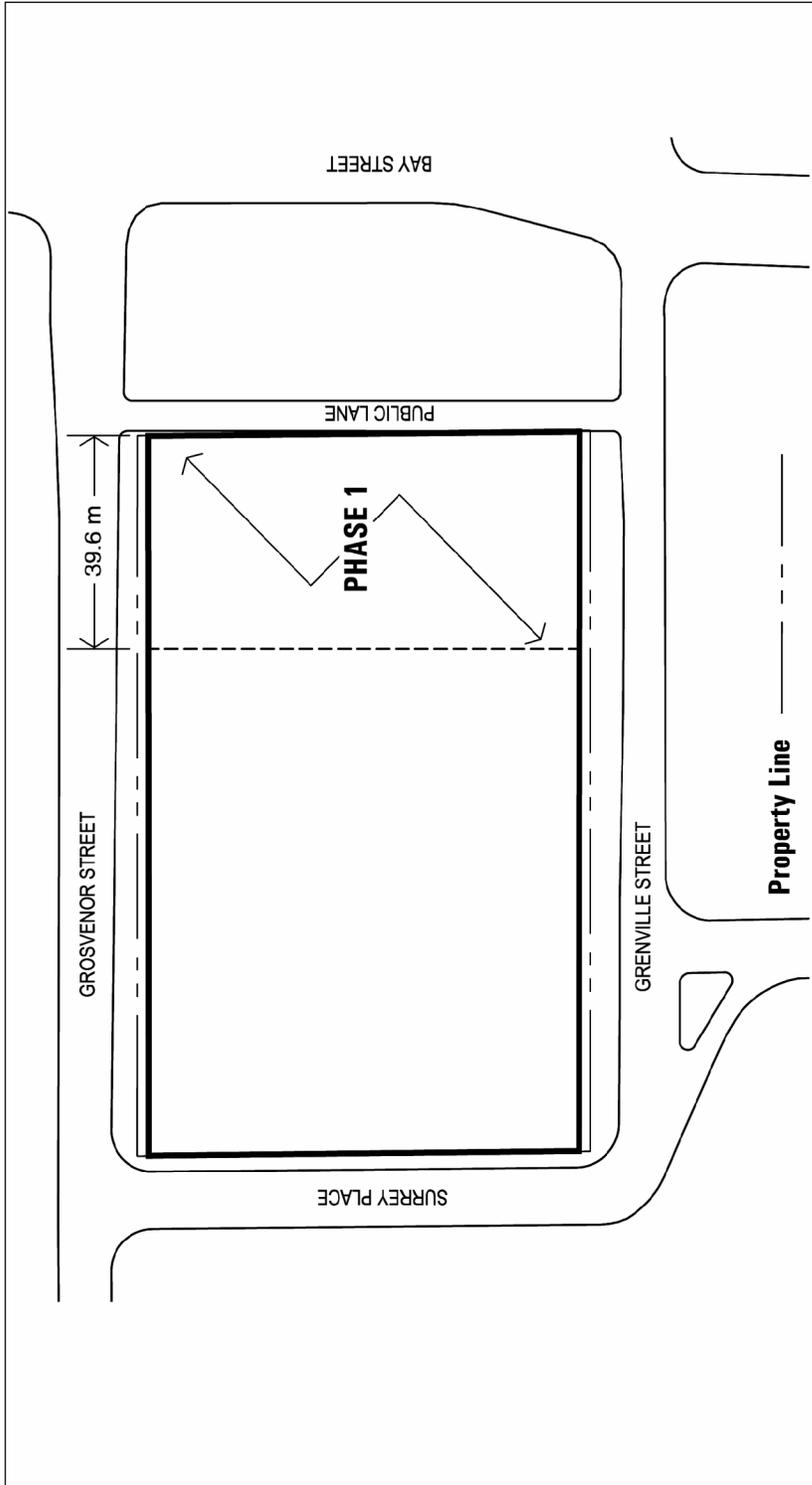




60 - 76 Grenville Avenue & 51 Grosvenor Street

File # 07_226003





Appendix “1”
Section 37 Provisions

The facilities, services and matters set out herein are the matters required to be provided by the *owner* of the *lot* to the *City* in accordance with an agreement or agreements, pursuant to Section 37(3) of the *Planning Act*, in a form satisfactory to the *City* with conditions providing for indexing escalating of the financial contributions, indemnity, insurance, GST, termination and unwinding, and registration and priority of agreement:

- a. \$300,000 to be used for the provision of affordable housing to be paid to the City prior to the issuance of the first above grade building permit for a public hospital on Phase 1, provided in the event that such payment is made after December 31, 2010, the payment shall be increased to reflect any increases in the Construction Price Index from January 1, 2011;
- b. Continue to operate the existing residential rental building located on the lot as rental housing until the earlier of the date such building is vacant or January 31, 2010;
- c. The Tenant Assistance Plan:

Each tenant receiving notice of termination will be given 150 days notice, three months equivalent cash pay out, return of last months rent, \$500 moving expenses and all applicable interest on deposit together with the following:

Tenants who are in occupancy of their units for the following lengths of time will be provided with the following additional compensation:

One Year and Greater – will be given one additional month rent free;

Between 5 and 10 years – will be given two additional months rent free;
and

Greater than 10 years – will be given nine months rent free, and shall receive a “top-up” payment equal to the difference in the current monthly market rent of such unit within the building minus the actual amount of monthly rent paid by the tenant multiplied by 12 months (or by a lesser number of months if the tenant vacates their unit after September 1, 2009 but before January 31, 2010).

Tenants who depart prior to notice of termination being given shall not receive the compensation package or the moving allowance.

- d. Be encouraged to build in conformity with the Green Development Standard Checklist submitted by the owner and date stamped as received by the Chief Planner and Executive Director, City Planning Division on October 1, 2008;
- e. An existing east-west public lane is required to form part of the *lot*. Prior to Site Plan approval pursuant to Section 114 of the *City of Toronto Act, 2006*, the owner shall obtain City Council's approval of the closure and sale of the public lane and shall complete such sale of such lane;
- f. Provide and thereafter maintain public art in a location on a publicly accessible portion of the lot;
- g. Comply with any other conditions set forth in the agreement required to ensure the orderly development and phasing of the lands as required by the Chief Planner and Executive Director, City Planning Division, acting reasonably;
- h. Enter into a Site Plan Agreement to the satisfaction of the Chief Planner and Executive Director, City Planning Division under Section 114 of the *City of Toronto Act, 2006*;
- i. Provide reasonable commercial efforts to obtain LEED certification of the development; and
- j. Provide and maintain parking in accordance with the approved Temporary Parking Study prepared by the BA Group dated December 11, 2008, subject to such revisions from time to time as may be requested by the owner and approved by the Chief Planner and Executive Director, Planning Division.