

77-79 East Don Roadway and 661-677 Queen Street East Zoning Amendment Applications – Final Report

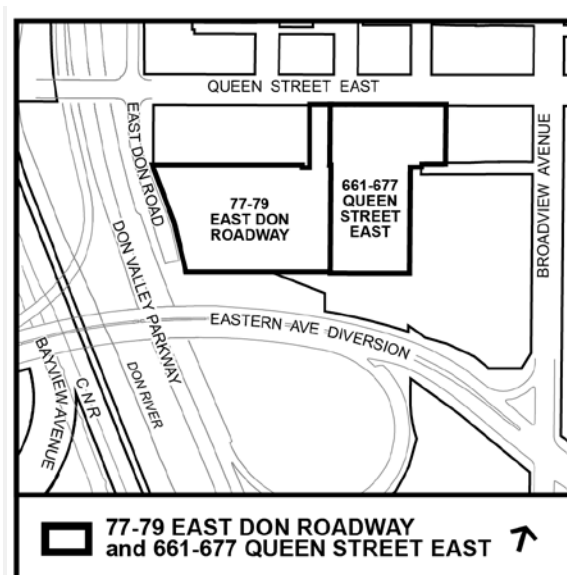
Date:	October 23, 2015
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 30 – Toronto-Danforth
Reference Number:	14 176221 STE 30 OZ and 14 176212 STE 30 OZ

SUMMARY

The applicant has submitted two applications comprising a single development proposal. One application (File No: 14 176221 STE 30 OZ) of the proposed development applies to the lands at 77-79 East Don Roadway while the second application (File No: 14 176212 STE 30 OZ) applies to the lands at 661-677 Queen Street East.

The applications propose a mixed-use development with residential, retail and automobile dealership uses. A total of 880 residential dwelling units (666 in Phase 1 and 214 in Phase 2) are proposed. The retail component has an above grade gross floor area of 6,065 square metres (2,205 in Phase 1 and 3,860 in Phase 2) and the automobile dealerships have an above grade gross floor area of 13,741 square metres.

The proposed rezoning will allow for a mixed-use development that is compatible with surrounding uses, will complement the existing character of Queen Street East, will provide new small-scale retail space including space for a grocery store, will provide intensification on an *Avenue*, and will secure a new public park on the subject property.



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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, for the lands at 77-79 East Don Roadway substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the report (October 23, 2015) from the Director, Community Planning, Toronto and East York District.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 77-79 East Don Roadway and 661-677 Queen Street East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to the report (October 23, 2015) from the Director, Community Planning, Toronto and East York District..
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to submit a revised Functional Servicing Report to the satisfaction of the Executive Director, Engineering & Construction Services.
5. Before introducing the necessary Bills to City Council for enactment, City Council require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:
 - i. The community benefits recommended to be secured in the Section 37 Agreement shall be a cash payment or financial security in the value of \$5 million dollars as a contribution towards the provision of affordable rental housing on-site, adjacent to the site, or within the local Ward 30 area, the timing of which to be detailed within the Section 37 agreement. The actual amount of the payment to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of execution of this Agreement to the date of submission of the funds by the Owner to the City.
 - ii. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
 - a. Prior to the first condominium registration on site, the owner is required to provide and maintain an open space at the southern terminus of the north-south private lane with a minimum area of 650 square metres that will be secured as privately owned publicly accessible open space with

all necessary easements to the satisfaction of the Chief Planner and Executive Director of City Planning and the City Solicitor.

- b. The owner is required to provide an easement for public access over the north-south and east-west private lane/woonerf, to the satisfaction of the Chief Planner and Executive Director of City Planning and the City Solicitor.
- c. The owner is required to provide the City a Letter of Credit in the amount of \$230,000 for a possible installation and maintenance of future signalization of new traffic control signals at the intersection of Queen Street East and Munro Street. These securities will be returned to the owner if this traffic control signal is not justified and/or required for safety reasons within five (5) years of full occupancy of Phase 2 of this development, at the discretion of the General Manager, Transportation Services;
 - 1. In the event that, the traffic signal noted in 5.b. iii is installed, the owner is required to provide the City a Letter of Credit in the amount of \$25,000 for a possible future removal of the pedestrian cross-over located at Carroll Street. These securities will be returned to the owner if this signal control at the pedestrian crossover is not justified to be relocated within five (5) years of full occupancy of Phase 2 of this development, at the discretion of the General Manager, Transportation Services.
- d. Payment for and construction of the improvements to the existing municipal infrastructure required to service the Owner's Lands, as determined by and to the satisfaction of the Executive Director, Engineering & Construction Services.
- e. Provide an on-site parkland dedication of a minimum size of 780 m², to be conveyed to the City in partial fulfilment of the owner's required parkland dedication and secured in the Section 37 Agreement as a means of legal convenience, in accordance with the following terms and conditions set out therein:
 - 1. The owner shall agree that in conjunction with the Development, the owner shall design, construct and provide to the City the approved Base and Above-Base Park Improvements, having a value no greater than the remaining above 5% cash-in-lieu of parkland contribution, based on cost estimates supporting the Approved Park Submission to the satisfaction of the General Manager, Parks, Forestry and Recreation.

2. Prior to the issuance of the first above-grade building permit, the owner shall provide a letter of credit in the City standard form, in the amount of the remaining parkland dedication requirement, as determined by the City's Appraisal Services staff, which will be held as security for the cost to construct the above-base park improvements.
 3. The owner shall convey the lands for parkland to the City prior to the earlier of the registration of the first condominium in phase I, and/or no later than issuance of the first building permit for any building within phase II of the development.
 4. Prior to conveyance of the parkland, the owner shall be responsible for an environmental assessment of the land and any associated costs or remediation works required as a result of that assessment to the satisfaction of the City together with the filing of Record of Site Condition (RSC) in accordance with all applicable Ministry of Environment requirements. Peer review by an environmental consultant retained by the City shall be at the owner's expense.
 5. The land to be conveyed as parkland shall be conveyed by way of title and shall be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements.
 6. The owner shall pay all costs associated with the conveyance of the park parcel to the City including all applicable taxes and fees, the cost of preparing all necessary plans, registering all relevant documents, and providing a Title Opinion demonstrating that the lands are being conveyed free and clear of all encumbrances, all to the satisfaction of the City Solicitor
6. City Council direct the Director, Affordable Housing Office and Director, Community Planning, Toronto and East York to report back on the feasibility of how the Section 37 contribution could be applied to achieve affordable housing on or adjacent to the development site, should that option be employed.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Heritage Conservation District (HCD) Study

In July 12, 2011 City Council requested Heritage Preservation Services to undertake the Queen Street East Heritage Conservation District (HCD) Study, upon the adoption by City Council of final Heritage Conservation District Policies and Terms of Reference currently being completed by staff. The HCD Study area includes the segment of Queen Street East between the Don Valley and Degross Street, which includes the portion of the subject property fronting onto Queen Street East.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.TE8.90>)

On March 5, 6 and 7, 2012, City Council adopted the document titled, "Heritage Conservation Districts in Toronto: Procedures, Policies and Terms of Reference" for the nomination, studying and planning of Heritage Conservation Districts in Toronto. City Council further directed staff to develop a prioritization system to determine which potential heritage conservation districts should be undertaken first.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG11.5>)

In October 2012, City Council prioritized the Queen Street East HCD Study as one of five high priority areas. The purpose of the Study is to determine if designation as a Heritage Conservation District would be appropriate for this area.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG17.12>)

Preliminary Report

A Preliminary Report for the proposed development was brought forward to the Toronto and East York (TEY) Community Council meeting held on August 12, 2014, resulting in the following decision and direction

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.89>):

1. Staff schedule a community consultation meeting for the lands at 77-79 East Don Roadway and 661-677 Queen Street East together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site, and to additional residents and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.
4. The Chief Planner and Executive Director, City Planning, be requested to review and analyze the existing employment uses and number of jobs in the area, including those currently on site at 661-677 Queen Street East and 77-79 East Don Roadway, consider implications of the proposal for employment uses in the area, and report back to Toronto and East York Community Council as part of the final report on the applications.

5. The Chief Planner and Executive Director, City Planning, be requested to review and analyze the proposed development in the context of the character along Queen Street East and the industrial character on the southern portion of the site, and report back to Toronto and East York Community Council as part of the final report on the application.
6. The Chief Planner and Executive Director, City Planning, be requested to ensure wide-ranging consultations targeted to all community members and an examination of tools to meet community needs as articulated in the consultation process.
7. The Chief Planner and Executive Director, City Planning, be requested to evaluate and report on the appropriateness of the proposed development in the historical context of the neighbourhood.
8. The Chief Planner and Executive Director, City Planning, be requested to ensure the inclusion of residential and retail uses that serve diverse income levels in the community and accommodate physical accessibility considerations.
9. The Director, Urban Design, City Planning Division be requested to evaluate the properties at 600 Queen Street East, 9, 11, 27, 33, 39, 43, and 47 Davies Avenue, 2 Matilda Street and 50 Carroll Street for potential listing on the City's Inventory of Heritage Properties and report to the Toronto Preservation Board, Toronto East York Community Council and City Council.
10. The Director, Urban Design, City Planning Division, be requested to evaluate the properties at 635, 639, 641, 643, 651, 653, 655, and 685 Queen Street East for potential listing on the City's Inventory of Heritage Properties and report to the Toronto Preservation Board, Toronto East York Community Council and City Council.
11. The Director, Community Planning, Toronto and East York District, be requested to advise on appropriate action which would have all disused easements to the lands at 68 Broadview permanently ended as part of the proposed development.
12. Planning staff be requested to convene a Working Group composed of the applicant, City staff, the Business Improvement Area, agencies, residents in surrounding area, and the Ward Councillor to review this application, with the Terms of Reference, meeting locations and scope of the discussions for the working group to be determined by the Director, Community Planning, Toronto and East York District.
13. Planning staff be requested to evaluate the appropriateness of the proposed development within the context of the ongoing Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study, and the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment; evaluate the

transportation/transit networks and connections being proposed as part of this development and their potential impacts on the existing transportation network; consult on these matters as part of the community consultation, and report back to Toronto and East York Community Council.

14. Planning staff be requested to evaluate the potential impacts and opportunities of the proposed development on the surrounding employment, industrial and residential lands.

This report addresses all of the information and analyses requested by TEY Community Council as listed above.

ISSUE BACKGROUND

Proposal

The applicant has submitted two rezoning applications comprising a single development proposal. Initially, Phase 1 of the proposed development applied to the lands at 77-79 East Don Roadway while Phase 2 applied to the lands at 661-677 Queen Street East; however, in the revised proposal, Phase 1 of the project now includes the southeastern corner of what were the Phase 2 lands, as shown in Attachment 1a: Phasing Plan.

The original proposal submitted in June 2014 has been revised based on city staff's review, community consultation and a series of working group meetings. Phase 1 as originally submitted was for three mixed-use buildings that would have heights of 7, 13 and 24 storeys. The proposed uses would include retail, automobile dealerships and residential uses with frontages on both East Don Roadway and Queen Street East. Phase 2 of the proposal was for a mixed-use development with a 4-storey base along Queen Street East with heights that ranged from 7 to 13 storeys.

Since the initial application revisions have been made to the height of the buildings, introduction of an on-site park, changes to the site access and improvements to the built form relationships including how the development responds to its heritage adjacencies. There has been a slight reduction in gross floor area and unit counts, with an increase in the number of 3 bedroom units.

As revised, the proposed rezonings are for a mixed-use development in a complex of mid-rise and taller buildings with retail space, integrated automotive dealerships, and residential uses. A new public park and two privately-owned publicly-accessible lanes, also known as "woonerfs", are part of the development proposal. The proposed development would result in a total of 880 dwellings units (666 units in Phase 1; and 214 units in Phase 2). A total of 52,133 square metres of non-residential gross floor area is proposed (40,133 square metres in Phase 1 and 12,000 square metres in Phase 2); of which 18,455 square metres would be for auto dealerships in Phase 1, 7,433 square metres would be retail space (2,889 square metres in Phase 1 and 4,544 square metres in Phase 2), and 26,929 square metres for underground parking for the non-residential uses. The overall floor space index for the proposed development is 6.77 times the lot area as

calculated by consolidated Zoning By-law 569-2013. The floor space index, per the former City of Toronto Zoning By-law 438-86 is 4.91 times the lot area.

The proposed development for 77-79 East Don Roadway (Phase 1) includes three mixed-use buildings and will require the demolition of the existing building at 79 East Don Roadway but will include the adaptive re-use of the existing storage warehouse at 77 East Don Roadway. At 79 East Don Roadway one mixed-use building is proposed with a height of primarily 11 storeys but ranging from 4 storeys to 15 storeys. At 77 East Don Roadway, the existing building would be retrofitted to include a 9-storey base building with a 19-storey tall building component, excluding a mechanical floor wrapped with four units. The third proposed building is located at the east end of 77 East Don Roadway and would have a height of 13 storeys. The proposed uses include grade-related retail space facing the north-south woonerf, automobile dealerships on the lower five floors of the westerly portions of the two buildings fronting onto the Don Roadway, and residential uses in the remainder of the buildings.

The proposal for 661-677 Queen Street East (Phase 2) is to demolish the existing building (Downtown Toyota dealership) and to construct a mixed-use building with a six-storey component fronting onto Queen Street East and a 14-storey tower further south connected by a one-storey base building that would also connect to the proposed 13-storey building of Phase 1. Retail space is divided into five units with a large unit intended for a grocery store and three small units fronting onto Queen Street East and one moderately sized unit behind the potential grocery store facing the north-south woonerf. The remainder of the building is for residential uses.

The proposed development will provide residential occupants with approximately 1.55 square metres of indoor amenity space per residential unit and approximately 1.35 square metres of outdoor amenity space per residential unit. All the amenity space is connected via the underground parking garage, but the Phase 1 and Phase 2 amenity space will not be shared between residents.

The dealership-related uses would primarily access the site via an existing private lane extending from East Don Roadway along the north edge of the subject property, as well as from the proposed private street also extending from East Don Roadway. The woonerf has a typical width of 16.7 metres. Access for the other non-residential uses and for the residential uses will be mainly from the proposed private woonerf extending south of Queen Street East that is aligned with Munro Street. The north-south woonerf has a typical width of 18.6 metres but narrows to 12.2 metres where it is adjacent to the proposed public park and intersects with Queen Street East. An existing public lane that is accessed from Broadview Avenue will also be used to access the building fronting onto Queen Street East from the rear.

The proposed development provides a total of 1,273 parking spaces. The parking for residential occupants is 580 spaces (364 for Phase 1 and 216 for Phase 2) and the combined amount of commercial and residential visitor parking spaces is 205 spaces (26

for Phase 1 and 179 for Phase 2). An additional 488 spaces is for automobile inventory and vehicle servicing associated with the automobile dealerships.

The draft zoning by-laws will require the proposed development to provide a total of six loading spaces plus one space for a car carrier for the automobile dealerships. Phase 1 includes one type "G" loading space, two type "B" loading spaces, one type "C" loading space, and a lay-by for a car carrier on the private lane that provides access from East Don Roadway. Phase 2 includes two additional type "B" loading spaces.

All of the residential bicycle parking required for the proposed development will be provided in Phase 1 of the development. A total of 880 bicycle spaces for residential use will be provided, comprising of 792 long-term spaces for residential occupants and 88 short-term spaces for residential visitors. The long-term spaces will mostly be located in a secured room on P1. The remaining long-term spaces and the short-term spaces will be located at-grade along the private lanes/woonerf. Non-residential bicycle parking comprises 20 spaces for the automobile dealerships and approximately 40 spaces for the retail units.

Statistics on the proposed development are further detailed in the following table.

	77-79 East Don Roadway (Phase 1)	661-677 Queen Street East (Phase 2)	Total
Residential	666 units	214 units	880 units
Non-residential	Retail: 2,889 sq. metres Auto Dealership: 18,455 sq. metres Parking: 18,789 sq. metres Total: 40,133 sq. metres	Retail: 4,544 sq. metres Parking: 7,456 sq. metres Total: 12,000 sq. metres	Retail: 7,433 sq. metres Auto Dealership: 18,455 sq. metres Parking: 26,245 sq. metres Total: 52,133 sq. metres
Amenity	1,002 sq. metres (indoor) 912 sq. metres (outdoor)	362 sq. metres (indoor) 280 sq. metres (outdoor)	1,364 sq. metres (indoor) 1192 sq. metres (outdoor)
Green Roof	3,148 sq. metres (60% coverage of available roof area)	1,315 sq. metres (60% coverage of available roof area)	4,463 sq. metres
Parking	Res. Occupant: 364 Res. And Com.Visitor: 26 Auto Inventory and Servicing: 488 Total: 390 spaces (not including auto inventory and servicing)	Res. Occupant: 216 Res. And Com.Visitor: 179 Total: 395 spaces	785 (Not including 488 spaces for dealership inventory and servicing)
Bike Parking	Long-term residential spaces: 794 Short-term residential spaces: 88 Retail long-term spaces: 15 Retail short-term spaces: 25 Automobile dealership spaces: 20		942 spaces
Loading	Type "G": 1 space Type "B": 2 spaces Type "C": 1 space Car Carrier: 1 space	Type "B": 2 spaces	Type "G": 1 space Type "B": 4 spaces Type "C": 1 space Car Carrier: 1 space

Attachments 1 through 3 contain drawings and elevation of the proposed development. Refer to Attachment No. 5 for project statistics.

Site and Surrounding Area

The subject site has an irregular shape with approximately 80 metres of frontage on the east side of East Don Roadway and approximately 98 metres of frontage on the south side of Queen Street East. The site has an area of approximately 17,400 square metres. East Don Roadway terminates at the southwest corner of the site. There is a noticeable decrease in grade south of Queen Street East towards Eastern Avenue, and westward towards the southwestern portion of the site.

The western portion of the site, 77-79 East Don Roadway, is occupied by two three-storey industrial buildings used primarily for warehousing, logistics and some office space. The northern building at 79 East Don Roadway is known as the Tippet-Richardson building and the southern building at 77 East Don Roadway is a converted industrial building. The rear portions of these properties extend to Queen Street East and are currently used for surface parking.

The eastern portion of the site, 661-677 Queen Street East, is currently occupied by an automobile dealership (Downtown Toyota) and surface parking. Vehicular access to this portion of the site is from Queen Street East. This stretch of Queen Street East is a mixed use area typically comprising two and three-storey buildings with ground floor retail uses and residential uses on the upper floors. Two mid-rise mixed-use buildings in the range of six to eight storeys, including a building with frontage on East Don Roadway, have recently been constructed north of the subject property on both sides of Queen Street East.

The portion of the site closest to Eastern Avenue was formerly part of Sunlight Park, Toronto's first baseball stadium. Access to the stadium was via Queen Street East and there is a heritage plaque with respect to this history at 655 Queen Street East.

Uses surrounding the site include:

North: Along Queen Street East are generally low-rise mixed-use buildings, with the exception of a six-storey mixed-use building at the southeast corner of East Don Roadway and Queen Street East (625 Queen Street East) and an 8-storey mixed-use building at 630-642 Queen Street East on the north side of the street. East Don Roadway is within the context of other industrial and employment buildings located further north on Davies Avenue that are gradually being repurposed for more contemporary employment uses such as studio space.

South: A low-rise townhouse development with 24 residential units. Beyond the development is the Eastern Avenue Diversion. The site does not have vehicular access to Eastern Avenue.

East: Generally low-rise mixed-use buildings along Queen Street East. The site abuts a 9-storey mixed-use development at 90-100 Broadview Avenue and a six-storey residential building at 60-68 Broadview Avenue.

West: The Don Valley, which contains the Don Valley Parkway, the Don River, the Lower Don River Trail, a Metrolinx rail corridor, and Bayview Avenue. There is an on-ramp to the Don Valley Parkway from Queen Street East and a pedestrian access point over the valley to the Lower Don River Trail from the Queen Street East bridge.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. 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 to conform, or not conflict with, the Growth Plan.

Official Plan

The Queen Street East portion of the site is identified as an *Avenue* on Map 2 – Urban Structure of the Official Plan. This portion of the site is subject to the Official Plan policies in Section 2.2.3 regarding reurbanizing the *Avenues*, which describes *Avenues* as “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”.

Policy 2.2.3.3 permits development on the *Avenues* prior to an Avenue Study, provided the development is consistent with all of the policies of the Plan. Such development applications 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* segment. The applicant has submitted an Avenue Segment Study, which has been reviewed by staff and discussed later in this report.

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:

- 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 southwestern portion of the site is located within the Lower Don River floodplain and the Special Policy Area identified on Map 10 of the Official Plan. The Special Policy Area policies in the Official Plan have not been approved by the Ontario Municipal Board. Thus, the policies of the former City of Toronto Official Plan respecting Special Policy Areas are in force.

Section 2.58 of the former City of Toronto Official Plan states that development on lands within the Special Policy Area may be permitted, provided the development is flood protected to at least the 1:350 year flood level. This level of flood protection should ensure that no building or structure will be subject to a risk of flooding in excess of 25 percent over an assumed life of 100 years. Section 2.68 of the Plan includes the requirements that all development must meet in order to address the flood risk associated with the Lower Don Special Policy Area.

Section 5.6 of the Official Plan states that the Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The Toronto Official Plan is available on the City's website at:
www.toronto.ca/planning/official_plan/introduction.htm

Zoning

The East Don Roadway portion of the site (77-79 East Don Roadway) is zoned *Industrial - I2 D3* under the former City of Toronto Zoning By-law 438-86, which permits a range of industrial uses with a maximum density of 3.0 times the area of the lot. Residential uses are not permitted in the I2 D3 zone. The maximum permitted height is 18.0 metres. This portion of the site is currently not subject to City-wide Zoning By-law 569-2013.

The Queen Street East portion of the site (661-677 Queen Street East) is zoned *Commercial-Residential - CR 2.5 (c.2.0; r2.0) SS2 (x2294)* under City-wide Zoning By-law 569-2013, which is under appeal at the Ontario Municipal Board. The zoning permits a wide range of commercial and residential uses. The maximum density is 2.5 times the area of the lot, of which a maximum of 2.0 times may be for non-residential uses and a maximum of 2.0 times may be for residential uses. The maximum permitted height is 14.0 metres.

Site Plan Control

The proposed development is subject to Site Plan Control. An application(s) for Site Plan Control has not yet been submitted but will be required.

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>.

Applicability of the Tall Building Design Guidelines is discussed in the Comments and Planning Rationale section of this report.

Avenue Segment Study

An Avenue Segment Study was prepared by the applicant for the portion of Queen Street East between the Don Valley and Broadview Avenue. The findings of the Avenue Segment Study helped inform the analysis of the proposed development.

In accordance with policy 2.2.3.3 (b) of the Official Plan, the Avenue Segment Study includes an assessment of the impacts of incremental development of a similar scale and intensity along the entire segment, consideration for adverse impacts on adjacent *Neighbourhoods*, and consideration for whether the proposed development is supportable by available infrastructure. The study area is described as a vibrant, mixed-use corridor with substantial opportunity for intensification and streetscape improvement.

Reasons for Application

The proposal is for a mixed-use development containing four buildings that range in height from 4 to 19 storeys, (19 to 67 metres). The proposed density for the entire site is

6.77 times the lot area as calculated by City-wide Zoning By-law 569-2013. The floor space index, per the former City of Toronto Zoning By-law 438-86 is 4.91 times the lot area.

The proposed density and height exceed the current permissions for the Queen Street East portion of the site (2.0 times the area of the lot and 14 metres) and for the East Don Roadway portion of the site (3.0 times the area of the lot and 18 metres), respectively. In addition, residential uses are not permitted in the I2 D3 zone at 77-79 East Don Roadway. A Zoning By-law amendment is therefore required to allow residential uses at 77-79 East Don Roadway and to allow the proposed increase in height and density on the site.

Community Consultation

A Community Consultation Meeting was held on March 4, 2015, at the Ralph Thornton Centre, which was well attended with approximately 85 residents, business and property owners in attendance. The meeting resulted in the identification of several goals for the Riverside neighbourhood which included affordable housing, diversity of units with rental and ownership, as well as larger units to accommodate families. The community wanted amenities such as a grocery store, child care, and schools to support a diverse and growing neighbourhood. With regard to neighbourhood context, goals included maintaining the existing character of the area in terms of height, architecture and retail frontage, fitting in with existing heritage buildings, and improving pedestrian paths and spaces. Several concerns were also raised regarding the height and density being proposed and how the development would impact transit, traffic, and parking.

At its meeting on August 12, 2014, Toronto and East York Community Council directed City Planning to convene a working group to review the application. The purpose of the working group was to assemble representatives of residents of the surrounding area and of the Riverside District Business Improvement Area (BIA) to provide input on specific aspects of the proposal to City staff, relevant agencies and the applicant. Four meetings have been held with the working group.

At the first working group meeting held on March 23, 2015, a terms of reference was established. Several questions were raised by the working group and addressed by City Planning staff and the applicant. Group discussions were held regarding the character of the area and the variety of uses being proposed. Further topics and discussion points were identified for future working group meetings.

At the second working group meeting held on April 14, 2015, the meeting began with a site visit and walk of the surrounding neighbourhood. The walk included several stops with points of discussion at each stop. Following the walk, a group discussion was held with a focus on heritage and the public realm.

A third working group meeting was held on May 28, 2015. The meeting included a presentation from City Planning describing the community input received to date and a presentation from the applicant that described how proposed revisions address

community comments from previous meetings. The presentations were followed by discussions focussed on transportation, built form, and the public realm.

The final working group meeting was held on October 22, 2015. The purpose of this meeting was to present a further revised development proposal to the working group and discuss if or how the revisions have addressed comments and concerns. Working group members felt that progress had been made on addressing many of the issues that were raised, including an increase to the open space with the addition of the park, changes to the built form along Queen Street East which recognized the heritage adjacencies of the site, and the increase in the number of 3 bedroom units. The height of the tower and density of the proposal was still a concern for some of the members. Some residents who attended the meeting for the first time as observers also raised concerns about the level of air pollution associated with the car dealerships proposed on site. Staff noted most of the current air pollution condition was as a result of the area's proximity to the Don Valley Parkway. A discussion of community benefit and the provision of affordable housing was also supported by the members.

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

This section provides planning considerations used in the evaluation of the proposed rezoning and addresses the direction from Toronto and East York Community Council for additional analyses as described in the Decision History section of this report. The discussion draws on input from City and agency staff, the community and local stakeholders, technical studies, a review of applicable planning policies, and an analysis of the proposed development, surrounding context, and historical context.

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the Provincial Policy Statement (PPS) 2014. The proposed development represents infill and intensification within a built-up settlement area, which is encouraged by the Settlement Area policies found in section 1.1.3 of the PPS that promote intensification to allow for more efficient use of land and existing infrastructure.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposed mixed-use development will contribute towards a guiding principle of the Growth Plan, which is to "build compact, vibrant and *complete communities*." The development is supported by policy 2.2.1, which states that "population and employment growth will be accommodated by – a) directing a significant portion of new growth to the *built-up areas* of the community through *intensification*; and h) encouraging cities and towns to develop as *complete communities* with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services."

Natural Heritage and Special Policy Area

The westerly portion of the subject property is located within the *Natural Heritage System* as per Map 9 of the Official Plan, which would typically preclude new development due to risk of flooding except that Map 11 identifies those lands as part of the Lower Don: Don River Special Policy Area, which permits new development. The Special Policy Area provisions are governed by section 2.58 of the former Official Plan for the former City of Toronto since the Special Policy Area policies in the new Official Plan are still under appeal to the Ontario Municipal Board. Both sets of policies state that development in the Special Policy Area may be permitted provided it is flood protected to at least the 350-year flood level. The Toronto and Region Conservation Authority (TRCA) has advised that the subject property will not be subject to flooding during a 350-year storm event. In order to protect against flooding from a regional storm event, which would exceed the flood levels of a 350-year storm event in this case, TRCA has advised that the minimum elevation for all building openings such as doors and windows must be 80.7 metres above sea level. The proposed development complies with this requirement by providing an average grade of 80.8 metres above sea level. TRCA has noted that further review to address all comments in their memo dated November 26, 2014 will be undertaken as part of the Site Plan Application process.

Land Use

The proposed development is composed of residential and commercial uses including retail space and automobile dealerships with retail, service, and office components. A new public park will also be provided on site. All of the proposed uses are supported by the *Avenues* policies and *Mixed Use Area* designation in the Official Plan, which both apply to the subject property.

The proposed rezoning involves rezoning the westerly portion of the subject property that fronts onto East Don Roadway from an Industrial (I2) zone to a Commercial-Residential (CR) zone. The proposed rezoning is technically not an employment land conversion because the subject property is already designated *Mixed Use Areas* in the Official Plan. The redesignation will allow a mixed-use development with 40,133 sq. metres of non-residential gross floor area, which is more than twice the existing non-residential gross floor area of 17,262 square metres in the two existing industrial buildings. The non-residential space will be primarily used for the automobile dealerships, which will provide employment. The proposed rezoning will therefore allow for an increase in space for employment uses and the creation of new jobs.

The proposed automobile dealerships will occupy the lower floors of two mixed-use buildings that will contain a total of 541 residential units on the upper floors. This arrangement raises concerns regarding compatibility between the two uses, which is addressed by the design and configuration of the proposed development that allows access to these two uses to be mostly separated with the dealerships primarily using East Don Roadway and the east-west private lane for vehicular access while the residents can use the north-south private woonerf to avoid traffic from the dealership. Auto storage, parking and maintenance bays of the dealership are internalized ensuring the operations of the auto dealerships have limited impacts on the residential units.

Overall, the proposed uses are suitable for subject site, compatible with the surrounding land uses, and will contribute to the vibrant mix of residential and employment uses in the vicinity while creating new employment opportunities.

Density, Height, Massing

The site area is approximately 17,401 square metres and the proposal is for approximately 85,408 square metres of above grade gross floor area. This represents 4.91 times density which is in keeping with existing and approved densities in the area, including 625 Queen Street East (5.05 FSI), 630 Queen Street East (5.13 FSI) and 90-100 Broadview Avenue (5.83 FSI). When the 32,327 square metres of below grade commercial is included in the calculation, as required by the consolidated Zoning By-Law 569-2013, the floor space index is 6.77. This increase represents underground commercial parking, auto dealership inventory spaces and services bays. This additional floor area does not have built form or massing impacts.

The Avenues and Mid-Rise Building Design Guidelines do not apply to the proposed development. The applicable design guidelines for the proposed development include the City-Wide Tall Building Design Guidelines and the Official Plan development standards of *Mixed-Use* areas.

The proposed height and massing fit in with the overall block that is bounded by East Don Roadway, Queen Street East, Broadview Avenue, and Eastern Avenue. The height is concentrated at the centre of the block in four taller building components ranging in height from 6 to 19 storeys, not including a mechanical floor with four units on the 19-storey building. The massing and built form take a hybrid approach between mid-rise and tall building guidelines. While the proposal includes buildings which are taller than mid-rises in the surrounding context, only one represents a tall point tower.

The tall building guidelines apply to all four buildings in the proposed development as each building has some height components that exceeds the width of the East Don Roadway and Queen Street East rights-of-way. The proposed development largely complies with the guidelines. Floorplates are slender, minimizing shadow impacts. Detail has been given to screening of servicing and parking, providing publicly accessible open space, and street animation. However there are some exceptions, particularly with respect to tower separation and base building height, which are discussed below.

The tower separation guideline is to provide a minimum 25-metre separation between point-towers. Within the site the separation between the four tall building components ranges from 15.0 metres to 21.5 metres. Mid-rise guidelines for separation distances are 15-20 metres depending on the context. The proposed separation distances are acceptable because the tall building components are comparatively short, the design of the project overall is a composite of mid and slightly taller buildings designed to relate to each other and fit with their surroundings and because such separations maximize the setbacks from East Don Roadway and Queen Street East, which minimizes their impact on the adjacent streets.

The base buildings extend to the edge of the Queen Street East and East Don Roadway rights-of-way, creating a consistent street wall that frames the streets. The base building fronting onto Queen Street East has a height of six storeys, creating the appearance of a mid-rise building with a height similar to the width of the right-of-way. The building has a step-back of approximately 4.5 metres above the fourth floor that helps it fit in with the existing two and three-storey buildings on Queen Street East.

The 15- and 19-storey buildings have base building components with heights of 11 storeys (33.85 metres) and 9 storeys (31.2 metres) respectively. The base buildings have frontage on East Don Roadway, which has an apparent right-of-way width ranging from approximately 11 metres to 18 metres. The extra height is largely mitigated by very large building step-backs from East Don Roadway above the fifth (20.7 metres) and fourth floors (19 metres) of approximately 24 metres and 17 metres respectively. The extra height is also justified by the nature of East Don Roadway, which will appear and function as a service road with little pedestrian activity.

Sun, Shadow, Wind

The shadow impact from the proposed development has been reviewed with consideration for impact on adjacent streets, parks, public open spaces and properties. Shadow impact is reviewed on an hourly basis during the spring and autumn equinoxes between 9:18 a.m. and 6:18 p.m. with regard to impact on adjacent streets and properties. The shadow impact during the summer and winter solstices is also reviewed with regard to impact on parks and open space. Shadows generally extend northwest during the morning, directly north at midday, and northwest to west by the late afternoon.

East Don Roadway will be negligibly impacted by the shadow from the proposed building at the north end of the East Don Roadway frontage, which will cast a shadow over a portion of the sidewalk adjacent to the subject site in the early morning and be off the sidewalk by 10:18 a.m, which is same impact as could be caused by an as-of-right development. East Don Roadway is not impacted by any other shadows.

On Queen Street East the sidewalk on the north side between Munro Street and Hamilton Street will be in shadow during the morning and will subside by 12:18 p.m. The north side sidewalk may receive direct sun during the afternoon until 5:18 p.m. when the buildings on the north side of Queen Street East cast a shadow on the sidewalk. This exposure allows for approximately five hours of direct sunlight, which is acceptable for a north side sidewalk. Comparing the shadow impact of the proposed development to an as-of-right building that is permitted a maximum building height of 14 metres, the difference is negligible. This is due to the proposed building's 4.5-metre step-back above the fourth floor.

With regard to wind conditions, only mid-rise base buildings will be adjacent to Queen Street East and East Don Roadway, which typically do not have a significant impact on street level wind conditions. The taller building components are set back substantially from the street and will not affect pedestrian level wind conditions on the street. An additional wind study will be a requirement of a Site Plan Control application to ensure

appropriate wind mitigation measures are identified and implemented, including measures with respect to publicly-accessible areas within the site.

Streetscape

The proposed development will improve the streetscape of Queen Street East and East Don Roadway as well as create a new streetscape on the proposed private lane/woonerfs. The sidewalk will be interrupted by one curb cut for the new north-south woonerf whereas there are currently five curb cuts for the existing Toyota dealership. The Queen Street East streetscape will benefit from the new public park, which will be the only open space on Queen Street East between the Don Valley and the Metrolinx–Lakeshore East rail corridor. The development will create opportunities to plant additional street trees on Queen Street East.

There will also be an opportunity to create an improved streetscape on the East Don Roadway with the construction of a new sidewalk and additional tree plantings.

The proposed private lanes are conceived to have a brick surface and function as woonerfs that will feature bollards instead of raised curbs to create a more pedestrian-friendly environment and calm traffic by creating the sense that vehicles are entering a pedestrian zone. The portion of the north-south woonerf located south of the east-west woonerf will be a privately-owned publicly-accessible open space (POPS) that will prohibit automobiles.

Overall, the proposed development will create opportunities to improve existing streetscapes on Queen Street East and East Don Roadway with additional trees, landscaping and fewer curb cuts. The proposed private lanes will have a progressive lane/woonerf design with a pedestrian focus. Landscaping details will be further explored and secured through the future Site Plan Application(s) review.

Area Character

The character of the proposed development has been analyzed in the context of the fine grained mixed-use character of Queen Street East between the Don Valley and Broadview Avenue, the industrial character of the East Don Roadway, and the emerging residential character on the west side of Broadview Avenue.

The subject property has 98 metres of mid-block frontage along the south side of Queen Street East. Phase 1 of the proposed development, on the westerly portion of the frontage, will deliver a new public park with 23.49 metres of frontage and a new private woonerf aligned with Munro Street that terminates on the north side of Queen Street East. The new public park will compliment with the mix of retail and residential uses on Queen Street East with a new public space. The woonerf will appear as a logical extension of Munro Street.

Phase 2 of the development, on the easterly portion of the Queen Street East frontage, includes 57 metres of retail frontage. The retail frontage adjacent to the private lane/woonerf spans 20 metres for a single retail unit that is intended to be occupied by a

grocery store. The retail frontage located east of the lobby entrance is for smaller retail units. Residential units are located above. A more fine-grained rhythm of apparent storefronts may be applied to this retail unit through the Site Plan Control process. Overall, the proposed frontage on Queen Street East complements the existing fine-grained, mixed-use character of the street. The draft zoning by-laws secure a minimum of 3 retail units along Queen Street East to ensure a fine grained retail frontage.

The industrial character of the East Don Roadway is mainly based on the appearance of the existing buildings at 77-79 East Don Roadway. The only other building fronting onto the East Don Roadway is a mixed-use six-storey condominium building at 625 Queen Street East, which treats the East Don Roadway as a secondary frontage utilized for waste management access.

Overall, the proposed development will make a positive contribution to the character of the surrounding neighbourhood. The proposed automobile dealerships will not significantly impact the heritage character of Queen Street East as they face the Don Valley Parkway and Eastern Avenue and are separated from Queen Street East. The dealerships are reflective of other existing automobile dealerships in the vicinity, namely the BMW/Mini dealership at the southwest corner of Broadview Avenue and Eastern Avenue and the Mercedes and Lexus dealerships on the south and north sides of Dundas Street East just west of the Don Valley.

Heritage

The subject property is currently not listed on the City's Heritage Registrar and there are currently no Heritage Conservation Districts in the vicinity of the subject site. A portion of the subject property is located within the Heritage Conservation District (HCD) Study Area for the segment of Queen Street East between the Don Valley and Degrossi Street.

Since 2013, the City's consultant team for the HCD Study, led by the firm Goldsmith Borgal and Company Architects (GBCA) has been studying the area in accordance with provincial legislation and the City's HCD procedures. The consultants have determined that the area is of cultural heritage value and worthy of Part V designation and recently submitted a draft HCD study to City Planning, Heritage Preservation Services for review. Heritage Preservation Services will seek community feedback prior to preparing a report for the Toronto Preservation Board to endorse the preparation of a Queen Street East/Riverside Street Heritage Conservation District Plan.

The closest property on the City's Heritage Registrar is located at 704 Queen Street East, known as the historic Broadview Hotel, at the northwest corner of Queen Street East and Broadview Avenue. The proposed development will have no impact on properties on the City's Heritage Registrar.

In response to the direction from TEY Community Council, City Planning is evaluating individual properties for inclusion on the City's Heritage Registrar. The details of the heritage evaluation will be presented in a separate report that will be brought forward to

the Toronto Preservation Board, Toronto and East York Community Council, and City Council.

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 proposal contains 880 residential units and 25,204 square metres of commercial space on a site of 17,400 square metres. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is approximately 11,760 square metres or 67.58% of the site area. For sites that are greater than one hectare and less than five hectares, a cap of 15% is applied to the residential portion of this development, while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 1,982 m².

The applicant proposes a 780 square metres unencumbered on-site parkland dedication fronting on Queen Street to fulfill, in part, the parkland dedication requirements of the development. The applicant will be required to satisfy the remaining parkland dedication requirement through cash-in-lieu, of which, a portion or all of the above 5% will be directed to be used for above base park improvements to the on-site park. The actual amount of cash-in-lieu will be determined at the Building Permit stage.

The location of the proposed public park was chosen along Queen Street East. It is in the most prominent and publicly accessible location of the site, although, it will be partially in shadow from the proposed development during the morning and early afternoon. There are a range of design options that can be applied to the park space and through the public park design process community input will help shape the design of the space to reflect the needs of the local community.

Transportation and Parking

A Transportation Impact Study, which includes a traffic analysis, was submitted by the applicant and has been reviewed. The study involved conducting traffic counts at all intersections in the vicinity of the subject property and projecting peak hour trip generation for each of the proposed uses to determine the anticipated impact on traffic queues at all the intersections under review.

Total trip generation, which is based on full build-out excluding existing site traffic that will be displaced by the proposed development, for all traffic in and out of the subject property is 299 vehicles during the weekday AM peak hours, 327 vehicles during the weekday PM peak hours, and 539 trips during the Saturday peak hours. Under future total traffic conditions projected for 2021, all signalized and unsignalized intersections in the study area are anticipated to operate at acceptable levels of service during the peak

hours with minimal increases in traffic queues overall. The most noticeable delays will be experienced by northbound vehicles leaving the subject property during peak hours at the unsignalized intersections of East Don Roadway/Queen Street East and the new private lane/woonerf/Queen Street East.

Further analysis to determine how existing and future public transit operations will be impacted by the proposed development will be required through review of the future Site Plan application(s).

Access

The proposed development includes four vehicular access points from existing streets. East Don Roadway provides two access points comprising an existing private lane adjacent to the north edge of the subject property and a new east-west private lane/woonerf between the two proposed buildings containing the automobile dealerships. The proposal also includes a widening of 3.0 to 3.2 metres of the shared private laneway on the north edge. East Don Roadway will be the primary route for trucks and all vehicles associated with the automobile dealerships.

The access point from Queen Street East to the north-south lane/woonerf is adjacent to the east side of the proposed new park. This will be the primary access for retail visitors and will also be used by residential occupants and residential visitors. The fourth access is from a public lane extending from Broadview Avenue that will serve the retail and residential uses in the building fronting onto Queen Street East.

Parking

The proposed development will provide a total of 1,273 parking spaces, all of which are underground on four levels with the exception of 26 spaces for auto dealership customer parking on the ground floor. There are 580 spaces for residential occupants, 179 visitor spaces shared between the residential and commercial uses and 488 spaces for automobile inventory and servicing for the dealerships. The automobile dealerships will also include 52 service bays.

Public Transit

The subject property is served by the 501 Queen and 504 King streetcar routes, which run along the entirety of Queen Street and King Street, as well as the portion of Broadview Avenue between Queen Street East and Danforth Avenue. The 502 Downtowner and 503 Kingston Road streetcar routes also serve the subject property, running along Queen Street East and Kingston Road between McCaul Street and Victoria Park Avenue and between York Street and Victoria Park Avenue respectively. These routes provide access to the following subway stations: Queen, Osgoode, King, St. Andrew, Broadview. The Toronto Transit Commission is in the midst of replacing the fleet of streetcars with new low-floor streetcars, otherwise known as light rapid vehicles (LRVs), which are longer and have a greater capacity. The rollout of the new streetcars for the 501 Queen and 504 King routes is planned to be complete by 2018. The greater capacity of the new streetcars will reduce overcrowding and the number of full streetcars that cannot accommodate additional passengers, which sometimes occurs during peak hours.

Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study

The subject property is within the study area for the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study. The proposed development will not affect or be affected by any of the design options being considered for reconfiguration of the Gardiner Expressway and Lake Shore Boulevard East.

Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment (EA)

The proposed development will not affect or be affected by any of the contemplated changes to the street network or servicing systems being reviewed through the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment (EA), which has been underway since late 2013. The Master Plan involves the southern extension of Broadview Avenue that will create a new route between the subject property and the Port Lands through the former Unilever property at 21 Don Roadway.

Servicing

The applicant submitted a Functional Servicing Report dated September 2015. The information was found to be generally acceptable; however, the report did not reflect the updated phasing as outlining in Attachment 1a. As a result, an updated Functional Servicing Report dated October 19, 2015 has been submitted and staff are reviewing it to ensure that the changes in the phasing do not adversely impact a servicing strategy that is supportable. As a result, a Recommendation has been included in this report to ensure that the revised Function Servicing Report is accepted the satisfaction of the Executive Director, Engineering & Construction Services, prior to the enactment of Bills by City Council. The owner will also be responsible for payment and construction of any necessary improvements to the existing municipal infrastructure required to service the site, as determined by Executive Director, Engineering & Construction Services.

Accessibility

All components of the proposed residential and retail uses are fully accessible. The main entrances to all the retail shops fronting onto Queen Street East are at essentially the same level as the sidewalk and will not require any steps. Likewise, all lobby entrances to the residential buildings and the entrance to the automobile dealership do not include any steps. All residential floors, upper levels of the automobile dealerships, and underground parking levels are accessible via elevators. Accessibility features and requirements will be further reviewed and secured through the impending Site Plan Control process.

Area Employment

Existing employment uses and the number of jobs on the subject property and in the vicinity have been reviewed and analyzed to identify employment trends and they will be affected by the proposed development. This section provides a summary of the neighbourhood employment analysis.

The employment data is based on a Toronto Employment Survey conducted annually from 2004 to 2014, covering the subject site and surrounding area bounded by the Don Valley Parkway to the west, Dundas Street East to the north, and the Metrolinx-Lakeshore East rail corridor to the east and south. Employment data is broken down by type of employment and includes figures on the number of jobs and the number of establishments. Overall, the number of jobs has increased by 29% in the past 10 years, rising from 1,395 jobs in 2004 to 1,964 jobs in 2009. During that period the number of establishments declined by 7%, from 223 to 208, indicating that a typical business establishment in the area generates more jobs now than it did in 2004.

Employment in manufacturing and warehousing has experienced a marginal decline of 3% since 2004, from 130 jobs and 12 establishments to 126 jobs and 11 establishments. Retail employment has experienced a 15% growth since 2004, from 383 jobs and 40 establishments to 448 jobs and 45 establishments. Employment in the service sector has experienced a large increase of 47% since 2004 but the number of establishments decreased during that period, from 202 jobs and 52 establishments in 2004 to 379 jobs and 47 establishments in 2014. Office employment continues to be the largest employment sector in the study area, having grown 29% since 2004 from 440 jobs and 101 establishments to 623 jobs and 77 establishments. Institutional employment has grown 32% from 183 jobs and 12 establishments in 2004 to 268 jobs and 13 establishments in 2014. Other employment uses not covered in the sectors previously described have grown 53% since 2004, from 57 jobs and 6 establishments to 120 jobs and 15 establishments.

The above figures indicate a 10-year trend of marginally declining manufacturing/warehouse uses and substantial increases in all other employment uses. The employment uses included in the proposed development, composed of auto dealerships and small scale retail space, will further contribute to this trend by replacing the existing warehouse space at 77-79 East Don Roadway.

Disused Easements

There is an existing private laneway along the north edge of 68 Broadview Avenue, between Broadview Avenue and the subject property. Members of the Board of Directors of the condominium at 68 Broadview Avenue have advised that there is a right-of-way easement in favour of the Toyota dealership at 677 Queen Street East along this laneway. The current proposal does not show vehicular access via the lane between 90 Broadview Avenue and 68 Broadview Avenue, instead proposing the use of the public lane which currently services the properties of Queen Street East and 90 Broadview Avenue.

Toronto and East York Community Council has requested advice on appropriate action to permanently end the easement at 68 Broadview Avenue as part of the proposed development. The applicant has advised they will coordinate with the condominium board at 68 Broadview Avenue to have the easement lifted. Since the easement is a private property issue between two adjacent property owners, the City will not require the lifting of the easement as a condition of approval.

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 unless a site-specific exception is granted. The site-specific zoning by-law will secure performance measures for the following Tier 1 development features: a green roof covering 60% of the available roof area. Additional Tier 1 development features such as trees and bird-friendly design features will be secured through the impending Site Plan Control process.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits for increases in height and/or density for a use pursuant to Section 37 of the Planning Act. The community benefits must bear a reasonable planning relationship to the proposed development including at a minimum, an appropriate geographic relationship and addressing planning issues associated with the development. The application at 77-79 East Don Roadway and 661-677 Queen Street East exceeds the permitted density and height. Affordable housing was identified early in the consultation process with the local community and the Ward Councillor as an appropriate priority. City Planning and the Affordable Housing Office have had preliminary discussions with the applicant on how the Section 37 contribution could be applied to achieve affordable housing adjacent to the development site.

The community benefits recommended to be secured in the Section 37 Agreement shall be a cash payment or financial security, in the value of \$5 million dollar as a contribution towards the provision of affordable rental housing on-site, adjacent to the site, or within the local Ward 30 area, the timing of which to be detailed within the Section 37 agreement. The actual amount of the payments will be increased based on increases in the Statistics Canada Non-Residential Construction Price Index for Toronto, calculated from the date of execution of this Agreement to the date of submission of the funds by the Owner to the City.

In addition, several other matters will be secured as matters of legal convenience within the Section 37 Agreement including providing an on-site parkland dedication of a minimum size of 780 m², securing a minimum of 650m² of privately owned, publicly accessible open space, public easements over the north-south and east-west private lane/woonerf, financial securities in the amount of \$230,000 for a possible installation of new traffic control signals at the intersection of Queen Street East and Munro Street, and \$25,000 for the related possible future removal of the pedestrian cross-over located at Carroll Street. Requirements for any payment for and construction of the improvements to the existing municipal infrastructure required to service the site, as determined by and to the satisfaction of the Executive Director, Engineering & Construction Services will also be secured.

Conclusion

The proposed mixed-use proposal at 77-79 East Don Roadway and 661-677 Queen Street East is appropriate for this site and is consistent with Policies contained within the Official Plan. City Planning Staff have completed its review of the proposal and is satisfied that the proposal represents good planning and is in the public interest. For these reasons, Staff recommends that the application be approved.

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SIGNATURE

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Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1a: Phasing Plan
Attachment 1b: Preliminary Site Plan

Attachment 2a: North Elevation of North Building – 77-79 East Don Roadway (Phase 1)
Attachment 2b: North Elevation of South Buildings – 77-79 East Don Roadway (Phase 1)
Attachment 2c: East Elevation – 77-79 East Don Roadway (Phase 1)
Attachment 2d: South Elevation of North Building – 77-79 East Don Roadway (Phase 1)
Attachment 2e: South Elevation of South Buildings – 77-79 East Don Roadway (Phase 1)
Attachment 2f: West Elevation – 77-79 East Don Roadway (Phase 1)
Attachment 2g: North Elevation of Overall Site
Attachment 2h: North Elevations– 661-677 Queen Street East (Phase 2)
Attachment 2i: East Elevation– 661-677 Queen Street East (Phase 2)
Attachment 2j: South Elevations– 661-677 Queen Street East (Phase 2)
Attachment 2k: West Elevations– 661-677 Queen Street East (Phase 2)

Attachment 3a: Aerial View Looking South – Overall Site
Attachment 3b: Rendering Looking East from Eastern Avenue – 77-79 East Don Roadway (Phase 1)
Attachment 3c: Rendering Looking South from Queen Street East – 77-79 East Don Roadway (Phase 1)

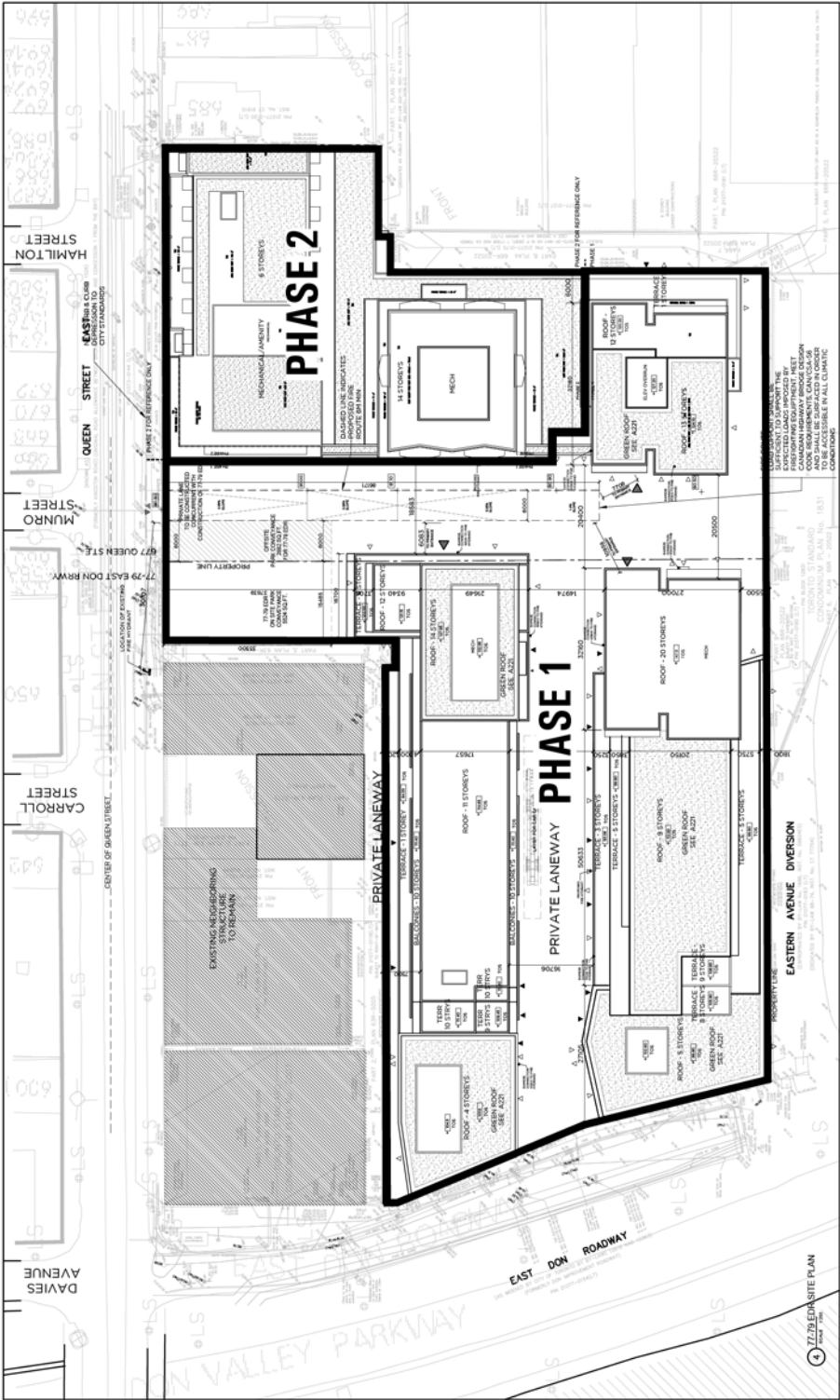
Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 6: Draft Zoning By-law Amendment – By-Law 438-86

Attachment 7: Draft Zoning By-law Amendment – By-Law 569-2013

Attachment 1a: Phasing Plan



77-79 East Don Roadway and 661-677 Queen Street East

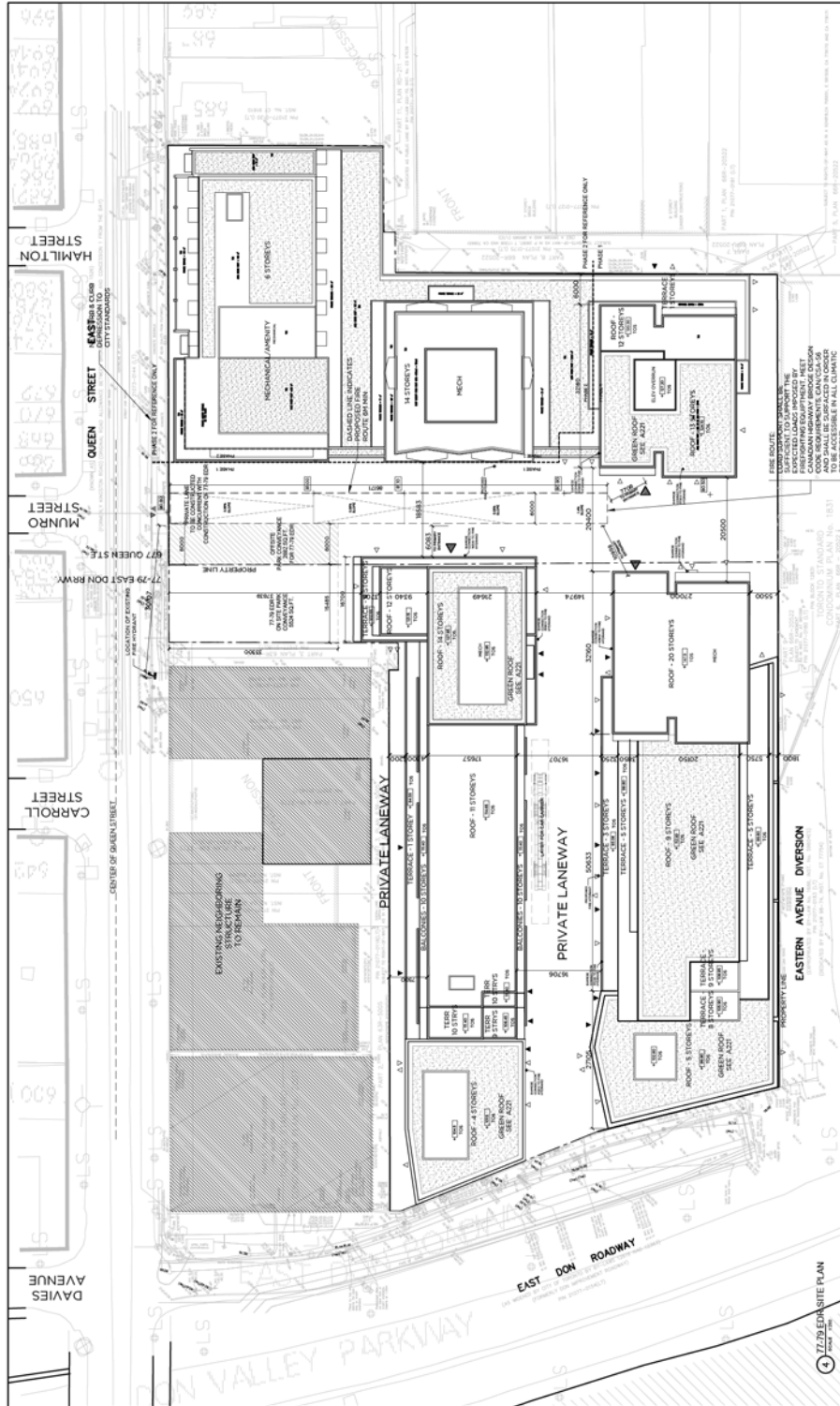
Site Plan - Phasing Plan

Applicant's Submitted Drawing

Not to Scale
10/20/2015

File # 14_176221 STE 30 OZ and 14_176212 STE 30 OZ

Attachment 1b: Preliminary Site Plan



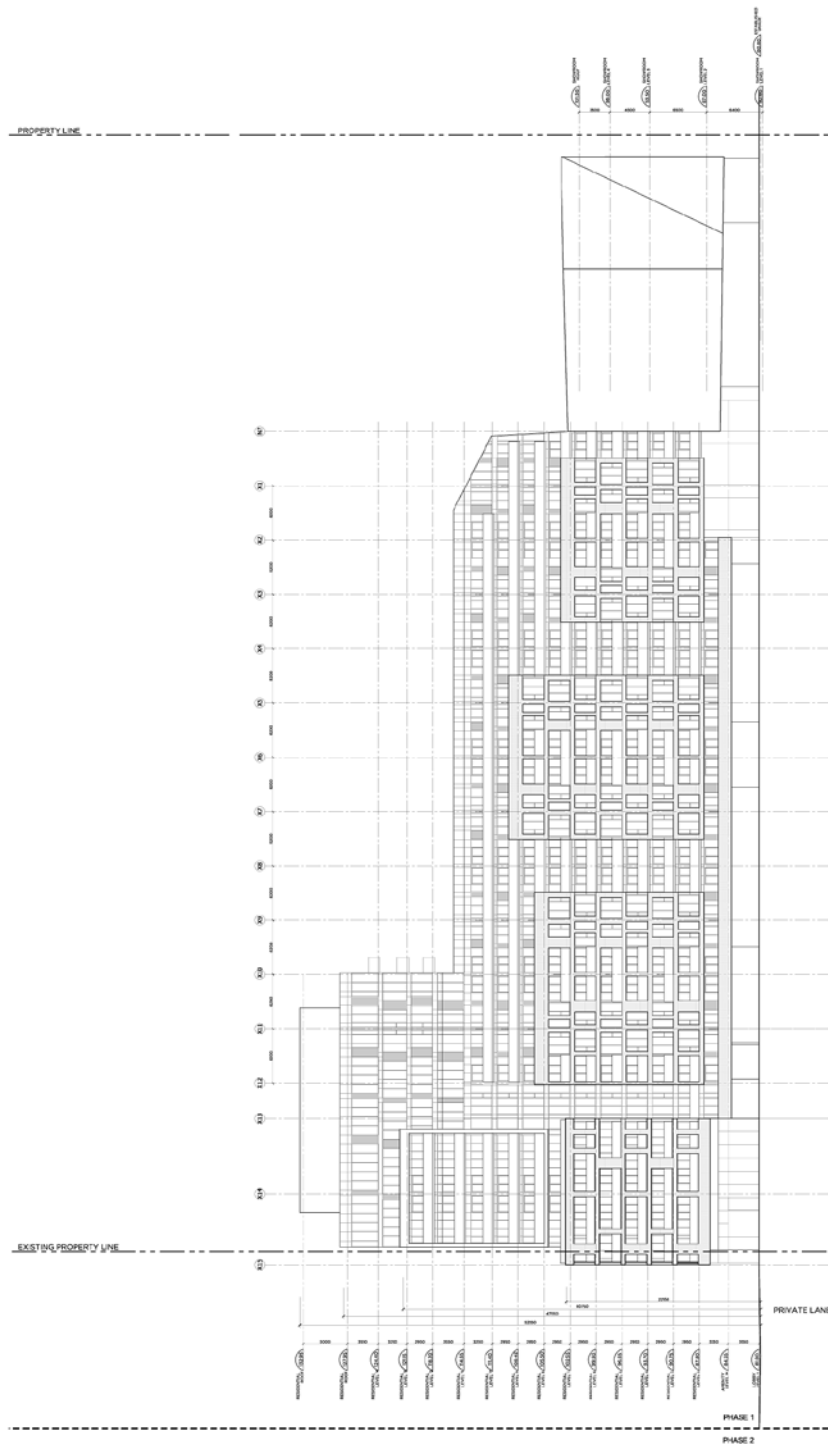
77-79 East Don Roadway and 661-677 Queen Street East

Site Plan
Applicant's Submitted Drawing

Not to Scale
10/20/2015

File # 14_176221 STE 30 OZ and 14_176212 STE 30 OZ

**Attachment 2a:
North Elevation of North Building – 77-79 East Don Roadway (Phase 1)**



North Elevation - North Building

77-79 East Don Roadway

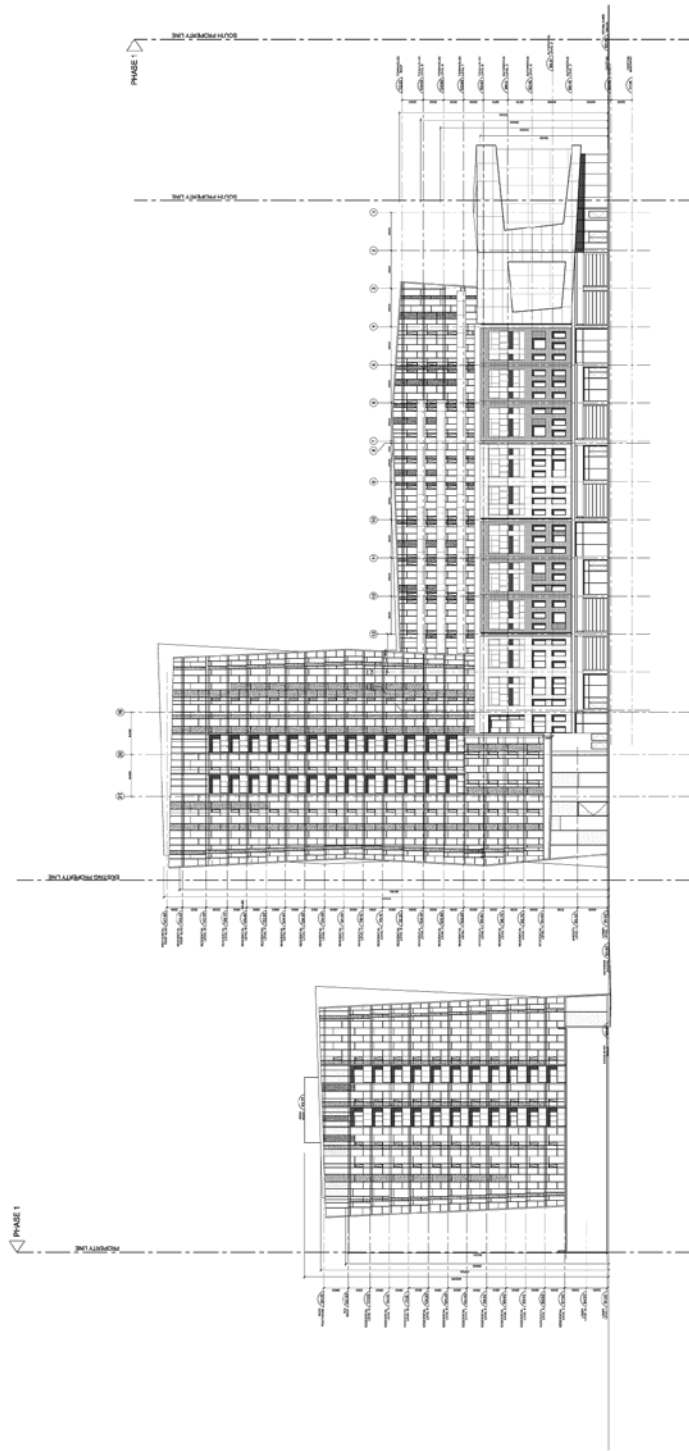
Elevations

Applicant's Submitted Drawing

Not to Scale
10/06/2015

File # 14 176221 STE 30 0Z

**Attachment 2b:
North Elevation of South Buildings – 77-79 East Don Roadway (Phase 1)**



North Elevation - South Building

Elevations

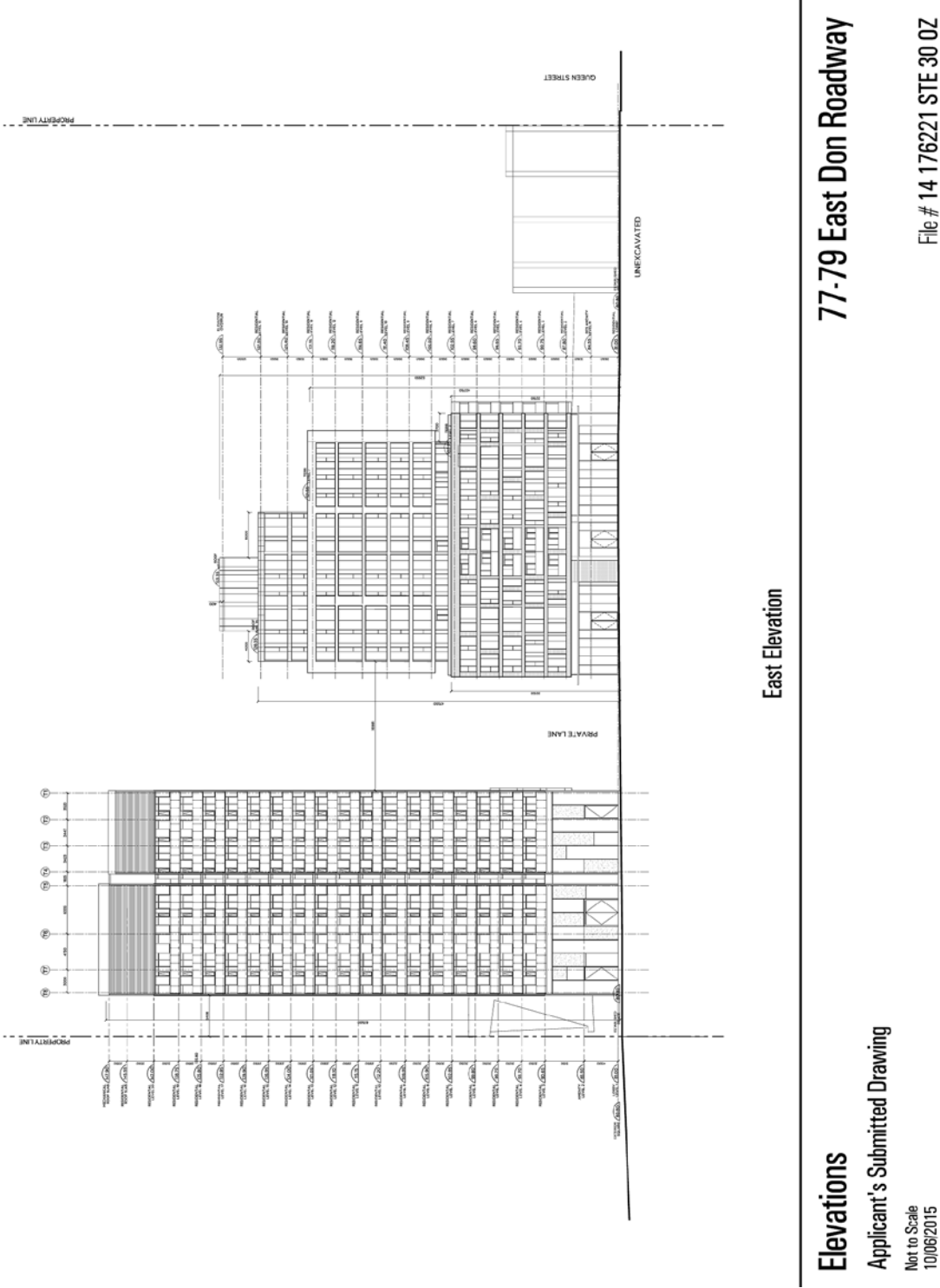
Applicant's Submitted Drawing

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10/06/2015

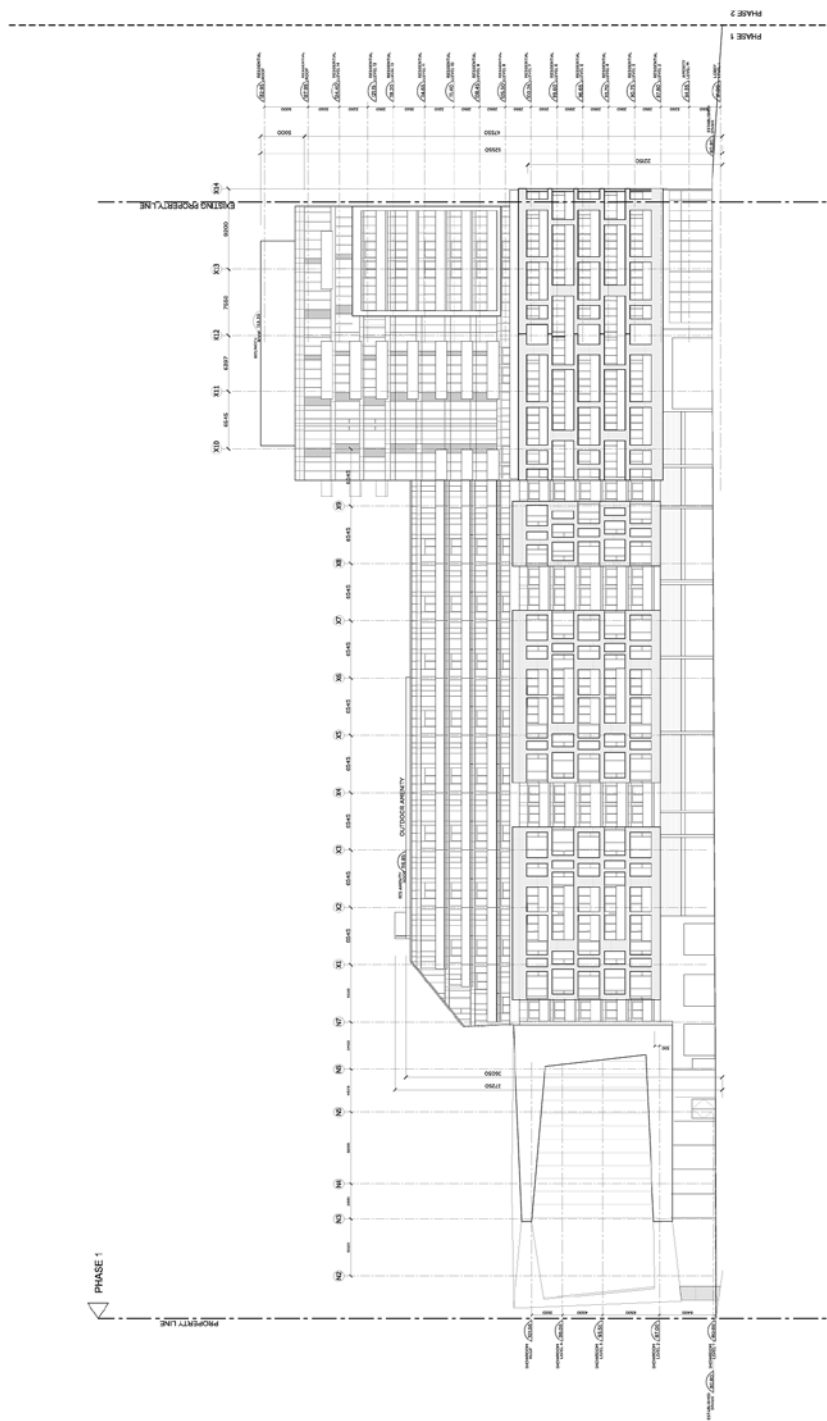
77-79 East Don Roadway

File # 14 176221 STE 30 0Z

Attachment 2c: East Elevation – 77-79 East Don Roadway (Phase 1)



**Attachment 2d:
South Elevation of North Building – 77-79 East Don Roadway (Phase 1)**



South Elevation - North Building

Elevations

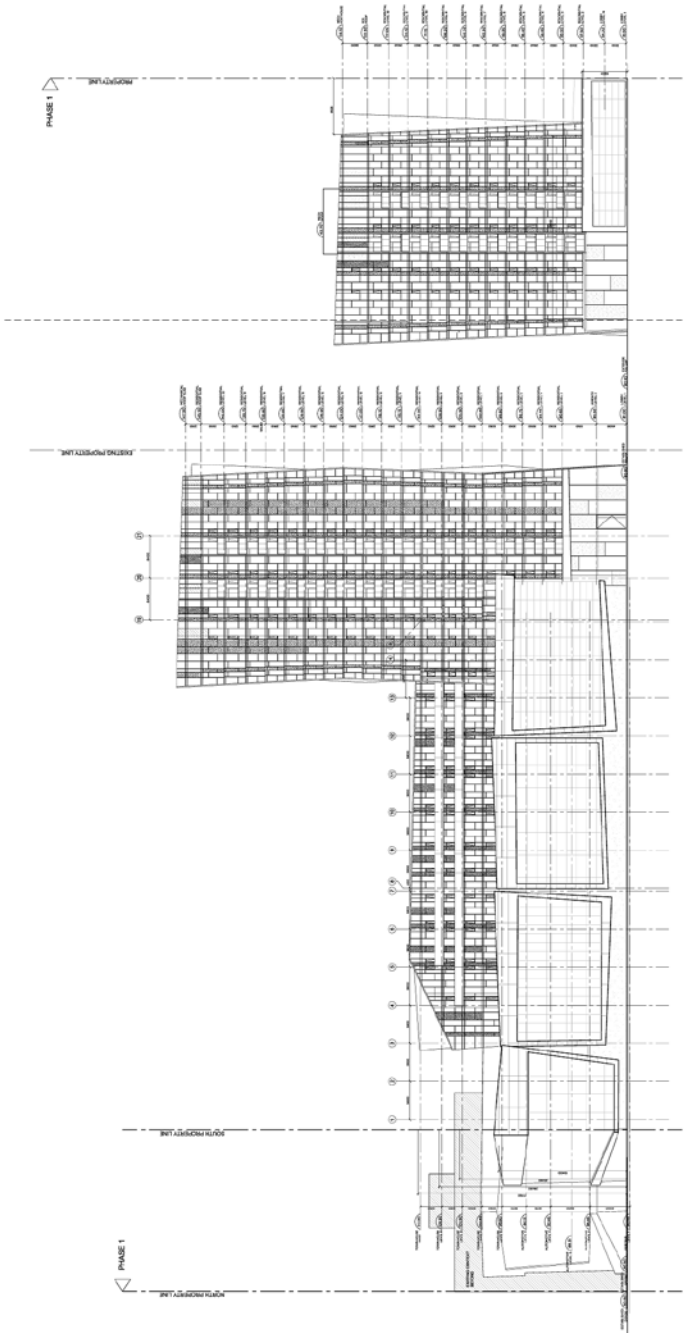
Applicant's Submitted Drawing

Not to Scale
10/06/2015

77-79 East Don Roadway

File # 14 176221 STE 30 0Z

Attachment 2e:
South Elevation of South Buildings – 77-79 East Don Roadway (Phase 1)



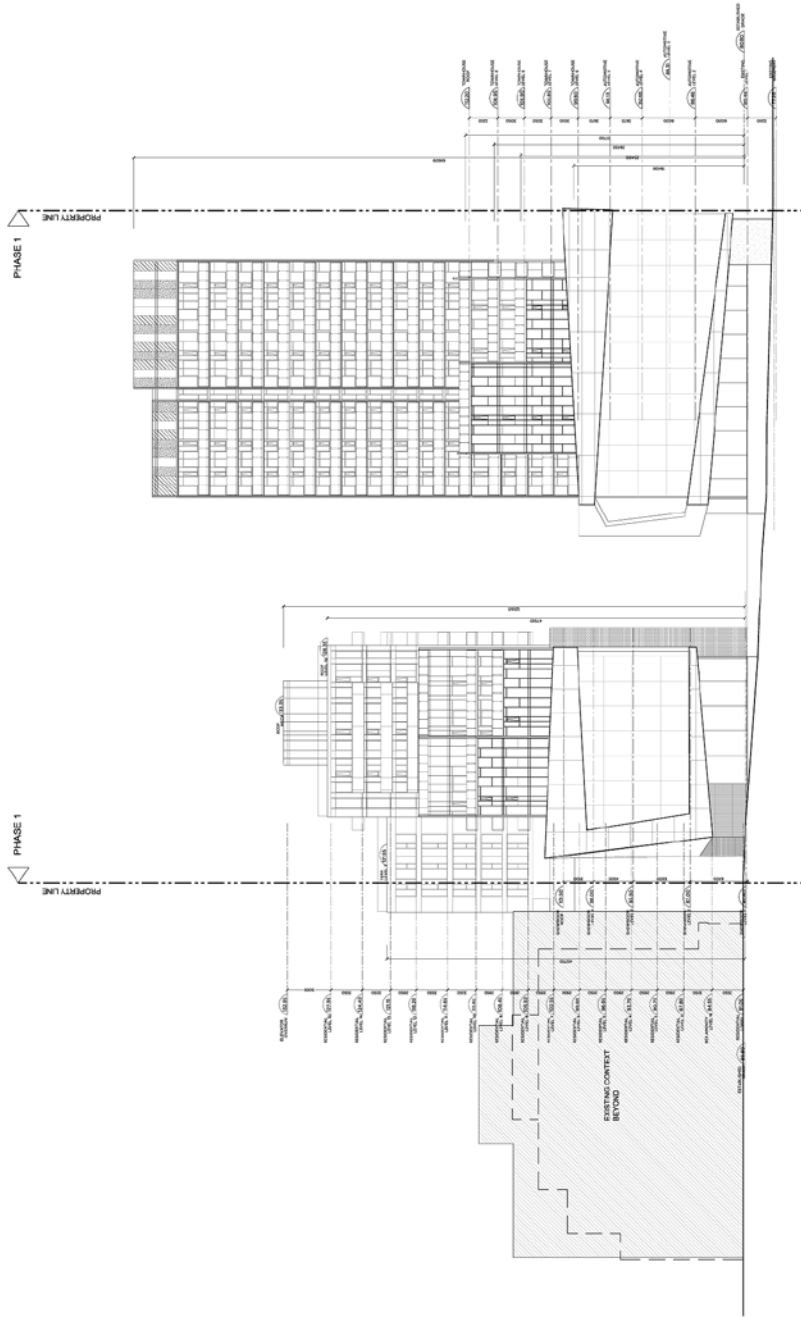
South Elevation - South Building

77-79 East Don Roadway

Elevations
Applicant's Submitted Drawing
Not to Scale
10/06/2015

File # 14 176221 STE 30 0Z

Attachment 2f: West Elevation – 77-79 East Don Roadway (Phase 1)



West Elevation

Elevations

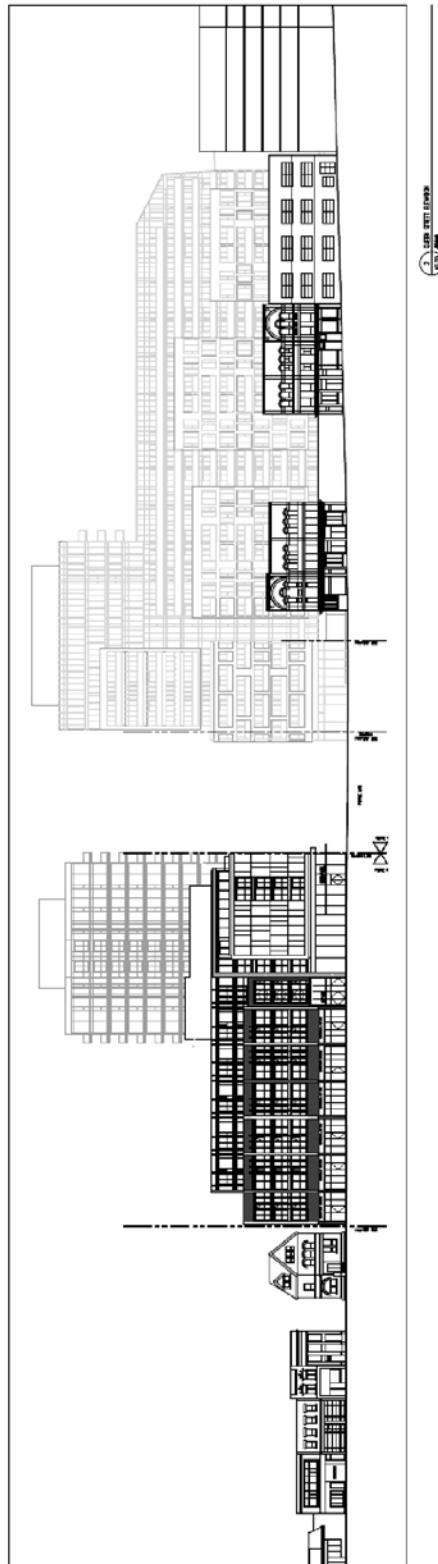
Applicant's Submitted Drawing

Not to Scale
10/06/2015

77-79 East Don Roadway

File # 14 176221 STE 30 0Z

Attachment 2g: North Elevation of Overall Site



North Elevation - Overall Site

North Elevations

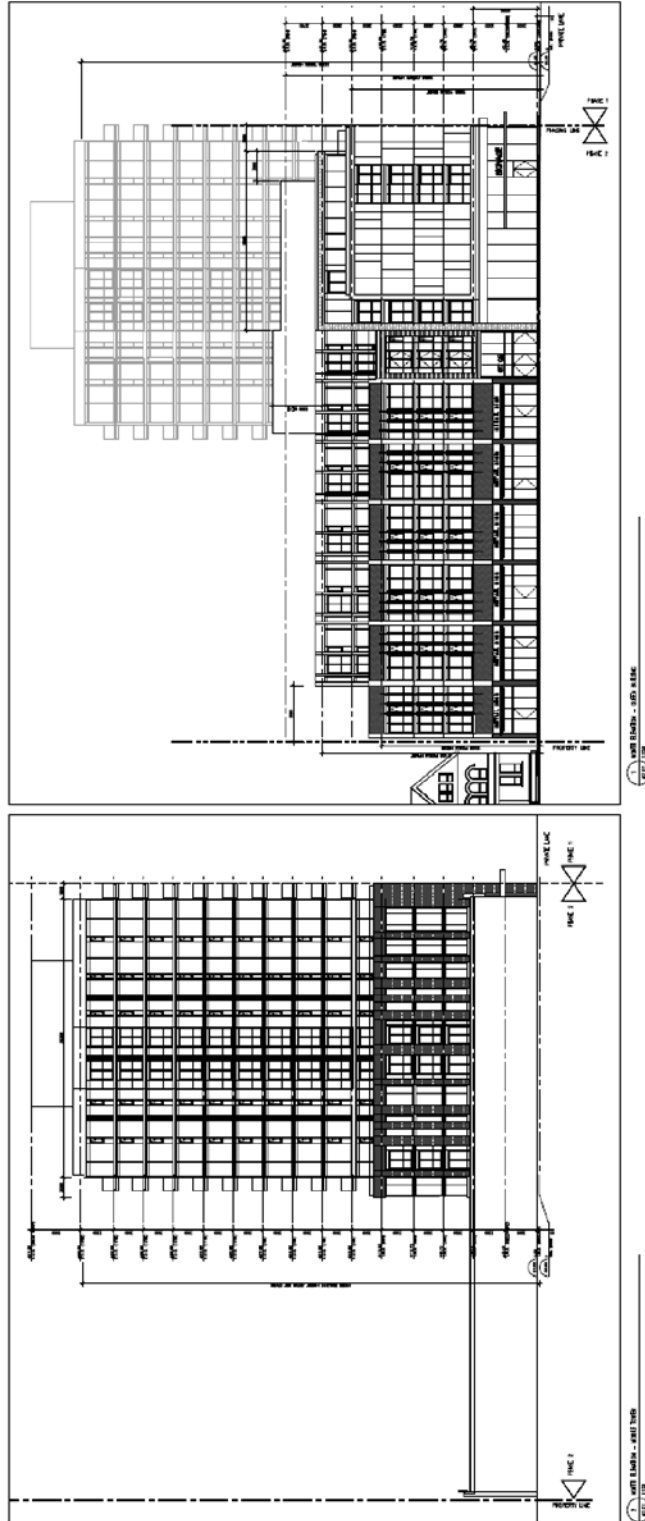
Applicant's Submitted Drawing

Not to Scale
10/20/2015

77-79 East Don Roadway and 661-677 Queen Street East

File # 14_176221 STE 30 OZ and 14_176212 STE 30 OZ

**Attachment 2h:
North Elevations – 661-677 Queen Street East (Phase 2)**



North Elevations - 661- 677 Queen Street East

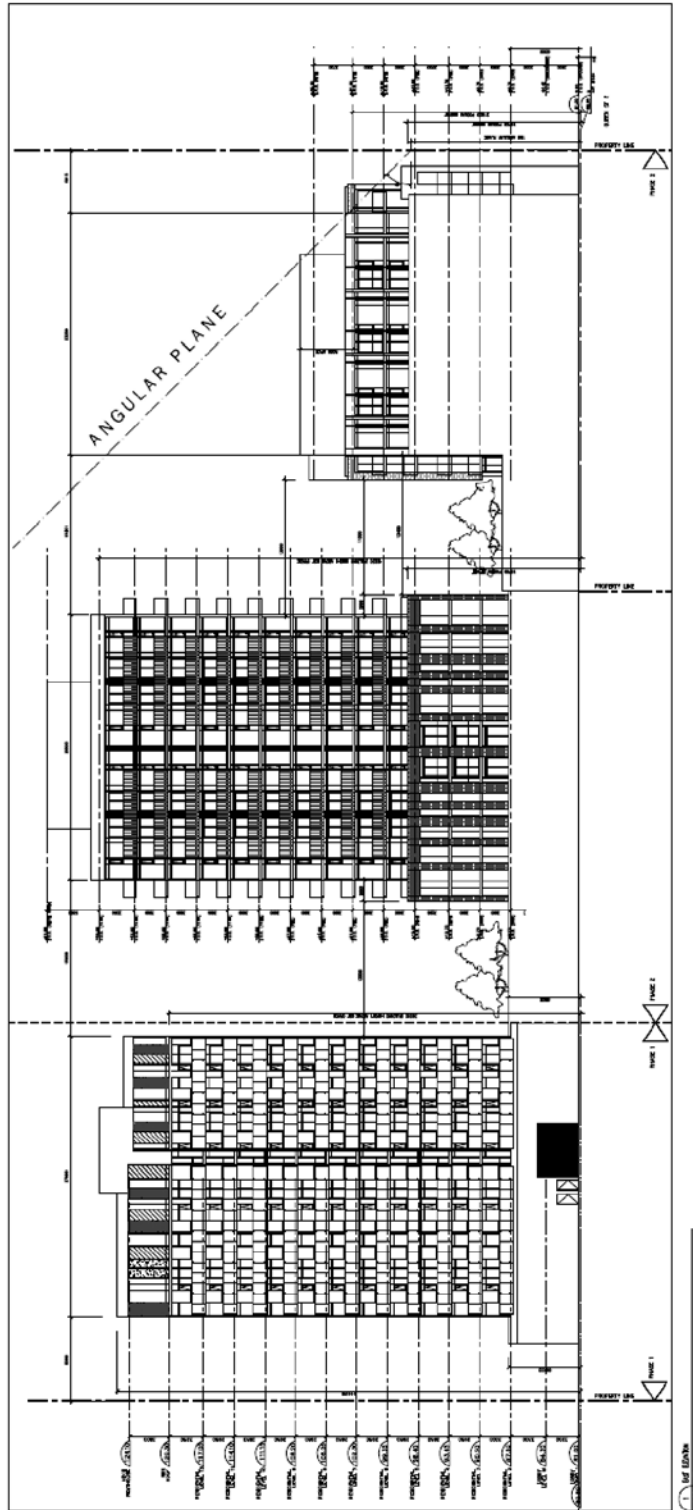
77-79 East Don Roadway and 661-677 Queen Street East

North Elevations
Applicant's Submitted Drawing

Not to Scale
10/20/2015

File # 14_176221 STE 30 OZ and 14_176212 STE 30 OZ

Attachment 2i:
East Elevation – 661-677 Queen Street East (Phase 2)



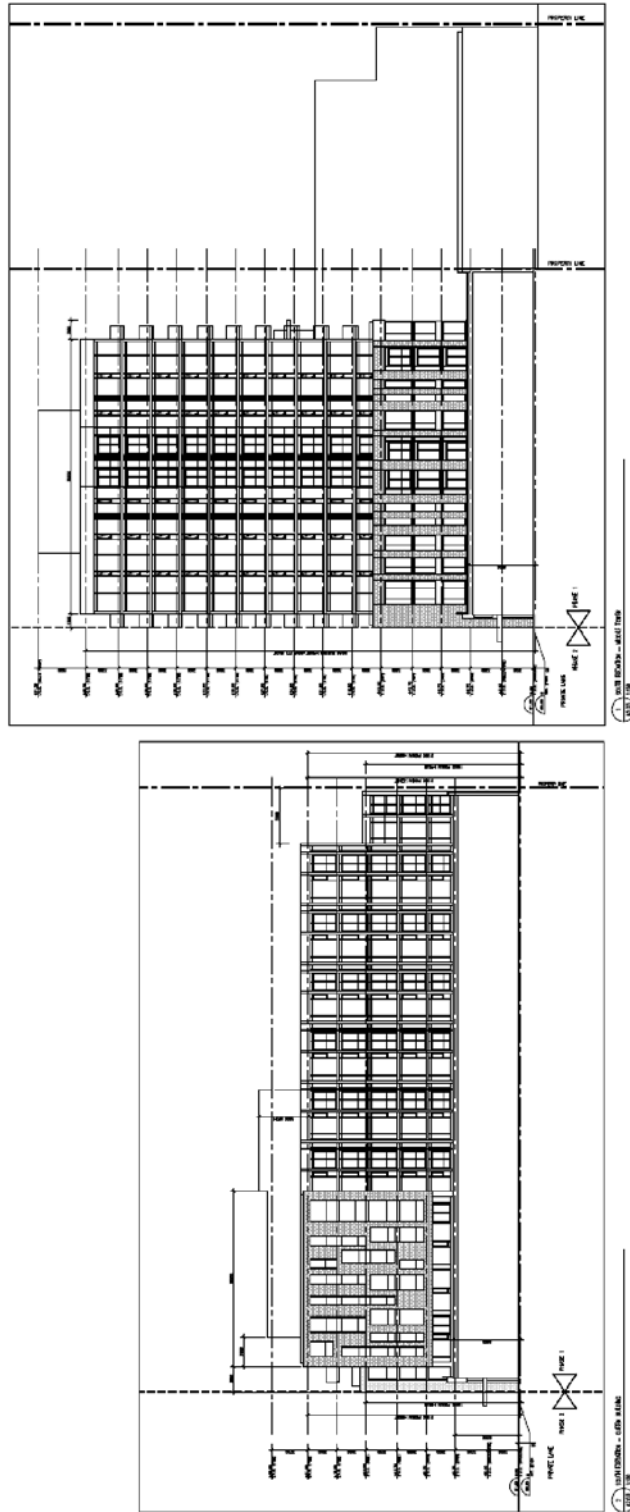
East Elevations

77-79 East Don Roadway and 661-677 Queen Street East

East Elevations
Applicant's Submitted Drawing
Not to Scale
10/20/2015

File # 14_176221 STE 30 OZ and 14_176212 STE 30 OZ

**Attachment 2j:
South Elevations – 661-677 Queen Street East (Phase 2)**



South Elevations

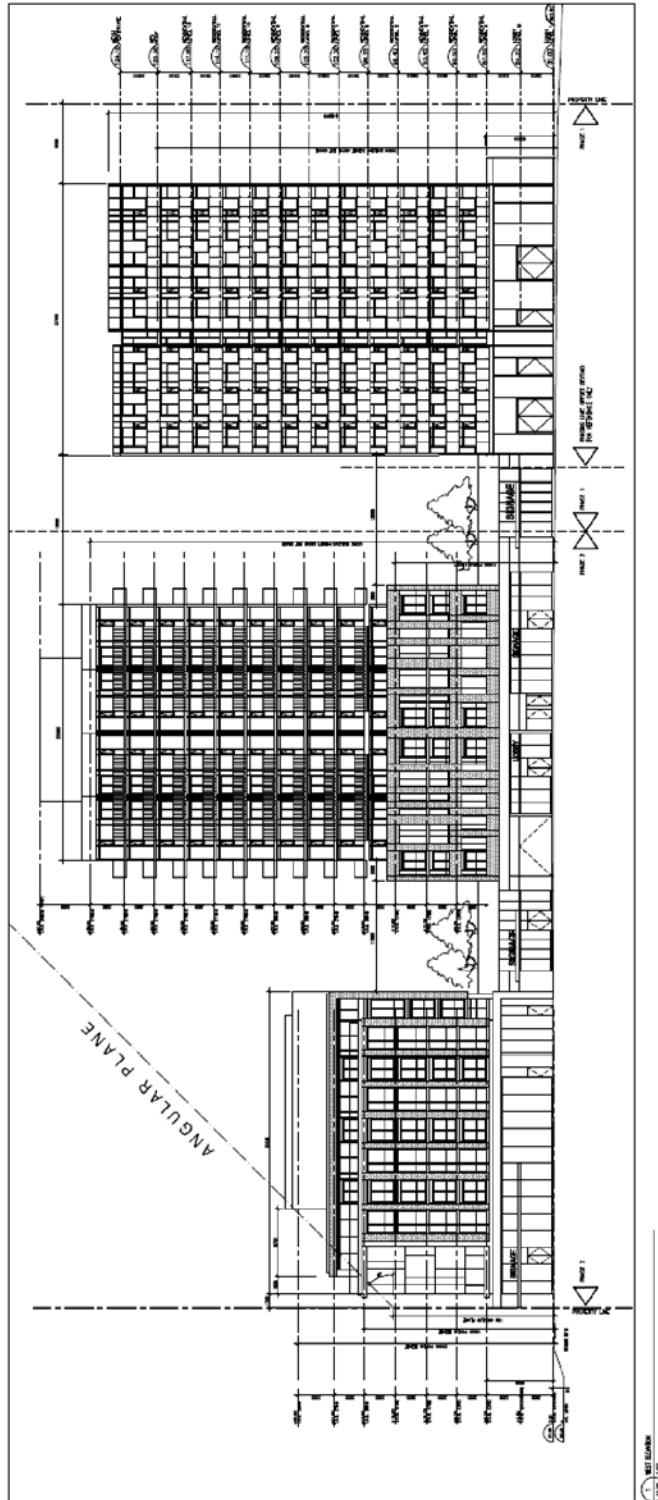
77-79 East Don Roadway and 661-677 Queen Street East

South Elevations
Applicant's Submitted Drawing

Not to Scale
10/20/2015

File # 14_176221 STE 30 OZ and 14_176212 STE 30 OZ

**Attachment 2k:
West Elevations – 661-677 Queen Street East (Phase 2)**



West Elevations

77-79 East Don Roadway and 661-677 Queen Street East

West Elevations

Applicant's Submitted Drawing

Not to Scale
10/20/2015

File # 14_176221 STE 30 OZ and 14_176212 STE 30 OZ

**Attachment 3a:
Aerial View Looking South – Overall Site**



Aerial view looking south

Aerial View

Applicant's Submitted Drawing

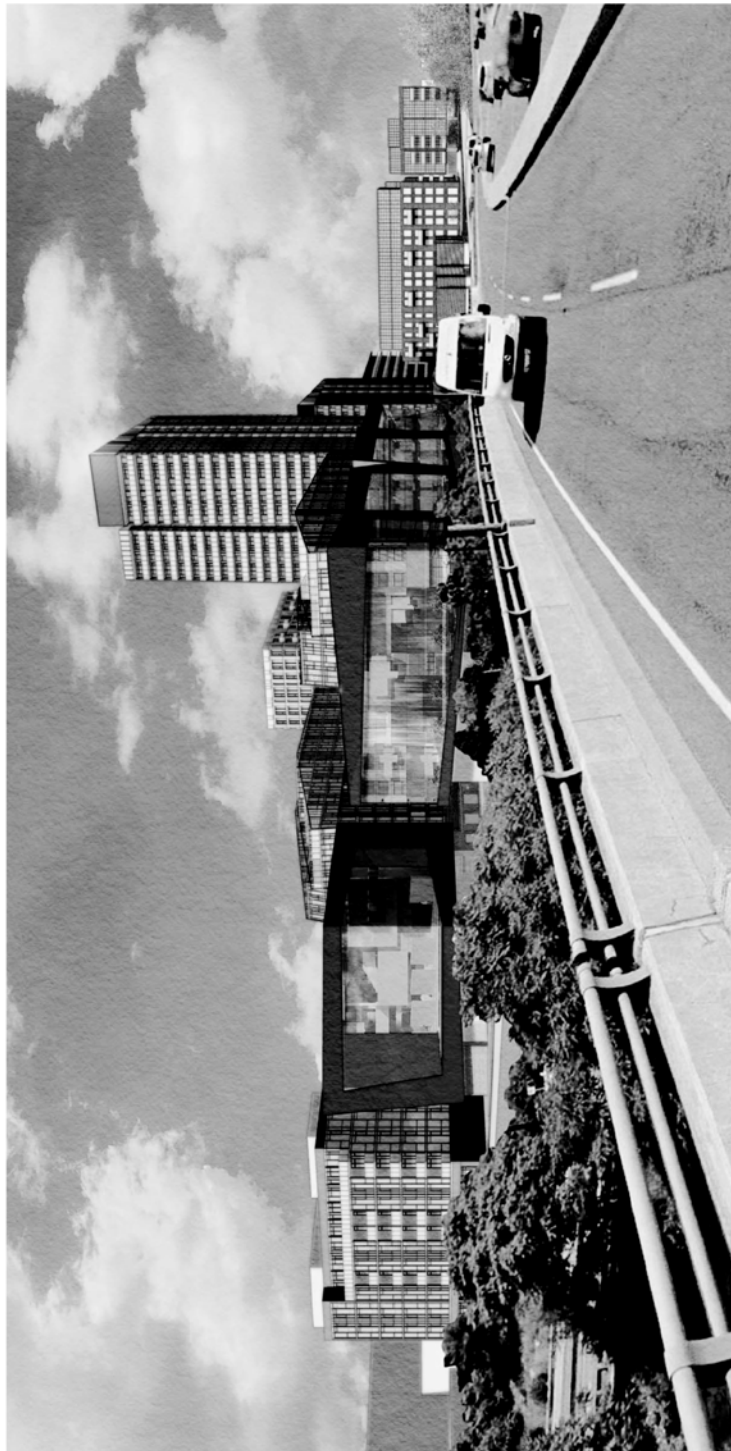
Not to Scale
10/06/2015



661-677 Queen Street East

File # 14 176212 STE 30 02

Attachment 3b:
Rendering Looking East from Eastern Avenue – 77-79 East Don Roadway (Phase 1)



Looking east from Eastern Avenue

Rendering

Applicant's Submitted Drawing

Not to Scale
10/06/2015

File # 14 176221 STE 30 0Z

77-79 East Don Roadway

Attachment 3c:
Rendering Looking South from Queen Street East – 77-79 East Don Roadway
(Phase 1)



Looking south from Queen Street East

Rendering

Applicant's Submitted Drawing

Not to Scale
10/06/2015



77-79 East Don Roadway

File # 14 176221 STE 30 0Z

[illegible]

Not to Scale
Extracted: 10/20/2015

Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Numbers:	14 176221 STE 30 OZ; 14 176212 STE 30 OZ
Details	Rezoning, Standard	Application Date:	June 18, 2014
Municipal Address:	77-79 EAST DON ROADWAY and 661-677 QUEEN STREET EAST		
Location Description:	CON BF PT LT15 << STRUCTURE ADDRESS FOR 79 EAST DON ROADWAY **GRID S3012		
Project Description:	The applications propose a mixed-use development with residential, retail and automobile dealership uses. A total of 880 residential dwelling units (666 in Phase 1 and 214 in Phase 2) are proposed. The retail component has a gross floor area of 6,749 square metres (2,205 in Phase 1 and 4,544 in Phase 2) and the automobile dealerships have a gross floor area of 18,455 square metres, excluding underground parking.		

Applicant:	Agent:	Architect:	Owner:
77&79 East Don Roadway Inc		RAW Design and Giannone Petricone Associates	77 & 79 EDR Inc.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	I2 D3; MCR T2.5 (C2.0 R2.0)	Historical Status:	N/A
Height Limit (m):	18	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	17,401	Height:	Storeys:	19
Frontage (m):	97.93 on Queen St E 78.67 on E Don Rdwy		Metres:	67.1
Depth (m):	120			
Total Ground Floor Area (sq. m):	9,265			Total
Total Residential GFA (sq. m):	65,602		Parking Spaces:	785
Total Non-Residential GFA (sq. m):	52,133		Loading Docks	7
Total GFA (sq. m):	117,735 (85,408 above grade GFA)			
Lot Coverage Ratio (%):	53			
Floor Space Index:	6.77 (4.91 above grade GFA)			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	65,602	0
Bachelor:	17	Retail GFA (sq. m):	6,065	8,140
1 Bedroom:	358	Auto Dealership GFA (sq. m):	13,741	24,187
2 Bedroom:	445	Industrial GFA (sq. m):	0	0
3 + Bedroom:	60	Institutional/Other GFA (sq. m):	0	0
Total Units:	880			

CONTACT:	PLANNER NAME:	Angela Stea, Senior Planner
	TELEPHONE:	416-392-7215

Attachment 6: Draft Zoning By-law Amendment – Bylaw 438-86

Draft By-law Amendments will be available prior to the Toronto and East York Community Council Meeting on November 10, 2015.

Attachment 7: Draft Zoning By-law Amendment – Bylaw 569-2013

Draft By-law Amendments will be available prior to the Toronto and East York
Community Council Meeting on November 10, 2015.