

**998 College Street – Zoning Amendment Application –  
Final Report**

<b>Date:</b>	August 7, 2012
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 18 – Davenport
<b>Reference Number:</b>	11 325316 STE 18 OZ

**SUMMARY**

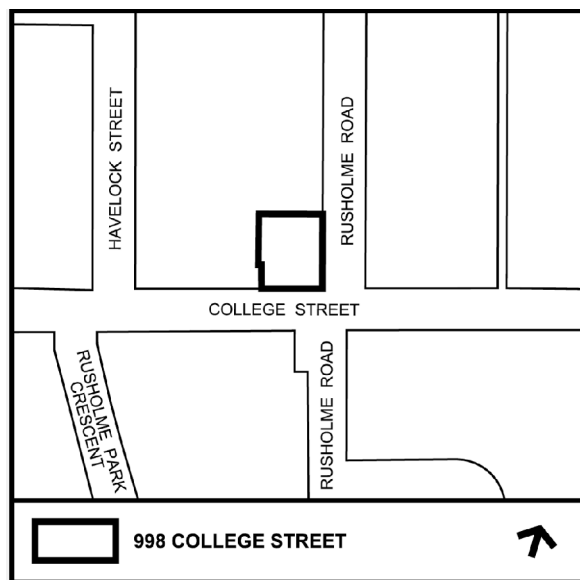
This application proposes a seven-storey building with 408 square metres of non-residential space at-grade and 54 residential units above at 998 College Street. Thirty-nine one bedroom units and 15 two-bedroom units are proposed. Thirty-one parking spaces, including one carshare space, are accessed from Rusholme Road. The total density is 4.2 times the area of the lot.

This report reviews and recommends approval of the application to amend the Zoning By-law.

**RECOMMENDATIONS**

**The City Planning Division recommends that:**

1. City Council amend former City of Toronto Zoning By-law 438-86, as amended, for the property at 998 College Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 10 to the report from the Director, Community Planning, Toronto and East York District (August 7, 2012).



2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

The Preliminary Report on this application can be found at the following link:  
<http://www.toronto.ca/legdocs/mmis/2012/te/bgrd/backgroundfile-45579.pdf>

### **ISSUE BACKGROUND**

#### **Proposal**

This application proposes a seven-storey mixed-use building with a total gross floor area of 4,591 square metres and a density of 4.2 times the area of the lot. The overall height is 25 metres, inclusive of all mechanical equipment.

The ground floor contains 408 square metres of non-residential space fronting on College Street, indoor amenity space, the entrance to the residential units above and access to the loading and the underground parking off Rusholme Road. Fifty-four residential units are contained within the six floors above the ground floor. They include 39 one-bedroom units and 15 two-bedroom units.

Five parking spaces (four visitor spaces and one car-share) are located at-grade at the rear of the building. The remaining 27 spaces are located on two underground parking levels. A total of 43 residential bike parking spaces are located on the ground level (18 spaces) and on the P1 level (25 spaces). The 18 visitor and retail bike parking spaces are located on College Street and Rusholme Road. Please see Attachments 1-6 for drawings of the proposal and Attachment 9 for the Application Data Sheet for all statistics.

The proposal has been amended from the initial submission after consultation with the community, the Ward Councillor and city staff. The number of storeys was reduced from eight to seven, the studio (bachelor) units were removed, there has been a reduction in the total gross floor area, more parking was added to comply with the Zoning By-law, additional stepping on the north façade was included, and privacy screens were added to the patios on the north façade to limit overlook.

## **Site and Surrounding Area**

The 1,091 square metre vacant site is located on the northwest corner of College Street and Rusholme Road.

North: To the north of the site is a residential neighbourhood, comprised of detached and semi-detached houses.

East: To the east of the site is a 4-unit residential building located on the northeast corner of College Street and Rusholme Road. Further east along College Street are mixed-use buildings, mostly 3-storeys in height with retail uses at grade and residential units above.

South: On the south side of College Street are 2-storey mixed-use buildings with retail at grade and residential units above. A 1-storey restaurant, setback from the sidewalk is located on the southeast corner of College Street and Rusholme Road. On the west side of Rusholme Road is a newer row of 3-storey townhouses facing College Street.

West: Immediately west of the site are 2, 3-storey mixed-use buildings and further west is a 2 ½ storey semi-detached vacant residential building, and a 3-storey apartment building.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The 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 be consistent with the PPS.

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 subject site is designated "*Mixed Use Areas*" in the City of Toronto Official Plan. This designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in “*Mixed Use Areas*” include, but are not limited to:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto’s growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

The Healthy Neighbourhoods Section of the Official Plan (Section 2.3.1) identifies that the intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. The plan also states that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will, among other matters, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density and maintain adequate light and privacy for residents in those *Neighbourhoods*.

In addition to the specific land use policies, and the Healthy Neighbourhood Policies, Section 3.1.2 of the Official Plan contains Built Form Policies. This section of the Plan identifies that our enjoyment of streets and open spaces largely depends upon the visual quality, activity, comfortable environment, and perceived safety of these spaces. These qualities are largely influenced by the built form of adjacent buildings. The Built Form section of the Plan also identifies that the majority of new growth will take place in the areas of the City where intensification is appropriate. These areas include the *Downtown*, *Centres*, and along *Avenues*.

The Plan identifies that developments must be conceived not only in terms of the individual building site, but how that site, building and facades fit within the existing and/or planned context of the neighbourhood and the City. Policy 3.1.2.3 (a) states that new development will be massed to fit harmoniously within its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, and open spaces by massing buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportions. In addition, Policy 4 identifies that new

development will be massed to define the edges of streets, parks, and open spaces at good proportion.

The site is located on an Avenue, as shown on Map 2 – Urban Structure of the Official Plan.

Avenues are “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”, according to Section 2.2.3 of the Plan.

The Avenues will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each Avenue will be established through an Avenue Study, resulting in appropriate zoning and design guidelines created in consultation with the local community. The zoning by-law will set out the mix of uses, heights, densities, setbacks and other zoning standards.

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors (Policy 3.a) states that development may be permitted on the Avenues prior to an Avenue Study and will be considered on the basis of all of the policies of this Plan. Development applications on the Avenues prior to an Avenue Study are required to be accompanied by an Avenue Segment Study, which discusses the implications for the portion of the Avenue resulting from the proposed development and whether the proposed development would be setting a positive precedent for future development of the remainder of the Avenue.

This proposal has been reviewed against the policies described above as well as the policies of the Official Plan as a whole.

### **Mid-rise Guidelines**

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this City-wide Study is to encourage future intensification along Toronto's Avenues that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's Avenues and Neighbourhood policies, maintaining a balance between reurbanization and stability. The Performance Standards give guidance about the size, shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

## **Zoning**

The site is located in the former City of Toronto and is subject to Zoning By-law 438-86. The site is zoned MCR T3.0 C1.0 R2.5 with a height limit of 16 metres.

## **Site Plan Control**

A Site Plan application has been filed and is being reviewed concurrently with the Zoning Amendment application.

## **Reasons for Application**

A Zoning Amendment application is required to permit the scale and density proposed by the application.

## **Community Consultation**

A Community Consultation meeting was held on February 29, 2012. Planning staff, the applicant, the local Councillor and approximately 80 members of the public attended. The following items were raised at the meeting.

Height – Concerns were raised about the eight-storey proposed height of the building and the appropriateness of this height given the existing context.

Access off Rusholme Road – The proposed vehicular access for the servicing and parking is off Rusholme Road. Some concerns were raised about the potential traffic impact that this access may have on Rusholme Road to the north.

Breakdown of Units – Many people at the meeting had questions about the unit breakdown, the provision of a large number of one-bedroom units and the small number of larger units.

Number of Parking Spaces – The initial proposal had 23 parking spaces for 56 residential units. The community raised concerns about owners of these new units taking on-street parking spaces away from existing residents because not enough parking was being provided on-site. The community also wanted to ensure that enough residential visitor parking was provided on-site.

Privacy and Overlook – Concerns were raised about overlook from the balconies and terraces located on the north façade of the building, and the loss of privacy for those living in the houses to the north of the site.

Shadows – Questions were raised at the meeting about the shadow impacts of the proposed building on the adjacent neighbourhoods.

Other questions and concerns that were raised included bird friendly design and the provision of a patio on Rusholme Road connected to the at-grade non-residential uses. All of these issues are discussed in the Comments section of this report.

## **Agency Circulation**

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

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

Staff have reviewed the proposal and determined that it is consistent with the Provincial Policy Statement, and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### **Land Use**

The Official Plan identifies that *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining a broad array of residential, office, retail and service uses. *Mixed Use Areas* are intended to be areas which allow residents to live, work and shop in the same area, even the same building, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive, and safe. Although *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service uses in the City, not all *Mixed Use Areas* will experience the same scale or intensity of development. The highest buildings and greatest intensity will occur in the *Downtown*, with decreased intensity and scale in the *Centres* and along *Avenues*.

The development criteria contained within Section 4.5.2 of the Official Plan seeks to ensure that, among other matters, development in *Mixed Use Areas* creates a balance of high quality commercial, residential, institutional uses that reduce automobile dependency while meeting the needs of the local community. The Plan also seeks to create and sustain well paid, stable, safe and fulfilling employment opportunities on lands designated *Mixed Use Areas*. The development has non-residential space at grade along College Street which is in keeping with the commercial character of the *Avenue*. Staff have determined that the proposed mid-rise development is appropriate for this site and complies with *Mixed Use Areas* Policies contained within the Official Plan.

### **Avenue Segment Study**

In response to the *Avenue* Policies contained within the Official Plan, primarily Policy 2.2.3.3, the applicant submitted an Avenue Segment Study (prepared by Armstrong Hunter and Associates) on July 19, 2012 in support of their rezoning application. The review includes properties designated *Mixed Use* fronting on College Street between Ossington Avenue and Dufferin Street. The properties designated *Neighbourhoods* between Ossington Avenue and Dufferin Street were not included as the Official Plan protects these areas from intensification.

The Avenue Segment Study provides a background review of relevant policies, and an inventory of existing built form, property ownership and property details which help to inform the impacts that incremental development may have on the *Avenue*. Staff agree with the methodologies, assumptions and conclusions cited in the study.

The Avenue Segment Study identifies that there are three redevelopment sites along the segment that may be redeveloped in the near or long-term at heights and densities that are similar to those proposed for the subject site. These sites are as follows:

1000-1006 College Street (adjacent to the subject site) – There has been interest in developing these sites and combining access with the subject application. If they were to be assembled, consideration would have to be given for the six rental units which existed at 1004 and 1006 College Street (they would have to be replaced). The study concludes that a seven-storey building with 50-60 units, and an underground parking garage could be accommodated on the site.

989 College Street (on the southeast corner of College and Rusholme) – This corner lot has access from a rear lane, and is larger than most properties on College Street. It may be able to accommodate up to 25 units if the parking can be provided in parking stackers without having an adverse impact on the *Neighbourhoods* to the south.

877-893 College Street – This site is presently uses a car sales business. The lot is large enough to accommodate underground parking, has rear lane access, no rental apartments and no heritage value. The site could be redeveloped with a 6-7 storey building containing 50-60 units.

If these three soft sites redeveloped as anticipated it would add approximately 150 more residential units to College Street between Ossington and Dufferin. Based on the consultant's analysis and planning rationale it is staff's opinion that incremental development within the segment would not adversely impact adjacent *Neighbourhoods*. The soft-site analysis demonstrates a level of reurbanization that is in keeping with the Official Plan policies for *Avenues*. In addition, any future development applications submitted in the area covered by this Avenue Segment Study would be evaluated on their own merit based on a detailed submission.

Staff did not require the applicant to provide a community facilities and services study, as one is being completed for this area by City staff for the ongoing Ward 18 local area study. A copy of the Avenue Segment Study can be made available for review by Planning Staff upon request.

## **Height**

Performance Standard 1 of the Mid-rise and Avenues Study identifies that the maximum allowable height of the *Avenues* will be no taller than the wide of the *Avenue* right-of-way. On College Street, which has a right-of-way width of 20 metres at this location, the mid-rise building consisting of commercial uses at grade and residential dwelling units above, can be 20-metres in height, or 6 storeys. The study also recognizes that building



height is only one aspect of regulating building design. Performance Standard 13 – Roofs and Roofscapes, identifies that mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate the angular plane. Therefore, a 20 metre building with a mechanical penthouse of 5 metres, for a total of 25 metres is recognized.

In this case, the residential units go up to 22 metres in height, and then the mechanical penthouse, and access to roof top patios (facing College only) are 2.8 metres, bringing the overall height to 25 meters. This overall height is also consistent with other recently approved mid-rise buildings on Dundas Street West.

## **Built Form**

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the City. Section 4.5 of the Official Plan sets out criteria to evaluate development within the “*Mixed Use Areas*” designation. All new development within “*Mixed Use Areas*” is required to locate and mass new buildings to frame the edge of the streets, maintain sunlight and comfortable wind conditions, and locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives contained within the Plan. These objectives are addressed by ensuring that developments provide appropriate setbacks and/or stepping down of heights, between areas of different development intensity and scale, and by locating and massing of new buildings in a manner that is sensitive and limits shadow impacts during the spring and fall equinoxes.

The proposed building is stepped back on the south, east and north facades to provide an appropriate pedestrian scale on College Street and Rusholme Road, and provide a transition to the *Neighbourhoods* to the north of the site. These step backs mean that the floorplate of each floor gets smaller and smaller towards the upper floors. The second and third floors contain 843 square metres of gross floor area, while the seventh has only 415 square metres of gross floor area.

Along College Street the building rises straight up 16 metres in height (80% of the total width of the right-of-way) on the property line, and the sixth and seventh floors are stepped back 2.1 metres and 3.2 metres respectively. Along Rusholme Road, the building rises 16 metres at the property line, and then steps back 3.3 metres for the sixth and seventh floors. At the rear of the site the building is set back 7.5 metres from the property line for the first three storeys, 10.5 metres for the fourth floor, 11 metres for the fifth floor, 13.5 meters for the sixth floor and 15 metres for the seventh floor. It is important to note that each floor is articulated, so although a portion of the sixth floor, for example, is 13.5 metres from the north property line, there are other portions that are setback more than 13.5 metres.

The purpose of the setbacks and stepbacks is to provide a comfortable pedestrian realm along the public streets and to transition from the taller portions of the building to the houses located north of the site. This transition reduces the shadow impact of the

proposed building on these residences, and addresses the overlook and privacy concerns raised by the community.

The appropriate setbacks and stepbacks are determined through the use of angular planes which are outlined in the Midrise Guidelines. As part of the application process the applicant provided diagrams showing how much of the building protruded outside these angular planes. There are minor penetrations of the building into the angular planes, or portions of some of the floors. Staff have reviewed the proposed setbacks and stepbacks in relation to the angular planes and have found that the overall massing of the building is appropriate and that the minor protrusions into the angular planes do not have a negative impact on the surrounding properties.

### **Midrise Guidelines**

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of this City-wide Study is to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards give guidance about the size, shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

The application has been reviewed against the Performance Standards contained within the Avenues and Mid-Rise Buildings Study. The applicant has been able to satisfy a majority of the 36 performance standards contained within the study and where they do not meet a specific performance standard it is minor, and there is no adverse impact on the surrounding properties.

### **Unit Breakdown**

The revised proposal includes 54 units, 39 one-bedroom and 15 two-bedroom. One of the comments at the community meeting was that the lack of any 3-bedroom units made the development unsuitable for families. Although there are no three-bedroom units proposed, 4 of the two-bedroom units also have a den, and the overall average size of all the units in the building is 77 square metres (825 square feet). In looking at the appropriateness of the development for families staff considered not only the number of bedrooms in the units, but also the overall size of the units. Staff believe that the proposal has a wide range of options for a wide range of potential owners.

## **Privacy and Overlook**

One of the concerns raised at the community meeting was overlook from the balconies and terraces on the north side of the building towards the houses, and the backyards of the houses to the north. The applicant has addressed these concerns by eliminating the balconies on the first 2 residential floors (2<sup>nd</sup> and 3<sup>rd</sup> floors) and providing privacy screens (with plantings) on the patios and balconies facing the north. The details of these screens will be secured through Site Plan Approval.

## **Sun and Shadow**

The applicant was required to submit a sun/shadow study for the months of March and September for city staff to review. The study shows that there will be some shadow impact on the property directly north of the site, and some minor impact on the second property from the site. However, the impact does not last long, and it is acceptable to staff.

## **Traffic Impact, Access, and Parking**

The vehicular access for the site is off Rusholme Road. Questions were raised at the community meeting about the possibility of moving the access to College Street. Staff prefer the access to be located off the side street so there is no conflict with the streetcar on College Street, and so that the College Street façade of the building can contain commercial uses, thereby maintaining the character of the street.

The revised application has increased the number of parking spaces. The original application had 23 spaces and the revised application has 32 spaces. The 32 spaces include four visitor spaces at-grade, one carshare space at-grade (the equivalent of four spaces) and 27 spaces on two underground levels. The provision of 32 spaces, including the one carshare space complies with the Zoning By-law and is appropriate.

Concerns were raised by members of the community about the amount of traffic that would be generated by the development, especially given that Rusholme Road is one-way southbound. Vehicles entering the site would have to travel southbound on Rusholme Road, through the neighbourhood. There was discussion at the community meeting about making portion of Rusholme Road adjacent to the subject site two-way, so vehicles could come off College, onto Rusholme and into the site. Consensus on this idea was not found among the attendees of the meeting. In addition, Transportation Services staff were not supportive of this idea given the confusion it may cause for drivers who turn north onto Rusholme from College only to find out they can't proceed up Rusholme. There are no laneways behind the mixed-use building on College that would provide an outlet for these vehicles and so they would have to complete a u-turn to exit back to College Street. This condition was considered unsafe and not acceptable.

The applicant submitted a Transportation Impact Study with their application which indicates that the proposal will generate approximately 52 and 50 two-way trips during the AM and PM peak periods respectively. The study has been accepted by Transportation Services staff.

## **Bicycle Parking**

The Official Plan contains policies which encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to increase the opportunities for better walking and cycling conditions for residents of the City. The applicant proposes to provide 43 occupant bicycle parking spaces, and 18 visitor bicycle parking spaces. The proposed bicycle parking is satisfactory to the City and will be secured as a performance standard within the Zoning By-law Amendment.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The application proposes 54 residential units and 408m<sup>2</sup> of non residential uses on a site with a net area of 1,091m<sup>2</sup>. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 0.0746 hectares or 68.4% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 102m<sup>2</sup>.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as an on-site parkland dedication requirement of 102m<sup>2</sup> would not be of a useable size and the site would be encumbered with below grade parking.

The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

## **Streetscape**

The proposed commercial uses at-grade on College Street will animate the street and will continue the pattern and character of College Street especially to the east. New street trees will be planted on College Street and Rusholme Road and the sidewalks will be a minimum of 1.8 metres wide. The community raised some questions about the ability of the commercial space to put a patio on the Rusholme Road side of the building. If the commercial tenant would like to put a patio in this location they will have to apply for a right-of-way permit through the city.

## **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with

financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS.

The site specific zoning by-law will secure performance measures for the following Tier 1 development features: Automobile Infrastructure, Cycling Infrastructure and the Storage and Collection of Recycling and Organic Waste. Other applicable TGS performance measures, including Bird Friendly Design, will be secured through the Site Plan Approval process.

### **Development Charges**

It is estimated that the development charges for this project will be \$493,000.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

### **Conclusion**

Staff recommend that this proposal for a seven-storey mixed-use building at 998 College Street be approved. The building as proposed complies with the Official Plan by intensifying a vacant site on an *Avenue*, providing transition from the taller portions of the building on the south side of the site to the *Neighbourhoods* to the north, improving the streetscape along College and Rusholme, maintaining the non-residential at-grade character of College Street, and by providing sufficient parking and amenity space on site.

### **CONTACT**

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### **SIGNATURE**

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

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## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: Ground Floor Plan

Attachment 3: South Elevation

Attachment 4: East Elevation

Attachment 5: North Elevation

Attachment 6: West Elevation

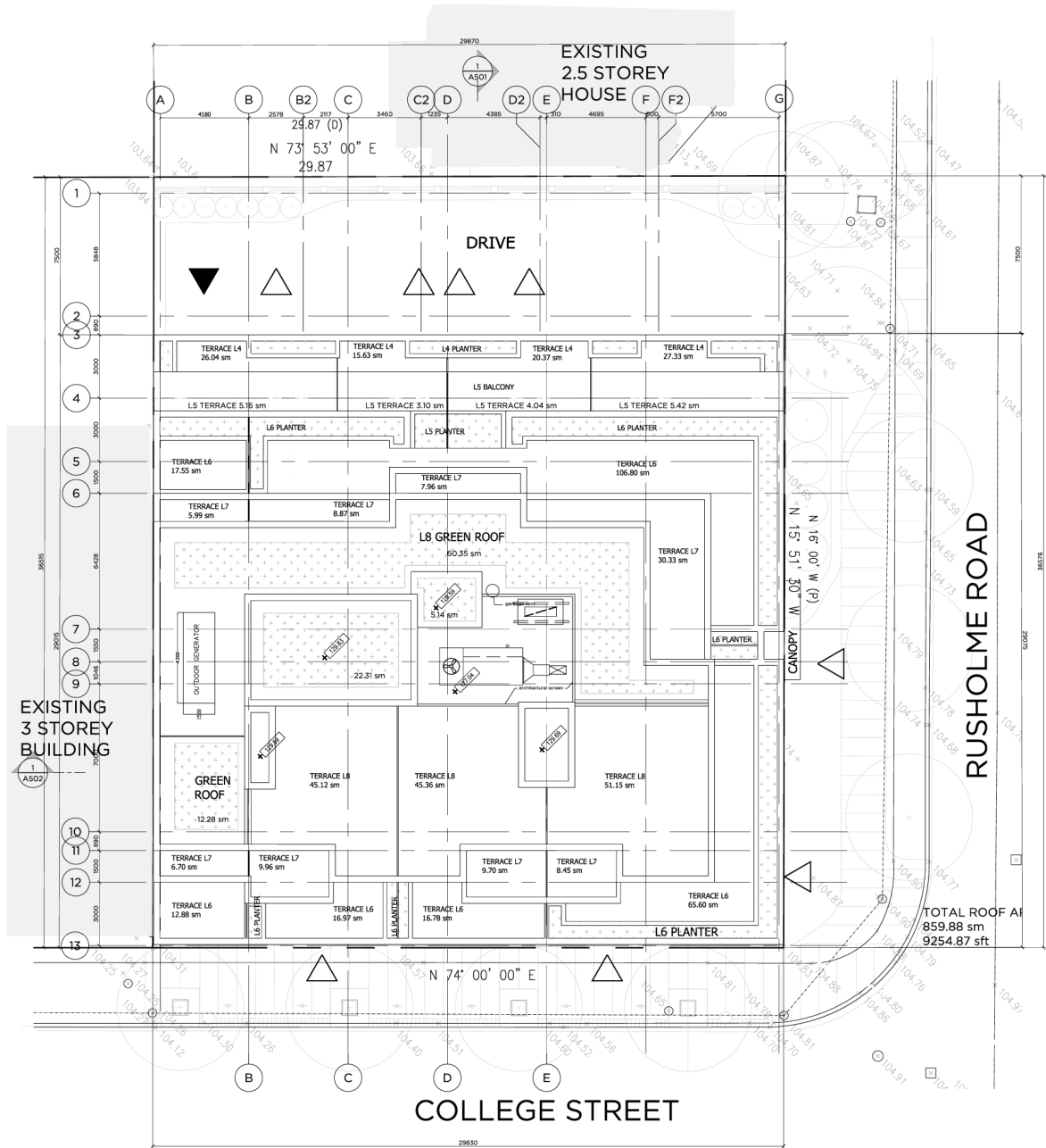
Attachment 7: Official Plan

Attachment 8: Zoning

Attachment 9: Application Data Sheet

Attachment 10: Draft Zoning By-law Amendment

# Attachment 1: Site Plan



## Site Plan

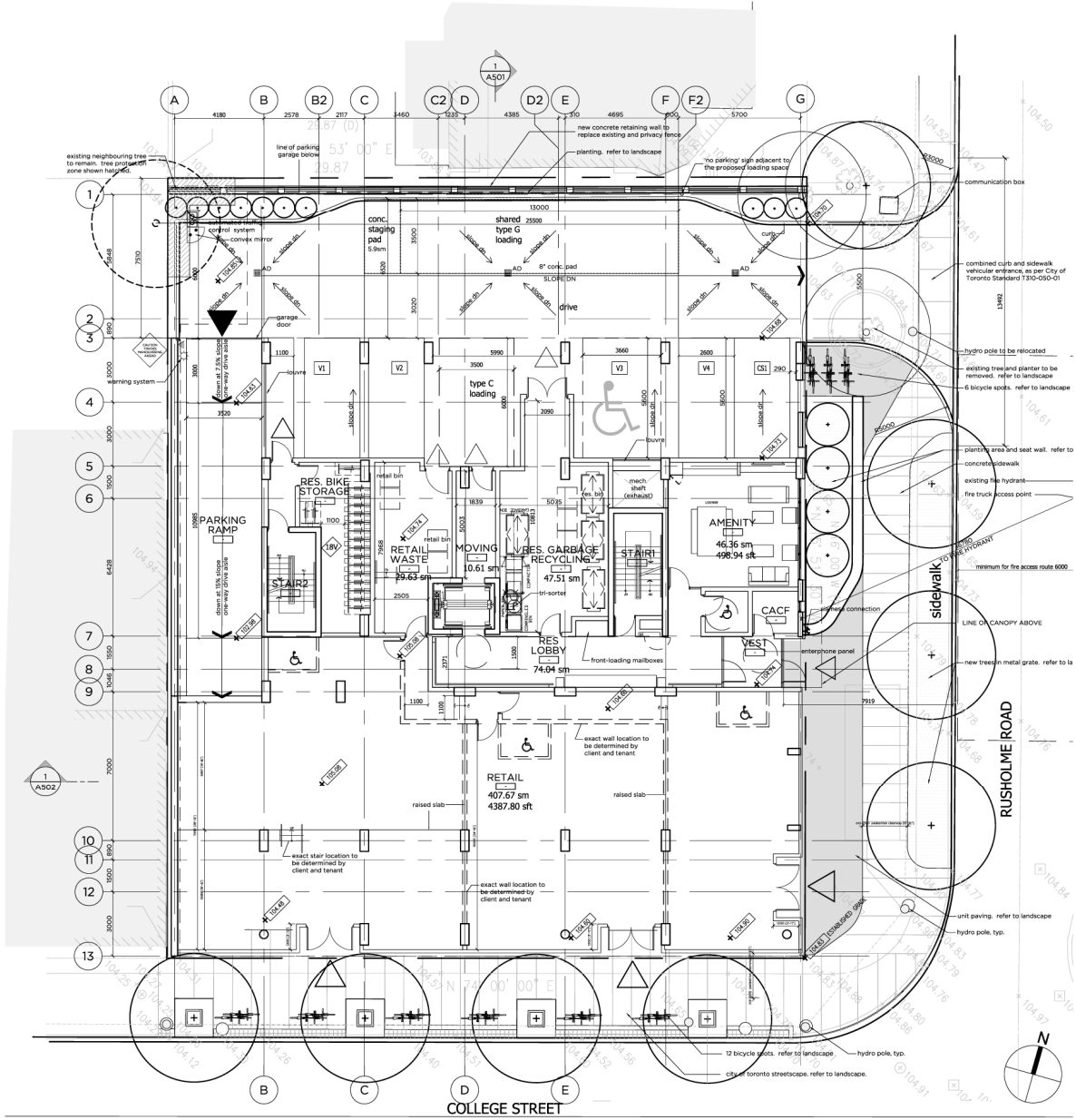
998 College Street

Applicant's Submitted Drawing

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07/31/2012

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# Attachment 2: Ground Floor Plan



## Ground Floor Plan

998 College Street

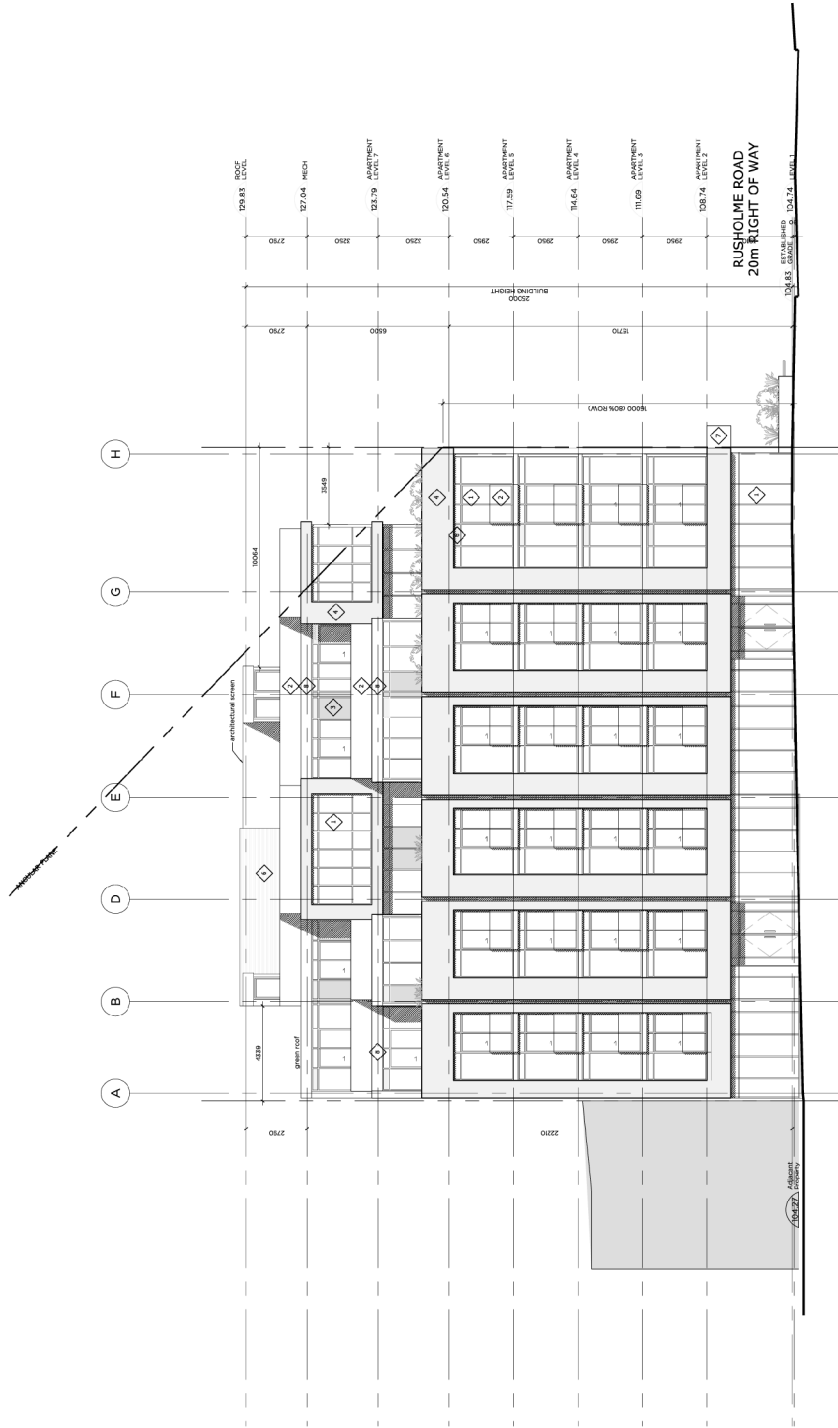
Applicant's Submitted Drawing

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# Attachment 3: South Elevation



South Elevation

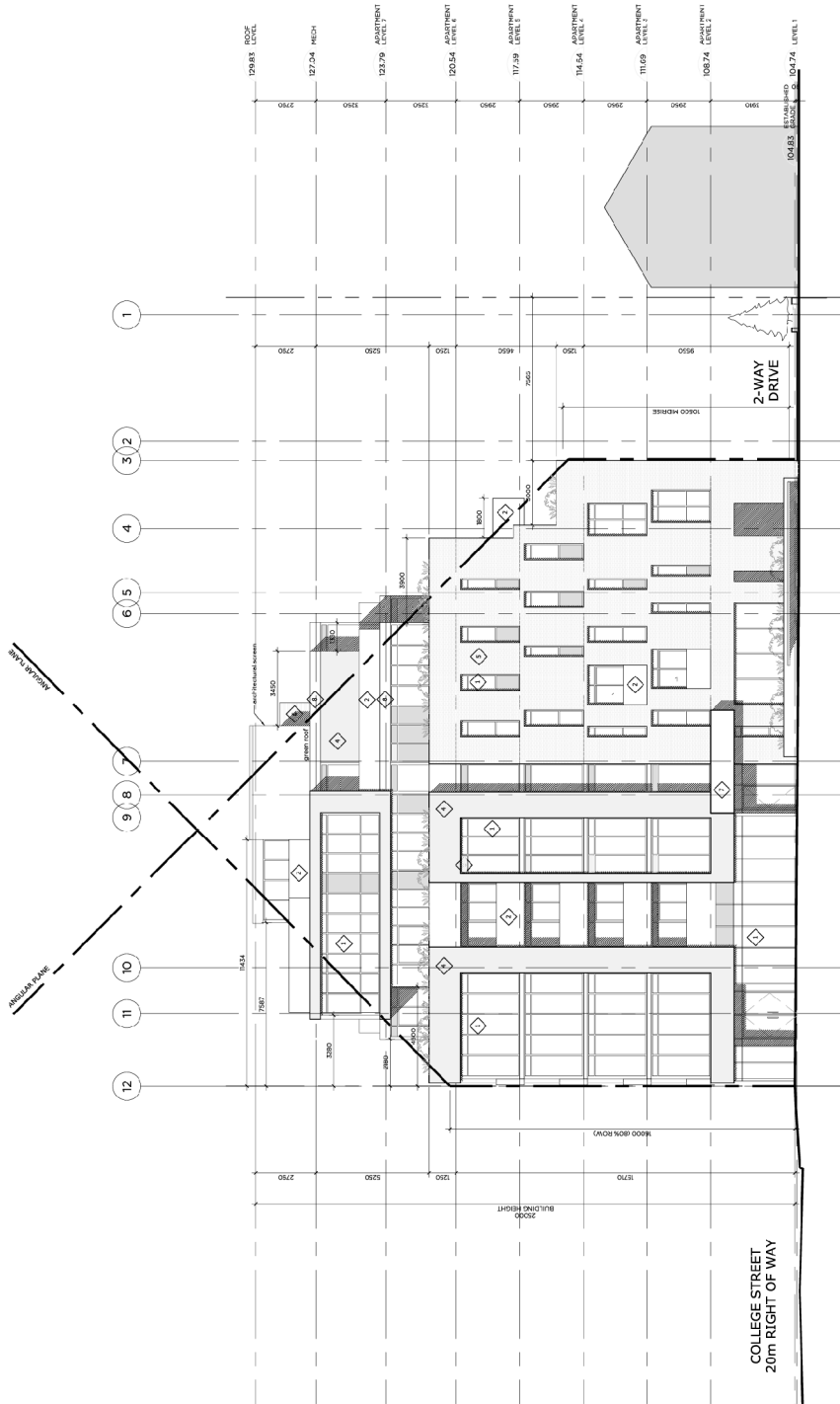
998 College Street

**Elevations**  
 Applicant's Submitted Drawing

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# Attachment 4: East Elevation



East Elevation

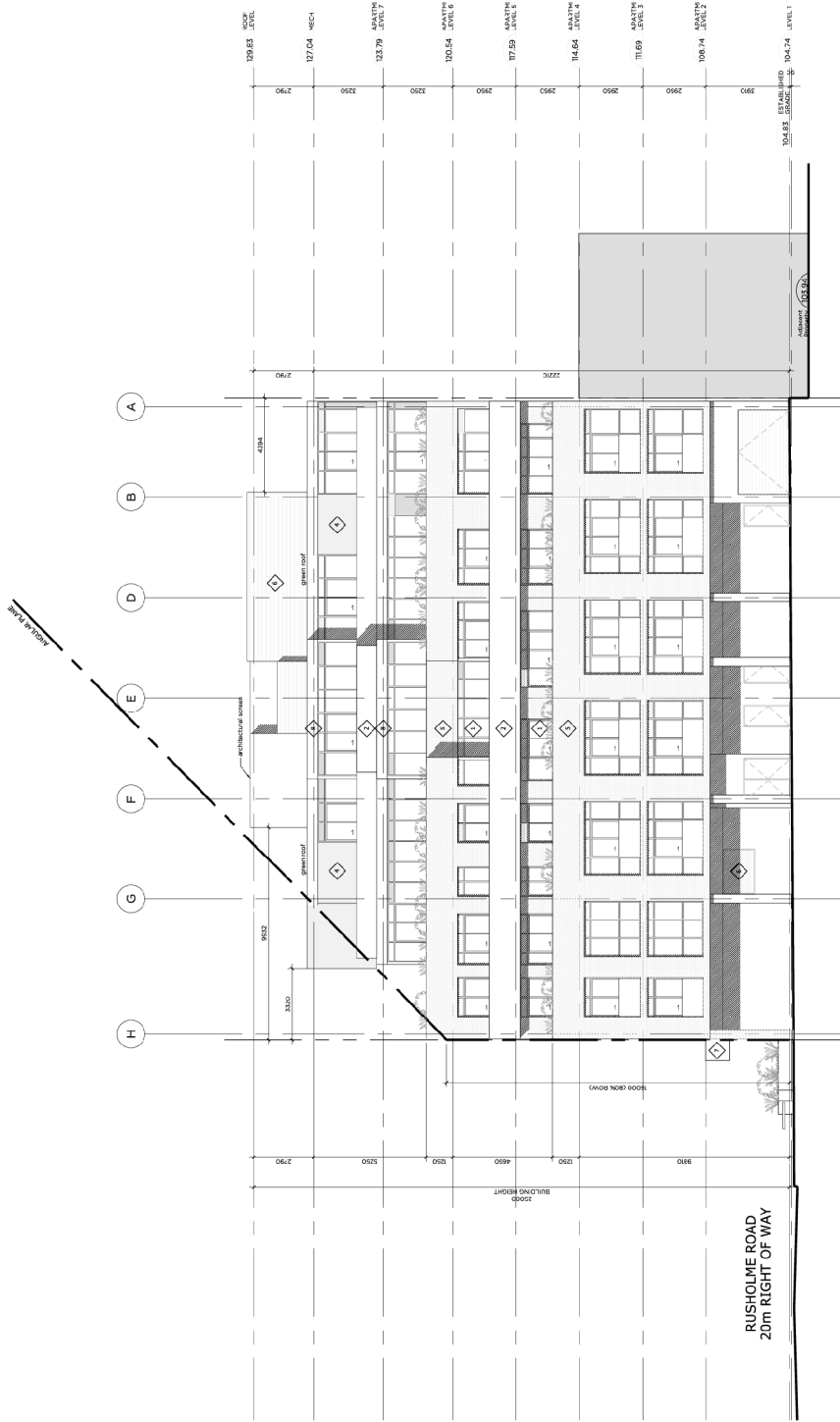
998 College Street

**Elevations**  
 Applicant's Submitted Drawing

File # 11 325316 0Z

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# Attachment 5: North Elevation



North Elevation

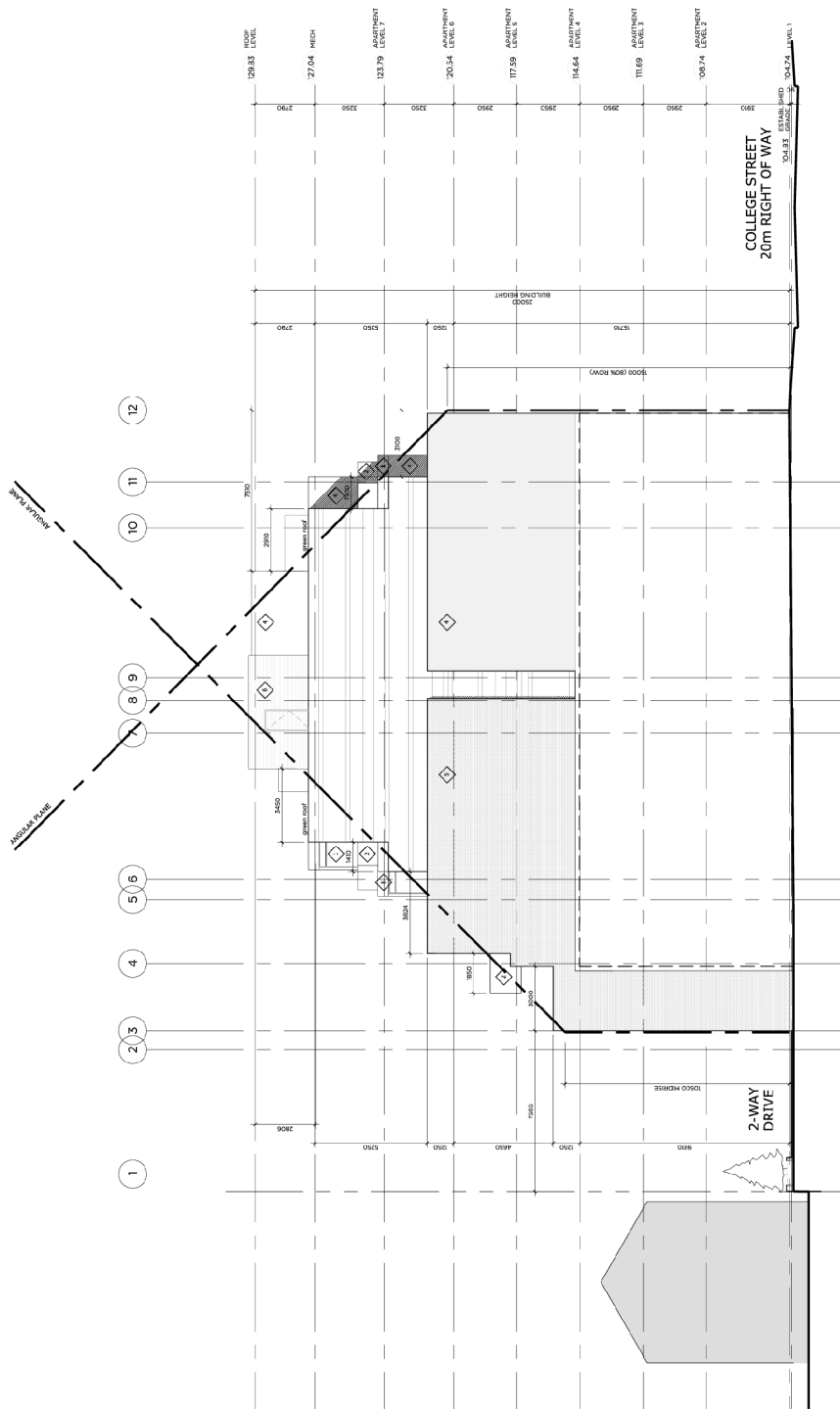
998 College Street

Elevations  
Applicant's Submitted Drawing

Not to Scale  
07/31/2012

File # 11 325316 0Z

# Attachment 6: West Elevation



West Elevation

**Elevations**

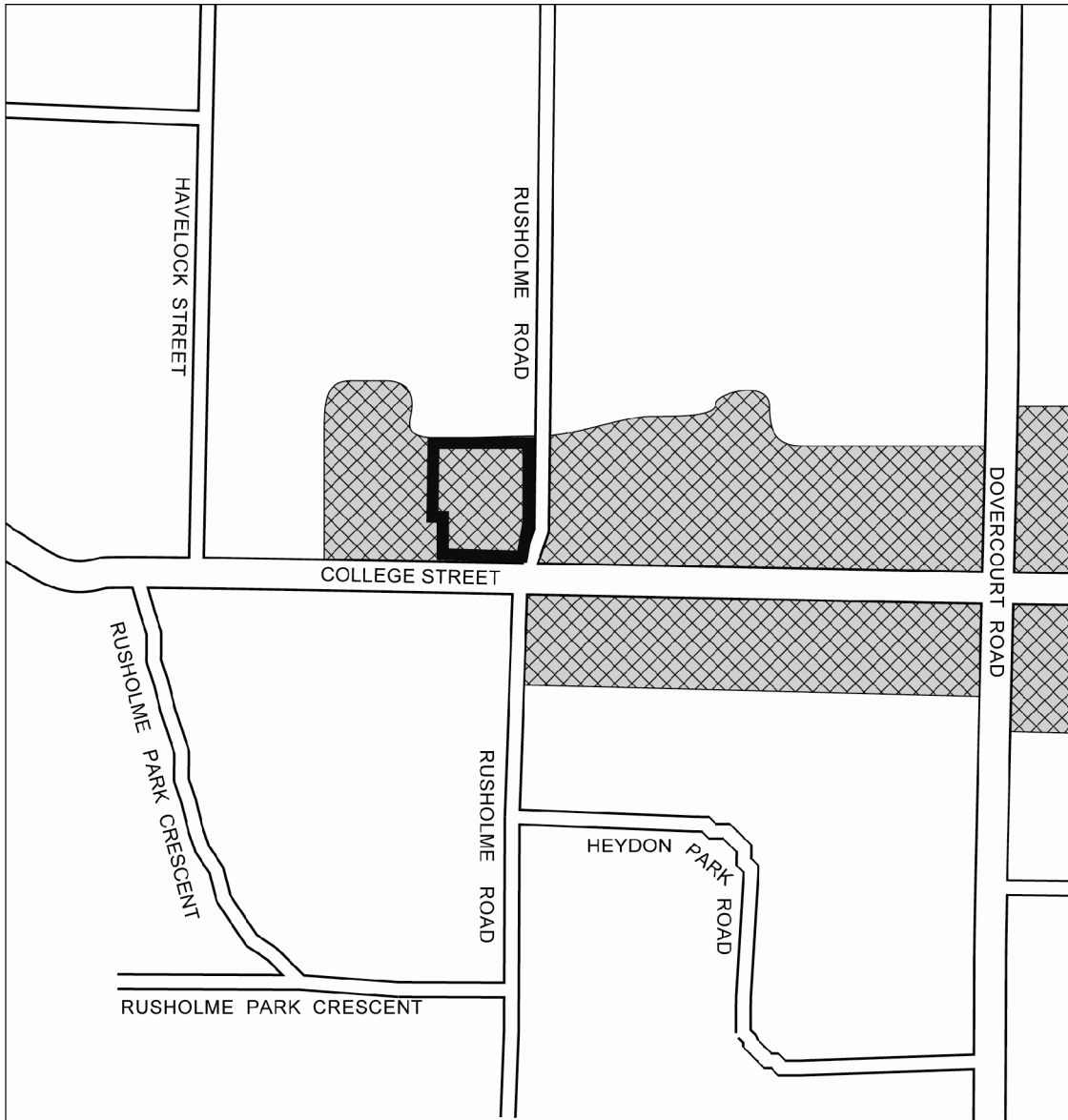
Applicant's Submitted Drawing

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07/31/2012

**998 College Street**

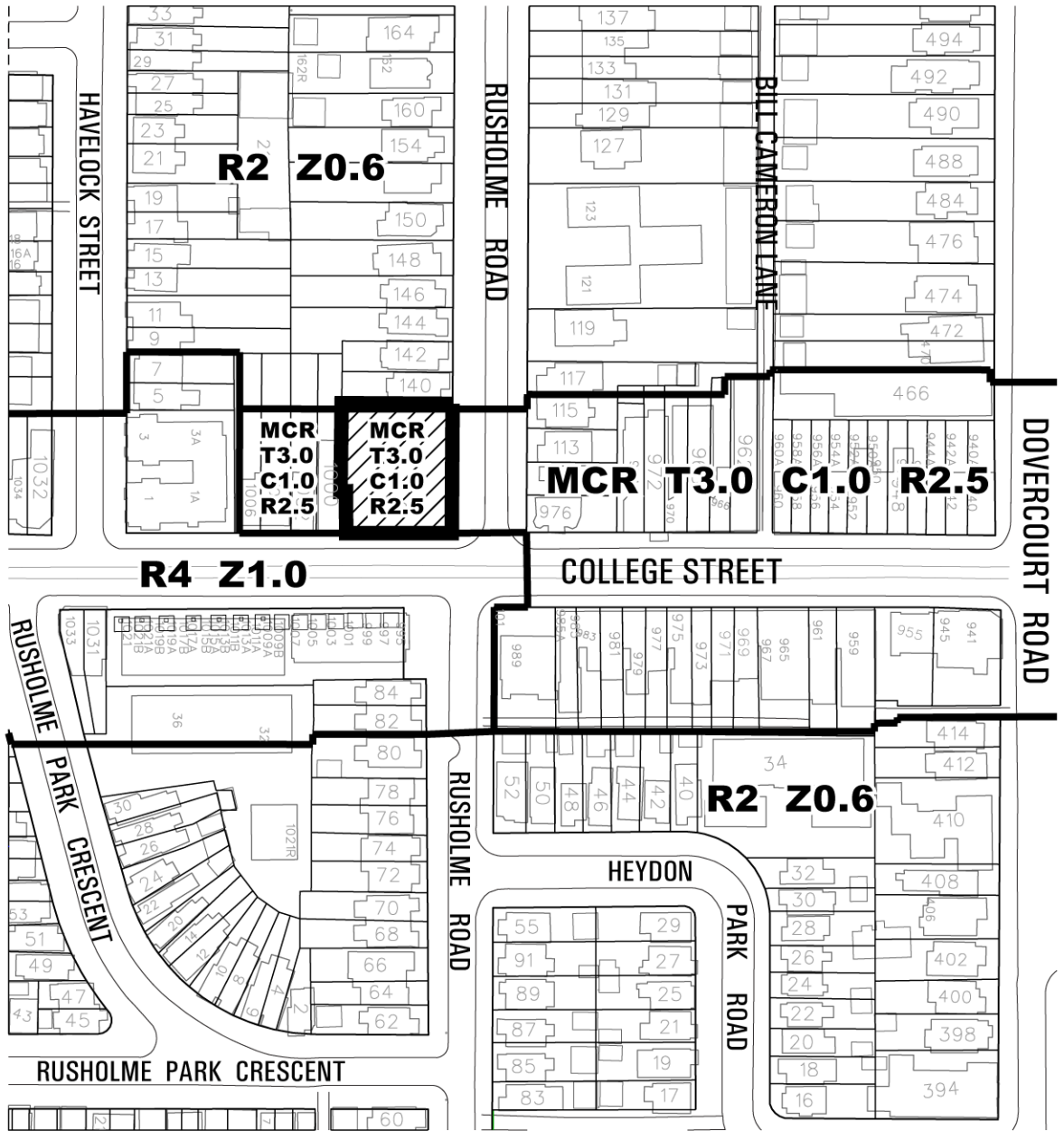
File # 11 325316 0Z

## Attachment 7: Official Plan



- Site Location
- Neighbourhoods
- Mixed Use Areas

### Attachment 8: Zoning



## Attachment 9: Application Data Sheet

Application Type	Rezoning	Application Number:	11 325316 STE 18 OZ
Details	Rezoning, Standard	Application Date:	December 13, 2011
Municipal Address:	998 COLLEGE ST		
Location Description:	PLAN 405 LOTS 102 & 103 PT LOT 104 **GRID S1805		
Project Description:	Proposal for a 7-storey mixed use building with 54 residential units and retail at grade. 27 parking spaces will be located underground with access from Rusholme Road, 4 visitor parking spaces and 4 car share spaces will be located at-grade at the rear of the building.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
CRAIG HUNTER		RAW Design	172965 CANADA LIMITED

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	MCR T3.0 C1.0 R2.5	Historical Status:
Height Limit (m):	16	Site Plan Control Area:

### PROJECT INFORMATION

Site Area (sq. m):	1091	Height: Storeys:	7
Frontage (m):	29.833	Metres:	25
Depth (m):	36.59		
Total Ground Floor Area (sq. m):	475		<b>Total</b>
Total Residential GFA (sq. m):	4183	Parking Spaces:	35
Total Non-Residential GFA (sq. m):	408	Loading Docks	1
Total GFA (sq. m):	4591		
Lot Coverage Ratio (%):	44		
Floor Space Index:	4.2		

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo	Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	4183
Bachelor:	0	Retail GFA (sq. m):	408
1 Bedroom:	39	Office GFA (sq. m):	0
2 Bedroom:	15	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	54		

**CONTACT: PLANNER NAME: Sarah Phipps, Senior Planner**  
**TELEPHONE: (416) 392-7622**

## Attachment 10: Draft Zoning By-law Amendment

Authority: Toronto and East York Community Council Item \_\_\_\_\_  
as adopted by the City of Toronto Council on \_\_\_\_\_ 2012

Enacted by Council: \_\_\_\_\_

### CITY OF TORONTO

#### BY-LAW No. \_\_\_\_\_ - 2012

#### **To amend the General Zoning By-law No. 438-86, as amended, of the former City of Toronto with respect to the lands municipally known as 998 College Street.**

WHEREAS the Council of the City of Toronto has been requested to amend Zoning By-law No. 438-86 pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, with respect to lands known municipally in the year 2012 as 998 College Street; and

WHEREAS the Council of the City of Toronto has provided adequate information to the public and has conducted at least one public meeting under Section 34 of the *Planning Act* regarding the proposed Zoning By-law amendment;

The Council of the City of Toronto HEREBY ENACTS as follows:

By-law No. 438-86, the General Zoning By-law of the former City of Toronto, as amended, is further amended as follows:

1. None of the provisions of Sections 4(2), 4(3), 4(4), 4(12), 8(3) Part I (1 to 3(a)), 8(3) Part II (4), and 8(3) Part XI (1) of By-law No. 438-86 of the former City of Toronto, being “A By-law to regulate the use of land and erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and erection and use of certain buildings and structures in various areas of the City of Toronto” as amended, shall apply to prevent the erection and use of a *mixed-use building* on the *lot*, provided that:
  - (1) the *lot* is comprised of at least those lands shown outlined by heavy lines on Map 1 attached to and forming part of this By-law;
  - (2) the total combined *residential gross floor area* and *non-residential gross floor area* on the *lot* does not exceed 4,600 square metres, provided:
    - (i) the *residential gross floor area* shall not exceed 4,185 square metres; and



- (ii) the *non-residential gross floor area* shall not exceed 410 square metres.
- (3) not more than 54 *dwelling units* shall be provided on the *lot*;
- (4) a minimum of 15 *dwelling units* on the *lot* shall have at least 2 bedrooms;
- (5) the *mixed-use building*, including all mechanical equipment, stair enclosures and elevator overruns, is located wholly within the areas delineated by heavy lines and the *height* limits specified by numbers following the symbol “H” as shown on Map 2, attached and forming part of this By-law, with the following exceptions:
  - (i) the maximum height for balcony guards, elements of a green roof and insulation and roof surface materials, planters, railings, parapets, window washing equipment, air conditioning cooling equipment ornamental architectural features, chimney stacks and structures used for safety or wind protection shall be 1.5 and applicable height limit shown on Map 2;
- (6) Parking shall be provided on the *lot* in accordance with the following ratios:
 

a. Bachelor Units	0.5 spaces per unit
b. 1 Bedroom Units	0.5 spaces per unit
c. 2+ Bedroom Units	0.75 spaces per unit
d. Visitors	0.06 spaces per unit
- (7) Notwithstanding 1(6) above the required parking spaces can be reduced at a rate of four resident parking spaces for each car-share parking space provided to a maximum of one car-share space on the lot;
- (8) Notwithstanding Section 4(17) a maximum of seven *parking spaces* which contain an obstruction on one side, can have a minimum width of 2.6 metres; and
- (9) a minimum of 46 square metres of *residential amenity space* located indoors shall be provided on the lot all contained in one room containing a kitchen and a bathroom.

2. For the purposes of this By-law, each word or expression that is italicized in the By-law shall have the same meaning as each such word or expression as defined in By-law No. 38-86, as amended with the exception of the following terms:

- (i) “*lot*” means at least the lands delineated by heavy lines shown on Map 1;
- (ii) “*grade*” shall mean 104.83 metres Canadian Geodetic Datum;

- (iii) “*height*” shall mean the vertical distance between *grade* and the highest point of the building or structure on the *lot*;
  - (iv) “*car share*” means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometres driven, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable; and
  - (v) “*car share parking space*” means a parking space that is reserved and actively used for car-sharing.
3. Except otherwise provided herein, the provisions of By-law No. 438-86, as amended, shall continue to apply to the *lot*.
4. No person shall use any land or erect or use any building or structure on the *lot* unless the following municipal services are provided to the *lot* line and the following provisions are complied with:
- (i) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and
  - (ii) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this \_\_\_\_\_ day of \_\_\_\_\_ A.D. 2012

Speaker  
City Clerk

(Corporate Seal)

