

## 203 Jarvis Street - Zoning Amendment Application - Request for Direction Report

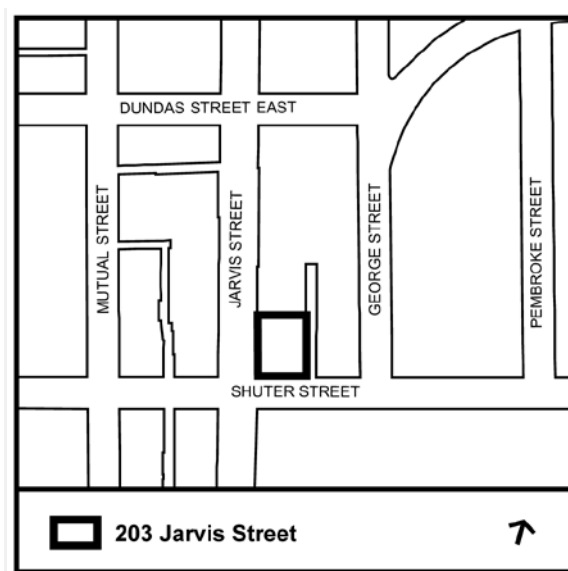
<b>Date:</b>	July 27, 2017
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 27 – Toronto Centre-Rosedale
<b>Reference Number:</b>	16-207248 STE 27 OZ

### SUMMARY

This application proposes to redevelop the site at 203 Jarvis Street with a 35-storey mixed-use tower. The project is proposed to contain 241 hotel units and 222 dwelling units with a total gross floor area of 23,227 m<sup>2</sup>. The proposed building would have a height of 112.72 metres including the mechanical penthouse. The proposal also includes five levels of underground parking which would be used for vehicles and bicycles.

The owner of the site at 203 Jarvis Street has appealed its Zoning By-law Amendment application to the Ontario Municipal Board (OMB) citing Council's failure to make a decision within the time required by the *Planning Act*. A pre-hearing conference was held June 14, 2017. A full hearing has not yet been scheduled.

The proposal is not supportable in its current form. The height of the proposed 35-storey tower is not appropriate for its context, does not provide an appropriate transition and results in excessive shadows. As such, the application does not conform with the Official Plan and Official Plan Amendment 82 and does not satisfactorily respond to the relevant urban design guidelines.



The purpose of this report is to seek City Council's direction for the City Solicitor and appropriate City Staff to attend the Ontario Municipal Board hearing in opposition to the applicant's development proposal and appeal.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council authorize the City Solicitor, together with City Planning staff and any other appropriate staff to attend the Ontario Municipal Board hearing to oppose the appeal of the Zoning By-law Amendment application for 203 Jarvis Street and to retain such outside experts as the City Solicitor may determine are required to support the position outlined in this report.
2. City Council authorize City staff to continue discussions with the applicant in order to come to an agreement on an appropriate built form that, among other things, ensures the tower height fits within its context, provides an appropriate transition and minimizes shadowing impact and secures appropriate Section 37 community benefits to the satisfaction of the Chief Planner and Executive Director, City Planning.
3. City Council direct the City Solicitor to request the OMB, in the event the OMB allows the appeal and permits additional height or density, or some variation, to:
  - a) Secure the following community benefits with the final allocation determined by the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor's office and enter into and register an Agreement to secure those benefits, pursuant to Section 37 of the *Planning Act*:

A payment to the City in the amount up to \$1 million based on the application's height and density (indexed to reflect increases in the Construction Price Index between the date of the OMB Order and the delivery of such payment), for capital improvements in the vicinity of the site for one or more of the following:

- i. on-site affordable housing,
- ii. improvements to community space at 200 Dundas Street East,
- iii. improvements to Moss Park,
- iv. construction of a green linkage between Moss Park and Allan Gardens.

provided that in the event the cash contribution referred to in this section has not been used for the intended purposes within three years of the By-law coming into full force and effect, the cash contribution may be redirected for other purposes, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the

purpose(s) is identified in the Toronto Official Plan and will benefit the community in the vicinity of the site.

- b) As a legal convenience, secure the following in the Section 37 Agreement to support the development:
    - i. The Owner be required to pay for and construct any improvements to municipal infrastructure in connection with a Functional Servicing Report as accepted by the City's Executive Director of Engineering and Construction Services should such Director determine that improvements to such infrastructure are required to support the development all to the satisfaction of the Executive Director of Engineering and Construction Services;
  - c) Withhold its Order allowing the appeal in whole or in part allowing the Zoning By-law Amendment until:
    - i. The Owner has entered into an Agreement under Section 37 of the *Planning Act* to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning to secure appropriate public benefits and the Section 37 Agreement has been registered on title to the site to the satisfaction of the City Solicitor;
    - ii. The OMB has been provided with a proposed Zoning By-law Amendment by the City Solicitor together with confirmation that the proposed Zoning By-law Amendment is in a form satisfactory to the City;
    - iii. The OMB has been advised by the City Solicitor that the Functional Servicing Report has been completed to the satisfaction of Executive Director of Engineering and Construction Services; and
    - iv. The OMB has been advised by the City Solicitor that the Owner has entered into a Limiting Distance Agreement to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning to secure reduced tower setbacks and the Agreement has been registered on title to the satisfaction of the City Solicitor.
4. City Council authorize the City Solicitor and any other City staff to take such actions as necessary to give effect to the recommendations of this report.

### **Financial Impact**

There are no financial implications resulting from the adoption of this report.

## DECISION HISTORY

City Council at its meeting of August 25, 2010, approved a zoning amendment application for this site for a 20-storey hotel. The development did not proceed.  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.TE36.17>

A Preliminary Report on the current application was considered by the Toronto East York Community Council on October 13, 2016. Key issues identified in the Preliminary Report included: built form issues related to tower height, tower separation distances and setbacks; shadowing impacts including shadowing of the L'Ecole Publique Gabrielle-Roy; heritage adjacency and public realm issues; and appropriate amenity space provisions.

Community Council directed City Planning staff to schedule a community consultation meeting with an expanded notice area and that notice for the public meeting be given according to the regulations of the *Planning Act*. The Preliminary Report is available at: <http://www.toronto.ca/legdocs/mmis/2016/te/bgrd/backgroundfile-96661.pdf>

The applicant appealed the application to the Ontario Municipal Board on January 27, 2017, Case Number PL170099.

## ISSUE BACKGROUND

### Proposal

The applicant is proposing a 35-storey mixed-use tower (112.72 m including mechanical penthouse). The project is proposed to contain 241 hotel units and 222 dwelling units with a total gross floor area of 23,227 m<sup>2</sup>. The development would be in a tower form with the hotel on the lower levels and the residential uses on the upper levels. Hotel uses would be located on the lower 14 floors and floor 16; residential uses would be located on floors 17 to 35 and residential amenity space would be located on floor 15. The ground floor would include a combined residential/hotel lobby, restaurant area and an area for loading and garbage. Vehicular and bicycle parking would be located below grade.

There would be an at-grade on-site vehicle drop-off area on the east side of the lot with direct access to the public laneway. The primary pedestrian entrance for the building would be at the south-west corner of the site. The tower would step back at the second level (equivalent to the third level when including the mezzanine as a separate floor). Floors 15 and 16 would project beyond the west tower face. Projecting balconies are also proposed along the north, south and west sides of the residential portions of the tower. The proposed gross floor area would be 23,227 m<sup>2</sup> which equates to a Floor Space Index of 22.22 under Zoning By-law 569-2013.

Other details of the proposal are shown in Table 1 below and in Attachment 3

**Table 1 – Summary of Application**

Category	Proposed
Tower setbacks <ul style="list-style-type: none"> <li>- west property line (Jarvis)</li> <li>- east to adjacent tower at 102 Shuter</li> <li>- north property line</li> <li>- south property line (Shuter)</li> </ul>	3 m 8.5 m 3.0 m 2.0 m
Base (podium) setback at grade <ul style="list-style-type: none"> <li>- west property line (Jarvis)</li> <li>- east property line (laneway)</li> <li>- north property line</li> <li>- south property line (Shuter)</li> </ul>	1.0 m 1.7 m (to exist. property line) 0.2 m 2.0 m
Sidewalk/pedestrian realm width from <ul style="list-style-type: none"> <li>- west curb (Jarvis)</li> <li>- south curb (Shuter)</li> </ul>	6 m 5.1 m
Tower floorplate (approximate) <ul style="list-style-type: none"> <li>- Floors 3-14</li> <li>- Floors 18-30</li> </ul>	723 m <sup>2</sup> 723 m <sup>2</sup>
Ground floor height (incl. mezzanine)	6.5 m
Vehicular parking <ul style="list-style-type: none"> <li>- Resident</li> <li>- Hotel</li> </ul>	58 28
Bicycle parking <ul style="list-style-type: none"> <li>- Long term</li> <li>- Short term</li> </ul>	225 31
Loading spaces <ul style="list-style-type: none"> <li>- Type G</li> </ul>	1
Amenity space <ul style="list-style-type: none"> <li>- Indoor</li> <li>- Outdoor</li> </ul>	444 m <sup>2</sup> 279 m <sup>2</sup>

**Site and Surrounding Area**

The site is a square corner lot of 35.86 m by 29.48 m with frontage on Shuter and Jarvis Street. The lot area is 1,045 m<sup>2</sup>. The site is presently used as a commercial parking lot.

The surrounding uses are as follows:

North: 3-storey residential heritage building in a row/townhouse form.

South: 2-storey armoury and Moss Park to the south-east.

West: on the opposite side of Jarvis Street, a 10-storey apartment building.

East: a public laneway and to the east, a 14-storey apartment building.

## **Provincial Policy Statement and Growth Plan**

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its official plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. Policy 4.7 states that the Official Plan is the most important vehicle for implementing the PPS.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities , recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

## **Official Plan**

Chapter 2 of the Official Plan sets out the Urban Structure of the City, provides the strategy for directing growth within this structure and establishes policies for the management of change, through the integration of land use and transportation planning. The proposed development is located in the Downtown area as defined by Map 2. Although growth is expected to occur in the Downtown, not all of Downtown is considered a growth area.

The property is designated *Mixed Use Areas* on Map 18, Land Use Plan of the Official Plan. *Mixed Use Areas* provide for a broad range of commercial, residential and institutional uses in single or mixed use buildings, as well as parks and open spaces and utility uses. Not all *Mixed Use Areas* are expected to experience the same scale or intensity of development. Surrounding context, built form considerations and the capacity of municipal infrastructure will inform the extent of development. This designation contains policies and development criteria which are used to guide development and ensure an appropriate transition between areas of different intensity and scale.

Chapter 3 of the Official Plan establishes the policy direction for guiding growth by integrating social, economic and environmental perspectives on the built, human and natural environment. The Built Form policies identify the importance of urban design as a fundamental element of City building. These policies are intended to minimize the impacts of new development and guide the form of new buildings to fit within their context. The applicant is proposing to construct a Tall Building. Policy 3.1.3 addresses Tall Building proposals and how they should respond to key urban design considerations.

Other key policies applicable to this development are: Policy 4.8.4 which states that new buildings in the vicinity of hospital heliports will be sited and massed to protect the continued use of flight paths to hospital heliports. Policy 3.1.5.26 states that construction on or adjacent to a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of the property. Policy 2.4.12 refers to the provision of taxi stands for hotel uses. Policy 5.6.1 states that the Plan should be read as a whole to understand its comprehension and integrative intent as a policy framework.

## **Official Plan Amendment 82 – Downtown East Planning Study**

The site is subject to Official Plan Amendment 82 – Downtown East Planning Study (OPA 82) which was adopted by City Council on March 31, 2015 and subsequently appealed to the Ontario Municipal Board. The applicants are one of the appellants and as such have not made an application to amend OPA 82 as OPA 82 is not in full force and effect.

The purpose of OPA 82 is to set the framework for new growth and development in the area while protecting those areas that should continue to remain stable. The site is within the Hazelburn Character Area. Tall buildings are only permitted on specified blocks within the character area. The subject site is not within any of those blocks and hence a tall building is not permitted. Staff have since determined that the omission of this site (which has existing tall building zoning approvals for a 20-storey hotel) was inadvertent. This omission will be dealt with through the OMB appeal process. The general policies of OPA-82 also require: a minimum provision of 10% affordable rental housing or affordable ownership housing; 10% of new units will be three bedroom or larger; no net new shadows will be permitted on the playground of Ecole Gabriele Roy September 21 to June 21 from 10:00 am to 4:00 pm; and built form policies related to podium height, tower setbacks, tower floor plate and tower separation distance standards.

### **Heritage**

The site is adjacent to existing heritage buildings located to the north along Jarvis Street. The properties at 207-219 Jarvis Street are listed on the Heritage Register. The site is also very close to the L'Ecole Publique Gabrielle Roy which is located to the north east across George Street. The school property is listed also on the City's Heritage Register. The proposed boundary of the Garden District HCD represented an adjacency to the site to the north and east at the time of the Preliminary Report. That boundary has subsequently been revised such that that relationship no longer exists and there is no longer an adjacency to the Garden District HCD.

### **Zoning**

The site is zoned CR T3.5 c2.0 R2.0 under By-law 438-86 and is not zoned under By-law 569-2013. The zoning permits a variety of commercial and residential uses with a maximum density of 3.5 and a maximum building height of 30 metres.

By-law 438-86 also includes a number of Permissive and Restrictive Exceptions and references prevailing By-laws 182-70, 517-76, 197-93 and 1118-2010. Key provisions include: restrictions on parking facilities and commercial garages as well as limits to non-residential gross floor area and retail space.

By-law 197-93 is a site specific By-law which would permit a social housing project with a maximum gross floor area of 9,800 m<sup>2</sup> and a height of 33.7 m. By-law 1118-2010 was approved for a subsequent development proposal for a hotel with a maximum gross floor area of 14,705 m<sup>2</sup>, height of 66.6 m (20-stories), north setback 0 m for the podium and 2 m for the tower, and east setback of 0 m for the tower.



## **Site Plan Control**

The proposed development is subject to Site Plan Control. An application has not been submitted.

## **City-Wide Tall Building Design Guidelines**

Policy 5.3.2 of the Official Plan states that guidelines will be adopted to advance the vision, objectives, and policies of the Plan. City Council adopted the Tall Building Design Guidelines on May 7, 2013, for use in evaluating tall building proposals. <http://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

The Tall Building Design Guidelines are intended to be used in assessing the siting, massing and design of tall buildings and the associated public realm. 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. More specifically, the guidelines provide recommendations for: building placement and orientation; entrances, massing of base buildings; tower floor plates; tower separation distances; pedestrian realm considerations; and sustainable design and transition.

## **Downtown Tall Buildings: Vision and Supplementary Design Guidelines**

This project is located within an area that is subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council in July 2012 and consolidated with the Tall Building Design Guidelines May 2013). This document can be viewed at: <http://www.toronto.ca/planning/tallbuildingstudy.htm#guidelines>. This guideline identifies where tall buildings belong Downtown, and establishes a framework to regulate their height, form and contextual relationship to their surroundings. The Downtown Tall Building Guidelines should be used together with the city-wide Tall Building Design Guidelines to evaluate tall building proposals. Within the guidelines, Map 2 Downtown Vision Height Map envisions maximum heights for this site in the 15-25 storey (47 to 77 m) range, provided performance standards are met.

## **TOcore**

TOcore: Planning Downtown is a three-year, inter-divisional study, led by City Planning. Building on Downtown's existing planning framework, TOcore's purpose is to ensure that growth positively contributes to Toronto's Downtown as a great place to live, work, learn, play and invest by determining: a) how future growth will be accommodated and shaped, and b) what physical and social infrastructure will be needed, where it will go and how it will be secured.

The Downtown Plan will update the Downtown planning framework to shape future growth and link growth to the provision of needed infrastructure investments to achieve the city-building vision and policies of Toronto's Official Plan. A series of infrastructure strategies for transportation, parks and public realm, community services and facilities, water and energy are in development as part of this review.

City Council adopted the TOcore Proposals Report on December 15, 2016. The Proposals Report provides a vision for Downtown to 2041, five guiding principles and the policy directions that informed the development of the proposed Downtown Plan. The proposed Downtown Plan will be presented at the Planning and Growth Management Committee meeting on September 7, 2017.

On October 5-7, 2016, City Council adopted Official Plan Amendment (OPA) 352 – Downtown Tall Building Setback Area (currently under appeal). The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of tall buildings Downtown. At the same meeting, City Council adopted area specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal) which provide the detailed performance standards for portions of buildings above 24 metres in height.

The TOcore website is [www.toronto.ca/tocore](http://www.toronto.ca/tocore).

### **Reasons for Application**

An application to amend the Zoning By-laws is required to permit the proposed height and density as well as to amend other applicable provisions.

### **Application Submission**

The following reports/studies were submitted with the application:

- Planning and Urban Design Rationale (includes Community Services and Facilities Study)
- Stage 1 Archaeological Resource Assessment
- Site Servicing and Stormwater Management Report
- Transportation Review
- Qualitative Pedestrian Level Wind Assessment
- Shadow Studies
- Phase 1 Environmental Report
- Heritage Impact Statement
- Preliminary Geotechnical Investigation
- Draft Zoning By-law Amendments (438-86)
- Toronto Green Standard Checklist
- Tree Inventory and Preservation Plan Report

A Notification of Incomplete Application was issued September 6, 2016 which identified the following documents as missing from the application:

- Building Mass Model
- Draft Zoning By-law Amendment (569-2013)
- Noise Impact Study

The missing documents were subsequently submitted and a Notice of Complete Application was issued on September 30, 2016.

## Community Consultation

A community consultation meeting was held on December 12, 2016 and was attended by approximately 18 residents. Specific comments related to the zoning amendment component of the project were:

- A variety of comments about the design ranging from 'congratulations' to 'nothing special/bland'. Exciting to see parking lot turned into a building.
- Concern with how the hotel drop-off would work, possible congestion with parking/loading areas and would it be visible to customers.
- Concern with how parking requirements were calculated given the mix of uses and whether that number is appropriate, need more on-site parking and impact to existing on-street parking. Other comments were that less cars is good and need more emphasis on bicycles/pedestrians.
- Concern with 'greed' of developers and towers are too big.
- Concern with lack of green space on site and no trees proposed on Shuter.
- Question about the impacts to adjacent heritage buildings and that the proposed tower would overwhelm those buildings.

## COMMENTS

Staff have reviewed the proposed development and are of the opinion the proposed development is not appropriate as the proposed built form is not supportable in its current form for reasons outlined below.

## Provincial Policy Statement and Growth Plan

### Provincial Policy Statement (PPS)

Policy 1.1.3.3 of the PPS refers to appropriate locations for intensification and redevelopment while Policy 1.1.3.4 refers to appropriate development standards to facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. In the Official Plan, the site is designated *Mixed Use Areas* which is an appropriate location for intensification, subject to appropriate development standards. As further described below, appropriate development standards are described in both the Official Plan and applicable development guidelines. Policy 4.7 of the PPS refers to the Official Plan as the most important vehicle for implementing the PPS and as such the development standards in the Official Plan have particular relevance. The application does not conform with those standards and as such the proposal is not consistent with the PPS.

There are additional policies in the PPS which refer directly or indirectly to health and hospitals. These policies have a relevance to the protection of helicopter flight paths. More specifically, a Public Service Facility is a defined term which includes the provision of services for health programs. Policy 1.1.1 c) refers to avoiding development which may cause public health and safety concerns. Policy 1.1.1 g) refers to ensuring that Public Service Facilities are or would be available to meet current and projected needs and Policy 1.1.3.6 refers to development that allows for the efficient use of Public Service Facilities to meet current and projected needs which is also reflected in Policy

1.7.1 b) which refers to optimizing the long-term availability and use of Public Service Facilities. As further described below, the proposal does not intrude into the helicopter flight path and is therefore consistent with those policies in the PPS referring to health and hospitals.

## **Growth Plan**

Guiding Principle 1.2.1 of the Growth Plan supports the achievement of *complete communities* and among other principles, supports a range and mix of housing options. Policy 2.2.1 states that the vast majority of growth will be directed to *settlement areas* and within *settlement areas* growth will be focused in *delineated built-up areas*. Policy 2.2.3 further states that *Urban Growth Centres*, the *Downtown* is one such centre, will be planned to accommodate significant population and employment growth. Policy 2.2.2.4 b) refers to identifying the appropriate type and scale of development and transition of built form to adjacent areas. As further described below, the Official Plan has policies that refer to development standards that address issues of scale and transition. The proposed development does not conform to those policies and as such the proposal does not conform with the Growth Plan.

There are policies in the Growth Plan that relate to *Public Service Facilities* which includes hospitals. Policy 3.2.8.1 refers to the co-ordination of Public Service Facilities with land use planning to implement this Plan. As further described below, the proposed tower component of the development would not intrude into the St. Michaels' Hospital helicopter flight path and therefore the proposal conforms with those policies related to the hospitals.

## **Official Plan**

The proposed development is located in the *Mixed Use Areas* designation of the Official Plan. The uses proposed in this application are residential and hotel. This constitutes a mixed-use building, which as a land use would be permitted in the *Mixed Use Areas*. While intensification is provided for in *Mixed Use Areas*, it must be achieved through a built form that provides appropriate fit, transition and the protection of designated *Neighbourhoods*, heritage buildings and parks/open space areas.

## **Built Form**

### **Massing**

Official Plan Built Form Policies 3.1.2.1 and 3.1.2.3 require that new development be located and organized to fit within its existing and/or planned context and be massed to fit harmoniously into its context. Tall Buildings Policy 3.1.3.2 c) also requires that tall buildings relate to their existing and/or planned context.

Although OPA 82 does not presently identify this site as a Tall Building site, it is acknowledged that given the existing zoning permissions for a Tall Building that already exist on this site, that this site should have been identified as a Tall Building site in OPA 82. This discrepancy will be addressed by City staff as part of the OMB proceedings on OPA 82. OPA 82 also states in Policy 3.11 that Tall Buildings will develop in a Tower-

Base typology with floor plates no larger than 750 m<sup>2</sup> (Policy 3.13). The planned and built form context is further informed by Tall Building Design Guidelines 1.1 which addresses Context Analysis, Guideline 3.2.1 which addresses floor plate size and Guideline 3.2.2 which addresses tower placement.

The proposed development is massed in a tower podium form consisting of a 35-storey tower and a 2-storey podium (3-storey including the mezzanine level). The tower component of the development has a floor plate which averages approximately 723 m<sup>2</sup> and is step back from the podium 3 m on the Jarvis Street frontage and 2 m on the Shuter Street frontage.

Given the existing zoning permissions for a 20-storey tower, the proposed massing of a tower podium form of development is appropriate. By: modifying the lower levels of the tower from the original approvals to increase the pedestrian realm; providing tower stepbacks; and providing a clearer podium element, the applicant is improving on the original approvals. However, increasing the height of the proposal from the original 20-stories to 35-stories is not appropriate as described below.

### **Tower Height – Transition and Context**

Healthy Neighbourhoods Policy 2.3.1.2 b) states that developments in *Mixed Use Areas* will provide a gradual transition of scale and density through stepping down of buildings towards those *Neighbourhoods*. Built Form Policy 3.1.2.1 and 3.1.2.3 specifies that new development will fit with its existing and/or planned context and in Policy 3.1.2.3 c) will limit its impact by creating appropriate transitions in scale to neighbouring buildings and in Policy 3.1.2.3 d) and 3.1.2.4 will limit its impact by providing for adequate light and privacy and ensuring adequate access to sky view. This is expanded on by Mixed Use Policy 4.5.2c) which references a transition between areas of different development intensity and stepping down of heights particularly towards lower scale *Neighbourhoods*. Further guidance is provided by Tall Building Design Guideline 1.3 which specifies that tall buildings provide an appropriate transition in scale to lower scale buildings, parks and open space. For the tower portion of a development, more specific guidance is provided in the Downtown Tall Building Guidelines which identifies appropriate heights being in the 15-25 storey (47 to 77 m) range excluding rooftop mechanicals.

There are additional policies in OPA 82 and the guidelines that refer indirectly to height through references to shadowing, this is discussed in the following section on shadowing.

The proposed tower is 35-stories (112.72 m including mechanical) adjacent to existing *Neighbourhoods* designated properties. Within a few block radius, there are a mix of existing and proposed tower heights in addition to low rise structures and park/open space lands. Generally, the context at a larger scale can be described as building heights transitioning down from the west to the east and transitioning down from the north to the south. More specifically; the existing and planned context shows a clear transition in building heights from a higher scale to low scale:

- From west to east along Shuter Street: buildings range from 28 and 29 stories at Shuter to 3-stories and parkland east of George Street in *Neighbourhoods* designated lands or *Parks* lands. The adjacent 14-storey building at George and Shuter forms part of this height transition and fits within this transition.
- From north to south along Jarvis Street: buildings range from 50 stories at Dundas to 7-10 stories just to the south of Shuter along with the 2 storey armoury building that occupies, with Moss Park, the entire block.

Adjacent to the site, the context features: low rise buildings (north and north east), 7 to 11-storey buildings (north-west, west, south-west), 2-storey building (south) and 12-storey building (east).

Official Plan Policy 4.8.4 also states that new buildings will be sited and massed to protect the continued use of flight paths to hospital heliports. In this case, the relevant flight path is St. Michaels' Hospital. St. Michael's Hospital has confirmed that construction of the proposed development may result in intrusions into the helicopter flight path; however, the height of the tower at 200 metres ASL is less than the Obstacle Limitation Surface at 202 metres ASL. St Michael's Hospital has subsequently commented that they are not in a position to complete their assessment of the revised plans and hence cannot be certain if they still have any concerns. Toronto Building has commented that the proposed development seems to comply with the helicopter flight path but that they need an undertaking and crane swing diagrams prior to the issuance of any building permits.

Although there are a number of towers in the larger geographic area, the proposed tower is significantly higher than the adjacent context, does not fit into the height transition to the adjacent 3-story *Neighbourhoods* buildings to the east or low scale Armoury building and parks to the south and as such does not conform with Official Plan policies and related guidelines.

### **Tower Separation Distances**

For the *Mixed Use* areas designation, Policy 4.5.2 c) states that the location and massing of new developments provide a transition between areas of different development intensity and scale through such means as appropriate setbacks. Official Plan Built Form Policy 3.1.2.3 d) and 3.1.2.4 state that new development will limit its impact by providing for adequate light and privacy and ensuring adequate access to sky view. The recently approved Official Plan Amendment 352 provides a further policy basis for requiring appropriate tower separation distances to ensure adequate access to light, privacy and skyview. The implementing By-laws 1106-2016 and 1107-2016 specify a minimum 12.5 m setback.

The planned and built form context is further informed by Tall Building Design Guidelines 3.2.3 which refers to tower separation distances of 12.5 metres or greater from the side and rear property lines in order to limit negative impact on sky view, privacy and daylighting issues. Sub-guideline e) further references coordinating setbacks and

separation distances with other towers on the same block. Guideline 3.2.2 a) also refers to coordinating tower placement with other towers on the same block to maximize access to sunlight and sky views for surrounding streets, parks and properties.

The policies and implementing guidelines seek to ensure adequate light and skyviews and in that respect, the City recommends a tower separation distance of 25 m between towers which would typically be achieved through a 12.5 m tower setback to the lot line or to the mid-point of any adjacent lane or right-of-way. Failure to achieve these standards results in negative impacts on the quality of life to both residents and the public.

The proposed tower component of the development has a floor area of 723 m<sup>2</sup> and proposed setbacks which are similar to the existing as-of-right zoning approvals.

Tower Setbacks	Existing Zoning By-law 1118-2010	Proposed
north	2 m	3 m
south	1 m	2 m
west	2 m	3 m
east (adjacent tower at 102 Shuter)	7.8 m	8.5 m

The proposed tower setbacks are an improvement over the existing as-of-right zoning. However, the application is for a taller tower than the as-of-right zoning. The setbacks to the mid-point of the Jarvis Street right of way are: 15.5 m (west) and to the mid-point of Shuter Street right-of-way 12 m (south). These setbacks are appropriate.

To the north, the applicant has increased their setback from the as-of-right zoning but remains less than the recommended 12.5m setback. The applicant has subsequently purchased the adjacent heritage listed properties to the north, in part, as a means to secure a reduced north tower setback. If the applicant owns these adjacent properties to the north, then it is advisable to secure those properties through a Limiting Distance Agreement to ensure that these properties are not developed as tower sites and thereby ensure adequate light, privacy and sky view for residents. Staff recommend that if the OMB were to approve the proposed development that the City Solicitor be authorized to request the OMB to withhold its Order pending the registration of a Limiting Distance Agreement to the satisfaction of the City Solicitor to secure appropriate setbacks.

The proposed east setback to the adjacent 14-storey tower at 102 Shuter is less than the recommended 25 m between towers but is slightly increased over the existing as-of-right zoning which applies to a 20-storey proposal. The adjacent 14-storey tower has secondary windows on its west facade and outdoor balconies on its north-west corner. The proposed tower would likely have little impact over and above the existing zoning permissions on the east façade but could negatively impact the light, view and privacy enjoyed by residents at the north-west corner of their building where their balconies are located. To date, the applicant has not submitted plans to clearly indicate to what extent

the proposed 35-storey building would impact access to light, view and privacy enjoyed by the residents of 102 Shuter, particularly at the north-west corner of their building.

The proposed tower setbacks are an improvement over the as-of-right setbacks. However, in the absence of any documentation to secure reduced setbacks to the north and to confirm impacts to the building to the east it is staff's opinion that the proposed setbacks do not conform with the intent of in force Official Plan policies, related Tall Building guidelines and OPA 352.

### **Shadowing**

There are a number of Official Plan policies which specifically address shadowing. Healthy Neighbourhoods Policy 2.3.1.3 states that intensification of land adjacent to *Neighbourhoods* will be carefully controlled so that neighbourhoods are protected from negative impacts. This is further described in Policy 2.3.1.2 which states that development in adjacent areas to *Neighbourhoods* will maintain adequate light for residents in those *Neighbourhoods*. Built Form Policy 3.1.2.3 e) refers to providing for adequate light and limiting shadows on streets, properties and open spaces and minimizing additional shadowing on neighbouring parks to preserve their utility. Parks and Open Spaces Policy 3.2.3.3 also references minimizing additional shadows on parks and open spaces to preserve their utility. For the *Mixed Uses Areas* designation, Policy 4.5.2 d) and e) refers to limiting shadows on adjacent *Neighbourhoods* and maintaining sunlight on adjacent streets, parks and open spaces.

OPA 82 Policy 3.8 and 3.7 further states that there shall be no net new shadows allowed on the playground of the Ecole Gabriele Roy School measured from September 21 to June 21 from 10:00 am to 4:00 pm and that no net new shadows are permitted on Moss Park measured on March 21 and September 21 from 10:00 to 6:00.

The Tall Building Design Guidelines provide further guidance. Guideline 1.3 a) refers to maintaining access to sunlight and sky view for surrounding streets, parks, open space and neighbouring properties. Guideline 1.4 seeks to protect access to sunlight and sky views and to provide protection to open spaces/parks and heritage properties. Guideline 3.2.1 also refers to a maximum tower floor plate of 750 m<sup>2</sup> to ensure that any shadows that are generated would be fast moving and would minimize impacts.

The supplementary Downtown Tall Buildings Guidelines further states in Guideline 1.3 that sunlight on parks and open spaces is one of the mitigating factors that takes precedence over assigned heights. This is expanded on by Guideline 3.2 which, among other matters, states tall buildings should not cast new shadows on Signature Parks (Moss Park is a signature Park) between 10 and 4:00 pm on September 21. The same guideline clarifies that this should not be interpreted as taking away the City's ability to protect beyond the minimum hours.

The applicant has submitted studies illustrating the extent of shadowing that would result from the proposed development. The shadow studies show the proposed tower shadowing, over and above existing zoning permissions:



- Ecole Gabriele Roy (designated *Neighbourhoods*) from 2:18 to 4:18 (March and September 21); and marginally from 1:18-2:18 (December 21)
- *Neighbourhoods* designated lands (west side of George Street) marginally from 1:18 to 3:18 (March and September 21); marginally at 12:18 (December 21); and from 1:18-3:18 (June 21)
- *Neighbourhoods* designated lands (east side of George Street but excluding Ecole Gabriele Roy) from 4:18 to 6:18 (March and September 21); from 1:18 to 3:18 (December 21); and 3:18-4:18 (June 21)
- Moss Park (designated *Parks*) from 5:18 to 6:18 (June 21)

The proposed shadowing is significant as it impacts a number of properties, some of which are specifically protected by Official Plan policies. Conseil scolaire Viamonde, as the owner of Ecole Gabriele Roy, has reviewed the shadow study for the proposed 35-storey tower and commented that they do not object to the proposed development. Although the school board does not object, City Planning does have a concern with the proposed shadowing of the school play ground and Moss Park in which Official Plan Amendment 82 specifically identified hours when there shall be no net new shadows which this application does not adhere to. There are limited open space resources available and it is important to protect those open spaces. Additional shadowing of those spaces impacts their utility.

There would also be additional shadowing over and above the existing zoning permissions of adjacent *Neighbourhoods* designated lands, albeit to a lesser impact. The shadows generated by the proposed development are not in conformity with the Official Plan and specifically with Official Plan Amendment 82 policies.

### **Podium Height and Transition**

There are a number of Official Plan policies that reference the need to protect adjacent developments by providing an appropriate transition through setbacks and stepbacks. Built Form Policy 3.1.2.3 c) refers to appropriate transitions in scale to neighbouring existing and/or planned buildings. For the *Mixed Use Areas* designation, Policy 4.5.2 c) refers to locating and massing new buildings to provide a transition between areas of different development intensity and scale through setbacks and/or stepping down of heights. OPA 82 Policy 3.12 further states that base buildings are encouraged to be no taller than 80% of the right-of-way and that the tower component shall step back at least 3 metres including balconies.

The Tall Building Design Guideline 3.1.1 provides greater clarity by referring to the base building (podium) height being consistent with the existing street wall context and refers to podium (base) building heights being a maximum of 80% of the width of the adjacent right-of-way.

The proposed podium is 2-stories in height (3 stories when including the mezzanine as a separate level) or 10.4 m. The width of the adjacent rights-of-way are 20 m (Shuter Street) and 25 m (Jarvis Street) which results in a maximum podium height in the 16 m to 20 m range based on the 80% of right-of-way provision. An appropriate podium height is also informed by the height of adjacent developments. The adjacent building on Shuter has a 3-story podium (approximate 10m in height); the adjacent buildings on Jarvis are also 3-stories in height (approximately 10 m in height).

The proposed podium height is appropriate as it is less than the 16-20 m height that the guidelines refer to and it is of a similar height to the adjacent buildings. For the heritage designated properties on Jarvis Street, there are additional policies and guidelines applying specifically to the transition to heritage buildings.

### **Heritage Adjacency**

Official Plan Policy 3.1.5.26 states that construction on or adjacent to a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of the property. Although there are no existing heritage buildings on site, the adjacent properties at 207 to 219 Jarvis Street are designated on the City of Toronto's Inventory of Heritage Properties.

Tall Building Design Guideline 1.6 states that tall buildings are to respect and complement the scale, character, form and setting of on-site and adjacent heritage properties and more specifically; to design new base (podium) buildings to respect the urban grain, scale, setbacks and proportions through such means as additional setbacks and setbacks. This is further informed by Guideline 3.1.1e and in the Downtown Tall Buildings Guideline, by Guideline 3.4 which reference the established streetwall height and respecting the scale, character, form and setting of adjacent heritage buildings.

The applicant submitted a Heritage Impact Assessment. Heritage staff have reviewed that submission and confirmed the applicants have addressed the heritage concerns identified in the Preliminary Report. The massing has been increased to reflect the scale of the adjacent heritage properties, the fenestration has been reduced in scale, and there is an increased setback at the ground floor directly south and adjacent to the heritage properties at 207-209 Jarvis Street.

The Site Plan Application process will provide the opportunity to further refine details of the architectural expression impacting the adjacency relationship.

### **Public Realm, Sidewalk Zone and Wind Impacts**

For development in the *Downtown*, Official Plan Policy 2.2.1.11 refers to street improvements to enhance the pedestrian environment. This is expanded on by Public Realm Policy 3.1.1.5 and 3.1.1.6 which refer, among other things, to safe and efficient movement of pedestrians, provision of space for trees and landscaping and sidewalks being designed to provide safe, attractive, interesting and comfortable spaces for pedestrians. In this regard, the Tall Building Design Guideline 4.2 recommends a minimum 6 metres wide sidewalk zone. The development application proposes a 6m

sidewalk zone along Jarvis and 5.1 m along Shuter Street. Although the Shuter Street sidewalk zone does not meet the 6.0 m standard, the proposed 5.1 m is significantly wider than the adjacent building to the east, which occupies half of the block frontage, and has an approximate setback of 3.2 m.

Official Plan Policy 4.5.2 e) refers to massing new buildings to maintain comfortable wind conditions for pedestrians on adjacent streets. Tall Building Design Guideline 4.3 further refers to minimizing adverse wind conditions on adjacent streets. The applicant submitted a Qualitative Pedestrian Level Wind Assessment for the proposed development. The study concludes that wind comfort at all grade-level pedestrian sensitive locations within and surrounding the study area is expected to be suitable for the anticipated use without mitigation. These areas include nearby sidewalks and building access points.

### **Amenity Space**

Official Plan Policy 3.1.2.6 states that every significant new multi unit residential development will provide indoor and outdoor amenity space for residents of the new development. Official Plan Policy 4.5.2 k) states that in *Mixed-Use Areas* development will provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development. These requirements are implemented through Zoning By-law 438-86 and Zoning By-law 569-2013 which respectively require a minimum of 2.0 m<sup>2</sup> of indoor and 2.0 m<sup>2</sup> of outdoor amenity space for each unit; and a minimum of 4.0 m<sup>2</sup> of amenity space for each unit (of which at least 2m<sup>2</sup> shall be indoor). Typically the City requires 2.0 m<sup>2</sup> of indoor and 2.0 m<sup>2</sup> of outdoor amenity space per unit.

The development proposal includes both indoor and outdoor amenity space. A total of 444 m<sup>2</sup> (2 m<sup>2</sup> per dwelling unit) of indoor and 279 m<sup>2</sup> (1.26 m<sup>2</sup> per dwelling unit) of outdoor space is proposed for a total of 723 m<sup>2</sup> (3.25 m<sup>2</sup> per dwelling unit). The proposed indoor amenity space meets City standards. Although the outdoor amenity space is less than standard, it is at a level that is typically provided in this part of the City.

In addition to the amenity space for the proposed residential use, the applicant is also proposing approximately 230 m<sup>2</sup> of indoor amenity space for the proposed hotel use. It is not known if this space would also be available for the residents or not.

### **Provision of Family Sized Units and Affordable Housing**

In the *Downtown* section of the Official Plan, Policy 2.2.1.1 c) refers to the provision of a full range of housing opportunities. OPA 82 further states in Policy 3.4 that ten percent of units in new developments will be three bedroom units or larger. In implementing this policy, staff seek to secure 10% of all units as three bedroom or greater to broaden the range of housing provided *Downtown*. The applicant is proposing 24 three-bedroom units (10.8% of the total units) which is appropriate.

The City also encourages the provision of affordable housing. Official Plan Policy 5.1.1.6 provides for the provision of affordable housing as a potential Section 37 benefit.

OPA 82 in Policy 3.3 also refers to the provision of a minimum ten percent of units to be affordable which would be secured as a Section 37 benefit. The applicant has not indicated if any of the proposed units would be affordable or not. In the absence of any certainty about proposed unit prices, staff recommend a portion of any Section 37 benefits be allocated towards affordable housing.

### **Traffic, Parking and Loading**

A Transportation Review was submitted with the application and has been reviewed by staff. Parking and loading would be accessed from the adjacent laneway on the east side of the property. A pickup/drop-off area and taxi stand will be provided on the east side of the property within the building podium. The proposed development would provide vehicular parking below grade; loading at grade within the building podium; and bicycle parking predominantly on the P1 level. The proposal includes 28 hotel parking spaces and 58 residential parking spaces for a total of 86 parking spaces. A total of 256 bicycle parking spaces and 1 Type G loading space are also proposed.

A subsequent Site Plan Control application would provide an opportunity for a detailed review of site operations including vehicular circulation, parking space dimensions, ramp design, driveway width and radii, loading operations and pick-up and drop-off facilities. The reviews could potentially result in revisions to floor plans, loading spaces/operations, ramps, parking space supply and vehicular movements.

Transportation Services advise that the proposal must provide 0.35 parking spaces per unit plus a minimum of 22 shared parking spaces for residential visitors and hotel parking, which equates to 100 parking spaces in total, and that the applicant must provide 1 shared Type G loading space. The applicant has proposed 86 parking spaces and as such does not comply with the recommended parking space requirements but does comply with the loading space requirements.

Transportation Services also advise that a minimum 1.2 m depth of the strata conveyance of a portion of the laneway is required and that revisions are required to ensure compliance with Accessibility for Ontarians with Disabilities Act and Pedestrian Priority Corridor and City's Vibrant Streets Design Guidelines. A subsequent Site Plan Control application would provide an opportunity for a detailed review of these issues.

Transportation Services also advise that further analysis and documentation is required prior to accepting the traffic impacts analysis provided by the applicant.

### **Site Servicing and Solid Waste**

The applicant submitted a Site Servicing and Stormwater Management Report which indicated that the development site would be serviced from existing sewer and watermain. Engineering and Construction Services reviewed the report and advise that revisions are required to address servicing issues. It is therefore recommended that, if the OMB were to approve this or a modified form of this project, that City staff be authorized to request the OMB to withhold its Order pending the submission of an acceptable

Functional Servicing Report to the satisfaction of Executive Director of Engineering and Construction Services.

The Functional Servicing and Stormwater Management Report has not been finalised in a satisfactory form, it is therefore recommended that the owner be required to pay for and construct any improvements to the municipal infrastructure if it should be determined that the improvements to such infrastructure is required to support the development. This condition could be incorporated into a Section 37 Agreement.

### **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 acquisition priority area, as per Chapter 415, Article 111 of the Toronto Municipal Code.

The application is to permit a 35-storey mixed use tower with 241 hotel suites and 222 residential units. At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 3,026m<sup>2</sup> or 503.8% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site 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 69 m<sup>2</sup> or 6.60% of the net site area.

Should the Ontario Municipal Board approve this or any variation of this application, the applicant proposes to satisfy the parkland dedication requirement by cash-in-lieu payment. This would be appropriate as the parkland dedication associated with the development would be too small to create a serviceable park. The actual amount of cash-in-lieu to be paid would be determined at the time of issuance of the building permit by the Facilities and Real Estate Division. Parks, Forestry and Recreation staff are satisfied with the proposal for a cash-in-lieu payment.

### **Urban Forestry**

A Tree Inventory and Preservation Plan Report was submitted by the applicant. Urban Forestry has reviewed the proposed plans and indicated that one tree meets the criteria for protection under the City of Toronto's Private Tree By-law and that the tree will require partial removal. Urban Forestry requires that the owner to obtain written consent and authorization from the owner of 207 Jarvis to permit the partial removal of that tree. Urban Forestry also commented that four trees on City road allowance are proposed to be removed. The requirements and related approval process must be completed prior to any Council approval of the proposed zoning amendment application.

### **Section 37**

Given the increase in height and density represented by the current proposal, the Official Plan provides for the provision of Section 37 contributions. Community benefits are

specific capital facilities (or cash contributions for specific capital facilities) and can include a range of benefits as identified by Official Plan Policy 5.1.1.6. The community benefits must bear a reasonable planning relationship to the proposed development. OPA 82 provides further clarity by identifying the following priorities: on-site affordable housing, improvements to community space at 200 Dundas Street East, improvements to Moss Park and/or construction of a green linkage between Moss Park and Allan Gardens.

A Community Services and Facilities Study was submitted by the applicant as part of a Planning Rationale study. The study identifies a number of community services and facilities that serve the area but lacks a detailed analysis of those services in order to identify existing servicing gaps (if any). City staff reviewed the study and commented that Section 37 funds would be needed for: child care centres, Toronto Public Library, community centres, parkland improvements and affordable rental housing.

Discussions with the applicant concerning Section 37 benefits did not occur as there was no agreement on appropriate development for the site. However, as this application has been appealed to the OMB, it is prudent to address Section 37 contributions in the event the OMB approves the proposed development.

This report therefore recommends that if the Ontario Municipal Board approves this or a modified form of this application, that in accordance with Policy 2.3.1.6 and 5.1.1 of the Official Plan \$1 million should be required to be provided by the Owner under Section 37 of the *Planning Act* for the following community benefits within the vicinity of the site with the final allocation determined by the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor's office:

- i. on-site affordable housing,
- ii. improvements to community space at 200 Dundas Street East,
- iii. improvements to Moss Park,
- iv. construction of a green linkage between Moss Park and Allan Gardens

The amount and recommended community benefits are comparable to those secured for similar developments in the area. The \$1 million should be indexed upwardly in accordance with the Non-Residential Construction Price Index for the Toronto CMA, reported quarterly by Statistics Canada in Construction Price Statistics Publication No. 62-007-XPB, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment of such funds by the Owner to the City.

The following matters are also recommended to be secured as a legal convenience in the Section 37 Agreement to support development:

1. Owner be required to pay for and construct any improvements to the municipal infrastructure in connection with an accepted Functional Servicing Report should it be determined that the improvements to such infrastructure is required to support the development to the satisfaction of the Executive Director of Engineering and Construction Services.

## **Conclusion**

The proposed development is not appropriate as the proposed development does not conform with those Official Plan policies and implementing guidelines that refer to tower height and context, transition and resultant shadowing. Additionally, the proposed development does not have a satisfactory Functional Servicing Report to address servicing issues.

Therefore, for the reasons outlined in this report, it is recommended that staff be directed to attend the Ontario Municipal Board hearing of the appeal to oppose the applicant's development proposal and their application for a Zoning By-law Amendment for the property at 203 Jarvis Street. It is also recommended that staff be authorized to continue discussions with the applicant in order to come to an agreement for an appropriate built form that among other things, ensures the tower height fits within its context with an appropriate transition and an appropriate Section 37 quantum can be agreed to.

## **CONTACT**

Derek Waltho, Senior Planner  
Tel. No. 416-392-0412  
E-mail: dwaltho@toronto.ca

## **SIGNATURE**

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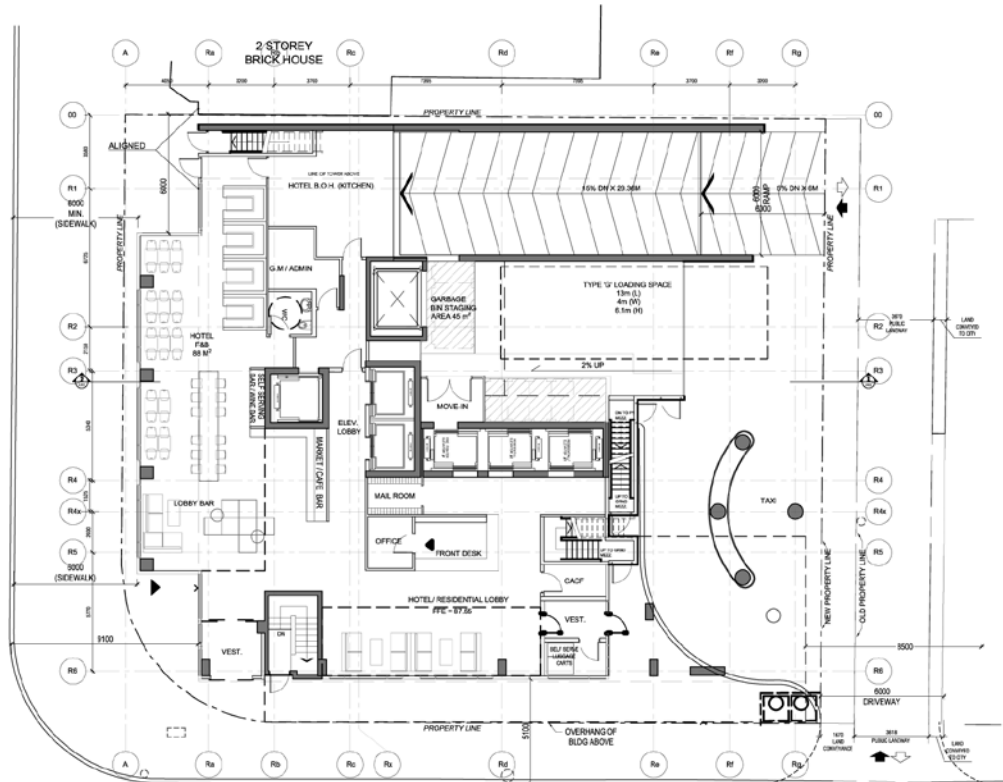
Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Toronto and East York District

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## **ATTACHMENTS**

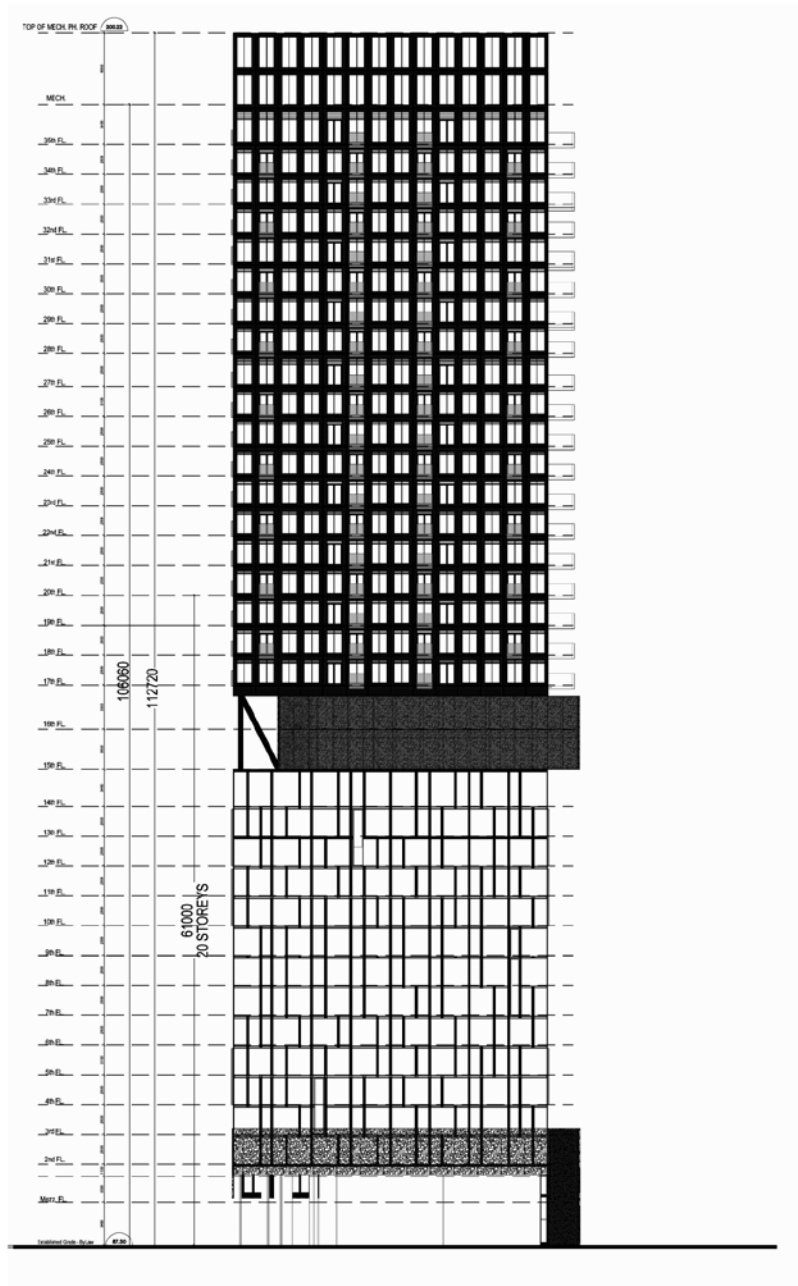
Attachment 1: Site Plan  
Attachment 2: Elevations  
Attachment 3: Application Data Sheet

## Attachment 1: Site Plan





## Attachment 2: Elevations



North Elevation

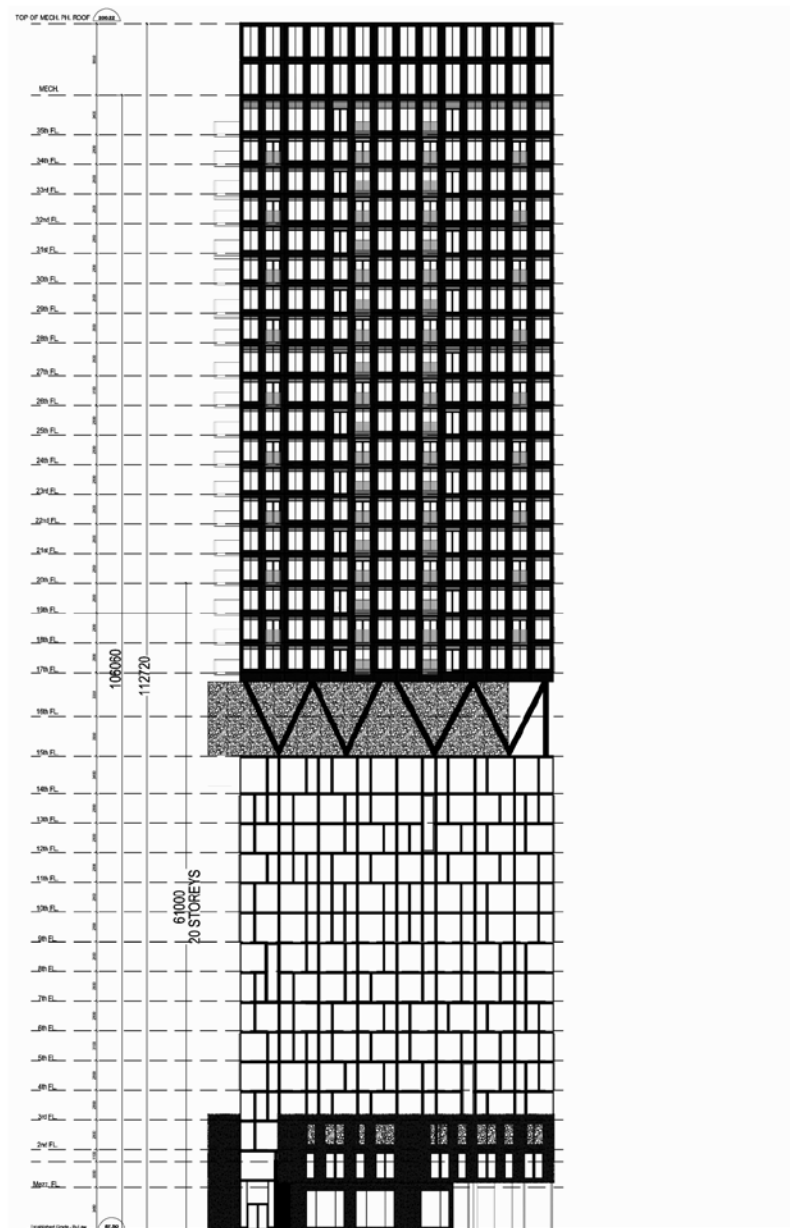
Applicant's Submitted Drawing

Not to Scale  
06/12/2017

203 Jarvis Street

File # 16 207248 STE 27

## South Elevation



### South Elevation

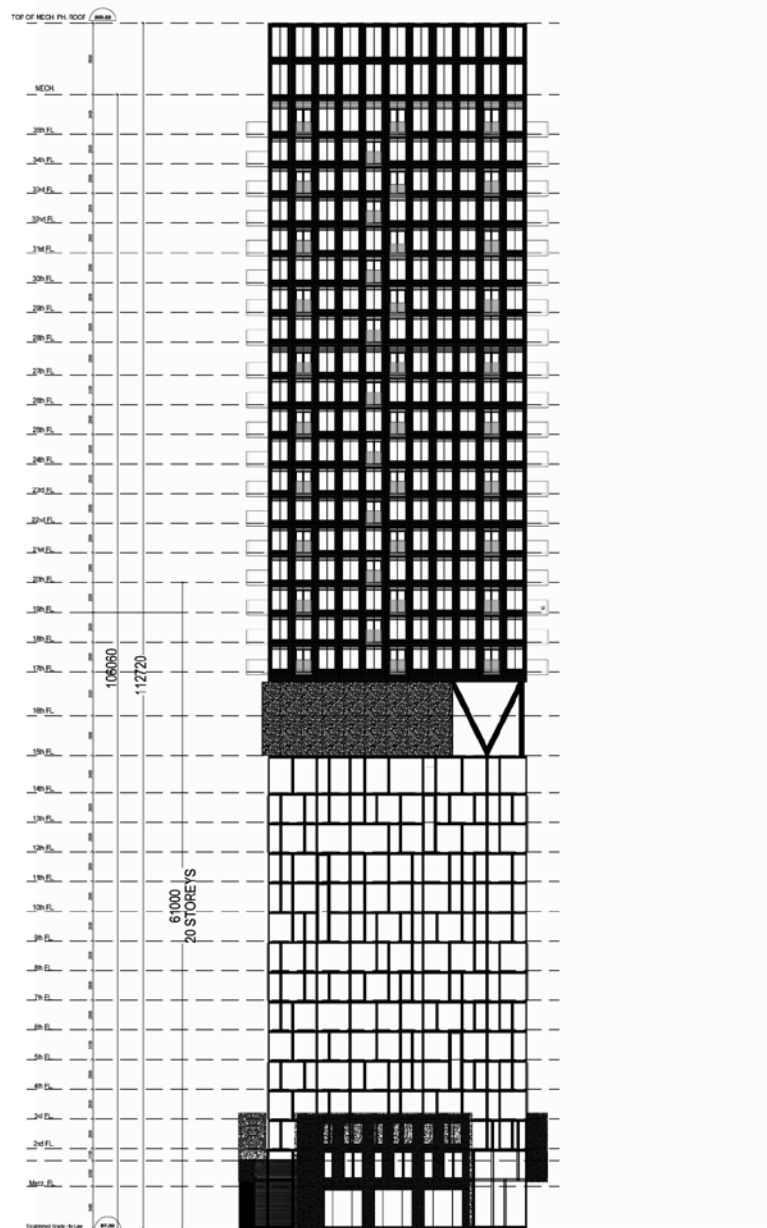
Applicant's Submitted Drawing

Not to Scale  
06/12/2017

203 Jarvis Street

File # 16 207248 STE 27

## West Elevation



West Elevation

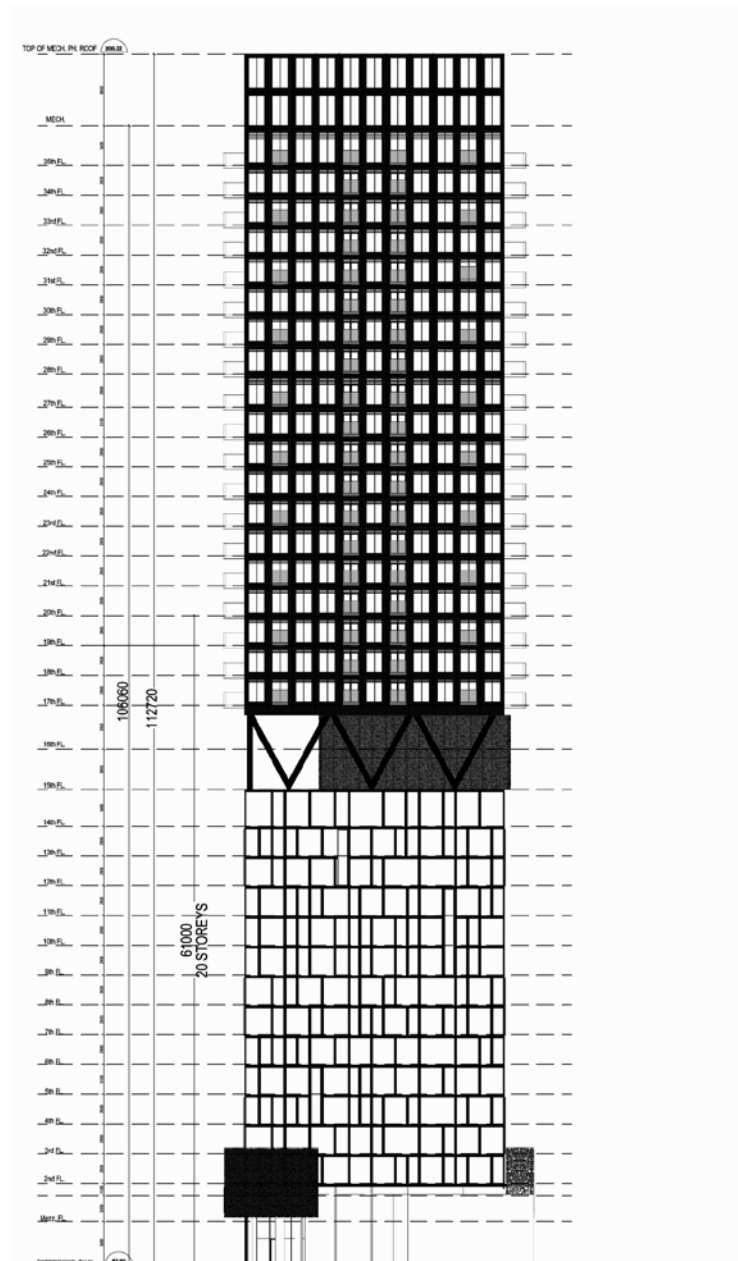
Applicant's Submitted Drawing

Not to Scale  
06/12/2017

203 Jarvis Street

File # 16 207248 STE 27

## East Elevation



East Elevation

Applicant's Submitted Drawing

Not to Scale  
06/12/2017

203 Jarvis Street

File # 16 207248 STE 27

### Attachment 3: Application Data Sheet

#### APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	16 207248 STE 27 OZ
Details	Rezoning, Standard	Application Date:	August 15, 2016
Municipal Address:	203 JARVIS ST		
Location Description:	PLAN 62 PT LOTS 1 TO 4 E JARVIS ST RP 64R13719 PARTS 1 AND 2 **GRID S2714		
Project Description:	Proposed 35 storey mixed-use tower with 241 hotel suites and 222 residential units		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Manga Hotel (Downtown) Inc		Page and Steele	Manga Hotel (Downtown) Inc

#### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	1118-2010
Zoning:	CR T3.5 C2.0 R2.0	Historical Status:	
Height Limit (m):	30	Site Plan Control Area:	

#### PROJECT INFORMATION

Site Area (sq. m):	1045	Height:	Storeys:	35
Frontage (m):	29.5		Metres:	113
Depth (m):	35.86			
Total Ground Floor Area (sq. m):	740			<b>Total</b>
Total Residential GFA (sq. m):	13128		Parking Spaces:	86
Total Non-Residential GFA (sq. m):	10099		Loading Docks	1
Total GFA (sq. m):	23227			
Lot Coverage Ratio (%):	70.8			
Floor Space Index:	22.22			

#### DWELLING UNITS

Tenure Type:	Condo, Other
Rooms:	0
Bachelor:	47
1 Bedroom:	99
2 Bedroom:	52
3 + Bedroom:	24
Total Units:	222

#### FLOOR AREA BREAKDOWN (upon project completion)

	<b>Above Grade</b>	<b>Below Grade</b>
Residential GFA (sq. m):	13128	0
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	10099	0

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Derek Waltho, Senior Planner</b>
	<b>TELEPHONE:</b>	<b>416-392-0412</b>