

30 Merton Street- Official Plan Amendment and Zoning Amendment Applications - Preliminary Report

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| Date: | August 17, 2017 |
| To: | Toronto and East York Community Council |
| From: | Director, Community Planning, Toronto and East York District |
| Wards: | Ward 22 – St. Paul's |
| Reference Number: | 17 173706 STE 22 OZ |

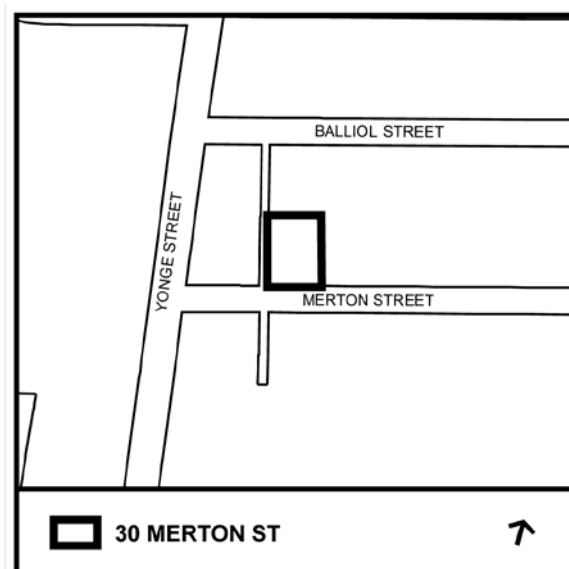
SUMMARY

This application proposes a 37-storey residential building that includes a 5 to 7-storey base building. The proposed building would contain 315 rental apartment units and 142 above ground parking spaces on levels 3 through 5. The proposal also includes 5 commercial parking spaces on the ground floor and a 3-level underground commercial parking garage with an additional 199 parking spaces.

This report provides preliminary information on the application and seeks Community Council's direction on further its processing and on the community consultation process.

The next step is to hold a community consultation meeting at which the community can review the proposal, provide comments and ask questions.

A final report and public meeting under the *Planning Act* will be scheduled following the resolution of the outstanding issues, and provided the applicant submits all the required information in a timely manner.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 30 Merton Street together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

Pre-Application Consultation

Pre-application consultation meetings were held with the applicant on February 17 and March 31, 2017 to discuss complete application submission requirements. City Planning also expressed concerns related to the height of the building, the inclusion of above ground parking, the need for greater setbacks on Merton Street and the need for a laneway widening. Planning staff also informed the applicant of the on-going Midtown in Focus Review of the Yonge-Eglinton Secondary Plan that will include further policy direction on the built form and public realm affecting the subject site.

ISSUE BACKGROUND

Proposal

This development application proposes to amend the Official Plan and Zoning By-laws to permit a 37-storey residential building (122.41 metres to the top of the mechanical penthouse). The proposed building would contain 315 apartment units, a 3-level underground parking garage and a 3-level above-ground parking garage.

The proposed base building ranges in height from 5 to 7 storeys with the 5-storey component stepping up to 7 storeys (21.95 metres in height) along Merton Street. The base building would include the residential lobby entrance on the ground floor along Merton Street as well as four grade-related two-storey townhouse units, two on each side of the lobby. The base building would also contain 142 parking spaces for residents of the building including 5 commercial parking spaces on the ground floor and the 137 residential parking spaces on floors 3 through 5. Vehicular access to the above ground parking garage would be from Al Green Lane.

The proposal includes a 3-level underground commercial parking garage containing 199 parking spaces. Pedestrian access to the commercial parking garage would be provided through a separate entrance located at the southwest corner of the building fronting onto Merton Street. The applicant is proposing that the commercial parking garage also functions as the visitor parking for the residential units. Vehicular access to the underground commercial parking garage would be from a separate entrance along Al Green Lane.

The development would require the demolition of the 4-storey commercial parking garage currently on the site.

Further information about this development proposal can be found in the chart below and Attachments 1, 2 and 6 of this report.

| Category | First Submission - December 21, 2016 |
|--|---|
| Site Area | 2,690 square metres |
| Base Building Height | 5-7 storeys (21.95 metres) |
| Total Building Height | 37 storeys (117.4 metres; 122.4 metres to the roof of the mechanical penthouse) |
| Proposed Base Building Setbacks | |
| North Lot Line | 0 metres |
| South Lot Line (Merton Street) | 0.96 metres |
| East Lot Line | 0 |
| West Lot Line | 0.71 - 3 metres |
| Proposed Tower Setbacks | |
| North Lot Line | 14.9 – 16.93 metres |
| South Lot Line | 6.95 – 8.95 metres |
| East Lot Line | 12.73 metres |
| West Lot Line | 10.5 metres (12.51 metres to centre of laneway) |
| Tower Floorplate | 788.4 square metres |
| Gross Floor Area | |
| Residential | 28,172.8 square metres |
| Non-Residential (Above Ground Parking) | 7,236.2 square metres |
| Floor Space Index | 13.16 |
| Number of Units | |
| 1 Bedroom | 142 (45%) |
| 2 Bedroom | 137 (44%) |
| 3 Bedroom | 36 (11%) |
| Total | 315 |
| Ground Floor Height | 3.3 metres |
| Lane Widening | |
| Width | 0.71 metres |
| Area | 43 square metres |

| Category | First Submission - December 21, 2016 |
|---|---|
| Residential Car Parking (Above Ground) (residential:visitor:car-share) | 142 spaces (142:0:0) |
| Commercial Car Parking (Underground) (commercial:visitor:car-share) | 204 spaces (204:0:0) Residential visitor spaces are commercial |
| Bicycle Parking (long-term:short-term) | 358 spaces (not specified) |
| Loading Spaces | |
| | Description |
| Amenity Space | 1 Type G |
| | Interior Residential |
| | 685 square metres |
| | Exterior Residential |
| | 644 square metres |

Site and Surrounding Area

The subject site, municipally known as 30 Merton Street, is located just east of Yonge Street at the northeast corner of Merton Street and Al Green Lane. It is currently occupied by a privately-owned 4-storey commercial parking garage.

The site is generally rectangular in shape and has a total area of approximately 2,690 square metres with frontages along Merton Street (south) and Al Green Lane (west). The frontage along the north side of Merton Street is approximately 45.62 metres and the frontage along the east side of Al Green Lane is approximately 58.82 metres. The site slopes down approximately 0.8 metres from east to west along the Merton Street frontage and approximately 1.2 metres from north to south.

- North: To the immediate north of the subject site is an 18-storey rental apartment building (45 Balliol Street). The building is located parallel to the Balliol Street frontage, with a large landscaped front yard and drop-off driveway and a rear yard landscaped area located immediately north of the subject site. Further east on the south side of Balliol Street is a 2½-storey rental townhouse complex (57-93 Balliol Street).
- South: To the immediate south of the subject site, is a 15-storey residential building (35 Merton Street). MYC Condos, a 28-storey residential tower including a 5-storey base building, is located at the southeast corner of Yonge Street and Merton Street (1815 Yonge Street). Further east, along the south side of Merton Street, is Janet Magee Manor, a 10-storey Toronto Community Housing seniors' apartment building. The remainder of the Merton Street frontage, extending east to Mount Pleasant Road, consists predominantly of a number of tall mid-rise buildings ranging from 12 to 15 storeys in height, interspersed with lower-rise townhouse, apartment and commercial buildings. To the rear of the buildings along the south side of Merton Street is the Kay Gardner Beltline Park, which features a multi-purpose trail that runs from the Mount Pleasant Cemetery to Allen Road.

- East: To the immediate east of the subject site is a 3-storey office building occupied by the Girl Guides of Canada offices (50 Merton Street). Directly east of 50 Merton Street is a 2-storey commercial building at 64 Merton Street which includes offices and a sculpture gallery (The Al Green Gallery). Further east is a recently completed 13-storey condominium apartment building, known as Life Condos (68 Merton Street).
- West: To the immediate west of the subject site is a 12-storey residential building at the northeast corner of Merton Street and Yonge Street (Radius), which includes a two-storey retail store (Ethan Allen) located along Yonge Street (1819 Yonge Street). Immediately north along the east side of Yonge Street, is an 8-storey office building (1835 Yonge Street). To the immediate northeast of the subject site is a 9-storey office building (1849 Yonge Street), built in approximately 1964 in conjunction with the parking garage on the subject site. The building has no parking on-site. The office building is predominantly occupied by medical and dental offices.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2014) (the "PPS") 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. Policy 4.7 states that the Official Plan is the most important vehicle for implementing the PPS. 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.

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth in the Greater Golden Horseshoe (GGH) 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 builds upon the policy foundation provided by the PPS 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 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.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

Chapter 3 – Building a Successful City

Section 3.1.2: Built Form

The Built Form section of the Official Plan includes policies that require new development to be massed and its exterior façade, to be designed to fit harmoniously into its existing and/or planned context, and to limit its impact on neighbouring streets, parks, open spaces and properties by:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- minimizing additional shadowing and uncomfortable wind conditions on neighbouring parks to preserve their utility.

Section 3.1.3: Built Form – Tall Buildings

The Official Plan indicates that tall buildings are desirable in the right places, however they are not appropriate everywhere. Most of the proposed intensification is anticipated to be achieved with street oriented, grade related, or mid-rise building types. In assessing the appropriateness of tall building proposals, key urban design considerations must be addressed, including:

- the built form principles of the Official Plan;
- demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;
- demonstrating how the proposed building and site relate to the existing and/or planned context;
- taking into the account the relationship of the topography and other tall buildings; and
- providing high quality, comfortable and usable publicly accessible open space areas.

Chapter 4 – Land Use Designations

Section 4.5 Mixed Use Areas

The site is designated *Mixed Use Areas* on Map 17 - Land Use Plan of the City's Official Plan (see Attachment 4). The *Mixed Use Areas* designation permits a broad range of

commercial, residential and institutional uses, in single or mixed use buildings, as well as parks and open spaces. *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in the coming decades and provide much of the new housing.

Development proposals in *Mixed Use Areas* are evaluated to ensure they:

- provide a transition between areas of different development intensity and scale through means such as providing appropriate setbacks and/or stepping down of height, particularly toward lower scale *Neighbourhoods*;
- locate and mass buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- provide an attractive and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;
- take advantage of nearby transit services;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents.

Chapter 6 – Secondary Plans

Yonge Eglinton Secondary Plan

The proposed development is located in the Yonge-Eglinton Secondary Plan Area. A primary objective of the Yonge-Eglinton Secondary Plan is to maintain and reinforce the stability of *Neighbourhoods* and to minimize conflicts among *Mixed Use Areas*, *Apartment Neighbourhoods*, *Neighbourhoods* and *Parks and Open Space Areas* in terms of land use, scale and vehicular movement. The Secondary Plan also requires that a full range of housing options (form, tenure) be provided in the Yonge-Eglinton Area that are suitable for family and other households in that manner that is: "contextually appropriate and compatible with existing residential uses and residential built form".

The *Mixed Use Areas* in the Official Plan will also contain a mix of retail, service commercial, office and residential uses with the highest concentration at Yonge Street and Eglinton Avenue and a smaller concentration at the Yonge/Davisville subway station.

The Yonge-Eglinton Secondary Plan states that the highest densities will be located in *Mixed Use Area 'A'*, with developments of a lesser scale located in *Mixed Use Areas 'B', 'C' and 'D'*. Higher density development is permitted in *Apartment Neighbourhoods* with nearby subway station access. Reduced parking requirements are permitted in the Yonge-Eglinton Secondary Plan area where it can be demonstrated that projected travel can be accommodated by means other than the automobile. Bicycle linkages, facilities and new pedestrian connections will also be encouraged.

New development will promote architectural excellence while also providing for improvements in the public realm. New, flexible, community services facilities and social infrastructure will be provided in a timely manner in the Yonge-Eglinton Secondary Plan area. New parks and open spaces will be secured in the Yonge-Eglinton Secondary Plan area along with improvements to the existing parks and open spaces as well as the public realm.

The subject site is located outside and immediately east of *Mixed Use Area 'D'* in the Yonge-Eglinton Secondary Plan. *Mixed Use Area 'D'* "will be regarded as a commercial focal point for the southern portion of the Yonge-Eglinton Secondary Plan area centered on the Yonge-Davisville subway station. It is intended to develop as a primarily commercial area, within which residential and institutional uses will be permitted".

Midtown in Focus: Parks, Open Space and Streetscape Plan and OPA 289

On August 25, 2014, City Council adopted the Midtown in Focus – the Parks, Open Space and Streetscape Plan ("Public Realm Plan") for the Yonge-Eglinton Area. <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=d421bf26585a2410VgnVCM10000071d60f89RCRD>

The Midtown in Focus Public Realm Plan is a framework for improvements within the Yonge-Eglinton area to the network of parks, open spaces, streets and public buildings to create an attractive, safe, and comfortable network of public spaces. The Public Realm Plan recognizes that the study area has a distinct quality and character, consisting of a vibrant mixed use community with an open and green landscaped character. The Plan also has five Place-Making Moves that, together with other streetscape improvements and the enhancement and expansion of parkland in the area, will form a thriving system of parks, open spaces and streets. The Midtown in Focus Public Realm Plan supports the public realm policies of the Official Plan as well as the Yonge-Eglinton Secondary Plan.

On June 10, 11, 12, 2015, City Council adopted Official Plan amendments to the Yonge Eglinton Secondary Plan (OPA 289) that incorporate, among other matters, the urban design and public realm policies of the Midtown in Focus Public Realm Plan. As OPA 289 is currently under appeal at the OMB, it is relevant but not determinative in terms of the Official Plan policy framework. It represents recent planning direction of the City as part of the emerging policy context.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG4.2>

OPA 289 outlines a comprehensive public realm strategy and a system of improvements that will be implemented as part of any new development in the Yonge-Eglinton Secondary Plan Area. Section 2.16 requires that improvements be made to both the private and public realm as part of any new development including: enhancements to streetscapes and the provision of wider sidewalks and the establishment of multi-purpose promenades. Another objective of OPA 289 is to maintain and enhance the open, green, landscaped character of the area, improve and expand the network of parks, open spaces and streetscapes and create a high-quality public realm to ensure the continued vitality and quality of life in the area.

Midtown in Focus: Growth, Built Form and Infrastructure Review

The City Planning Division is leading an inter-divisional review of growth, built form and infrastructure issues in the Yonge-Eglinton Secondary Plan Area that builds on the Midtown in Focus Public Realm Plan. The Review is a response to the rapid intensification and change underway in parts of the Yonge-Eglinton Secondary Plan Area. The objective of the Review is to ensure that growth positively contributes to Midtown's continued livability and vitality by establishing a clear and up-to-date planning framework and ensuring that local transportation, municipal servicing and community infrastructure keeps pace with development.

The Review began in late 2015, based on City Council's direction, and includes the following activities:

- **Growth Analysis**, including development of near, medium and long term growth estimates to inform the infrastructure assessments;
- **A Built Form Study** to document area character and development trends, develop built form principles and a built form vision, undertake built form testing, visualize a future built form concept and identify policy directions to better guide the area's evolution;
- **A Cultural Heritage Resource Assessment** to document the area's archaeological and development history, identify properties of cultural heritage value or interest for listings and designations and identify additional recommendations for conservation and further study;
- **A Community Services and Facilities Study** to inventory existing services and facilities, assess needs and opportunities in the context of future growth and demographic change and outline an implementation strategy for priority community infrastructure projects;
- **Transportation and Municipal Servicing Assessments** to document the performance and capacity of existing transportation and municipal servicing infrastructure, evaluate priority areas and identify potential capital upgrades required to support continued growth in the Secondary Plan Area; and

- An area-wide **Parks Plan** and **Public Realm Strategy for the Davisville Area** to complement the 2014 Public Realm Plan for lands in and around the Yonge-Eglinton Centre.

City staff anticipates reporting to City Council in late 2017 with proposed policy directions of an updated Yonge-Eglinton Secondary Plan as well as other emerging directions related to the infrastructure assessments and strategies.

On July 12, 2016, City Council adopted the recommendations in the report from the Chief Planner titled: "Midtown in Focus: Growth, Built Form and Infrastructure Review – Status Report". The report provided a status update on the study, and included the identification of draft built form principles. The recommendations adopted by Council direct staff to:

- Consider and review applications within the context of the on-going review;
- Consider the draft built form principles contained in the report in the review of the development applications in the Yonge-Eglinton Secondary Plan Area. The recommendation also directed staff to continue to refine the principles in consultation with landowners and the community; and
- Identify opportunities on City-owned lands for new community infrastructure and secure community infrastructure space, as appropriate, as part of the development application review process.

The draft built form principles of the Review are organized in four categories: Area Structure, Public Realm and Open Space, Walkability and Comfort, and Heritage and Landmarks, as follows:

Area Structure

- Organize growth to achieve a hierarchy of intensity of use, building heights, densities and scale tied to proximity of rapid transit service, with greatest heights and densities located at the Yonge-Eglinton Crossroads where two rapid transit lines intersect;
- Provide a variety of building heights to reinforce existing character, promote localized sense of place and create a legible skyline for the district that makes legible and reinforces the area structure when viewed from key vantage points within the broader city;

Public Realm and Open Space

- Reinforce the unique open space amenity and spaciousness provided by the Eglinton Green Line, Midtown Apartment Neighbourhoods and Apartment High Streets by ensuring abundant landscaping at grade and generous building spacing;

- Support active street life and informal surveillance by ensuring the built form frames and animates streets, parks, squares and open spaces with active uses at grade;

Walkability and Comfort

- Locate, design and mass buildings to preserve sky view, allow daylight and sunlight to penetrate to the street and lower building levels and ensure good wind conditions in all seasons, with enhanced standards along the Midtown Villages, Park Street Loop, Eglinton Green Line, major pedestrian routes and parks and open spaces;
- Create a human-scaled public realm where buildings define and support streetscapes; and
- Ensure fine-grained pedestrian circulation between and through sites and blocks through the placement and orientation of buildings.

Zoning

The site is zoned CR T2.0 C2.0 R 2.0 in Zoning By-law 438-86, as amended, with a permitted height of 38.0 metres and a maximum density of 2 times the area of the site. The CR (Commercial Residential) zoning permits a variety of commercial and residential uses including apartment buildings, retail stores, service shops and offices.

The site is also zoned CR 2.0 (c2.0; r2.0) SS2 (x2495) in Zoning By-law 569-2013, as amended. The permissions are largely the same as in by-law 438-86.

The Development Standard Set 2 (SS2) provisions include the following:

- the building must be set back at least 7.5 metres from the rear lot line, or where the rear lot line abuts a lane, the building must be set back at least 7.5 metres from the lot line of the lot abutting the lane on the opposite side of the lane;
- for a “deep lot”, where a lot abuts a lot in a Residential Zone category or Residential Apartment Zone category, the building on the lot in the CR Zone may not penetrate a 45 degree angular plane projected along the entire required rear yard setback, starting at a height of 7.5 metres above the average elevation of the ground along the rear lot line (the subject site would be defined as a “deep lot”); and
- the building may not penetrate a 45-degree angular plane, measured at a line parallel to and at a height above a lot line that abuts a street and is not a rear lot line, equal to 80% of the width of the street right-of-way on which the lot fronts.

Exception 2495 provides exceptions to the angular plane and rear yard setback requirements where the maximum lawfully permitted height exceeds the street right-of-way width.

Site Plan Control

The proposed development is subject to site plan control. A site plan control application has not been submitted but will be required.

Tall Building Design Guidelines

In May 2013, City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use them in the evaluation of 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 Guidelines are available at: <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Tree Preservation

The applicant has submitted an arborist report and a tree protection and removals plan indicating that the proposed development will require the removal of 1 privately owned tree with a diameter of over 30 cm and subject to the Private Tree By-law. The application materials have been circulated to the City's Urban Forestry staff for review.

Reasons for the Applications

The applicant has applied to amend the Official Plan in order to create a site and area specific policy. The Planning Rationale submitted with the application states that the "site and area specific policy is proposed to recognize the special locational and use characteristics of the site, in particular, its long standing relationship to the adjacent lands in *Mixed Use Area 'D'*, both in terms of the commercial parking component serving the 1849 Yonge Street office building and its proximity to the Davisville subway station". The draft Official Plan Amendment submitted with the application would permit a single tall building and a commercial parking garage provided that the height of the tall building does not exceed 37 storeys. It also states that street-related retail and service uses are not required.

The Zoning By-law Amendment application is required to increase the maximum permitted building height from 38 metres to 122.4 metres, to increase the maximum permitted density from 2 times the area of the site to 13.16 times the area of the site, and to establish the appropriate development standards.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning and Urban Design Rationale Report;

- Community Services and Facilities Report;
- Computer Generated Building Mass Model;
- Public Consultation Strategy;
- Qualitative Pedestrian-Level Wind Assessment;
- Shadow Study;
- Arborist Report;
- Traffic Impact, Parking and Loading Study;
- Geotechnical Investigation and Engineering Design Report;
- Hydrogeological Investigation Report;
- Stormwater Management Report;
- Functional Servicing Report;
- Green Development Standards Checklist and Statistics; and
- Energy Strategy Report.

A Notification of Incomplete Application was issued on July 5, 2017 and identifies that the submission of a Pedestrian-Level Wind Study is required for a complete application.

The applicant submitted a Pedestrian-Level Wind Study on August 15, 2017. A notification of complete application was issued on August 17, 2017.

Issues to be Resolved

City Planning is targeting to report to City Council in the fourth quarter of 2017 on draft amendments to the Yonge-Eglinton Secondary Plan resulting from the Midtown in Focus Review, as well as on ongoing infrastructure studies. Development in the Yonge-Eglinton area is occurring and proposed at a rate, scale and intensity exceeding the City's projections made in the previous decade and does not have sufficiently detailed policy direction in the City's existing local planning framework or the provincial Growth Plan.

The Midtown in Focus Review has involved extensive consultation and detailed analysis of existing conditions, area character, development trends, infrastructure capacity and more to establish a clear and up-to-date planning framework for the area. This framework will include a built form vision and principles for the Secondary Plan area overall as well as specific character areas, the identification of a structure plan to inform and shape decisions on land use, density and heights of buildings, and enhanced direction for transition. In addition, the plan will provide detailed direction in terms of priorities for parkland improvement and expansion, public realm improvements and community, transportation and servicing infrastructure.

Staff encourage the applicant to work with City Planning in order to implement the emerging vision and meet the objectives of the Midtown in Focus Review through revisions to the application.

The application has been circulated to City divisions and public agencies for comment.

Preliminary issues to be addressed include the following:

- prematurity of the application prior to completion of the Midtown in Focus: Growth, Built Form and Infrastructure Review;
- consistency with the Provincial Policy Statement and conformity with the Greater Golden Horseshoe Growth Plan;
- consistency with the Midtown in Focus Public Realm Plan and OPA 289;
- consistency with the draft built form principles of the Midtown in Focus: Growth, Built Form and Infrastructure Review;
- overall height and density of the proposal;
- appropriateness of including above ground parking in the base building;
- size of the tower floorplate;
- appropriateness of the proposed base building setbacks from the property lines including the setback from Merton Street; and
- identification and securing of public benefits pursuant to Section 37 of the Planning Act, should the proposal in some form be approved.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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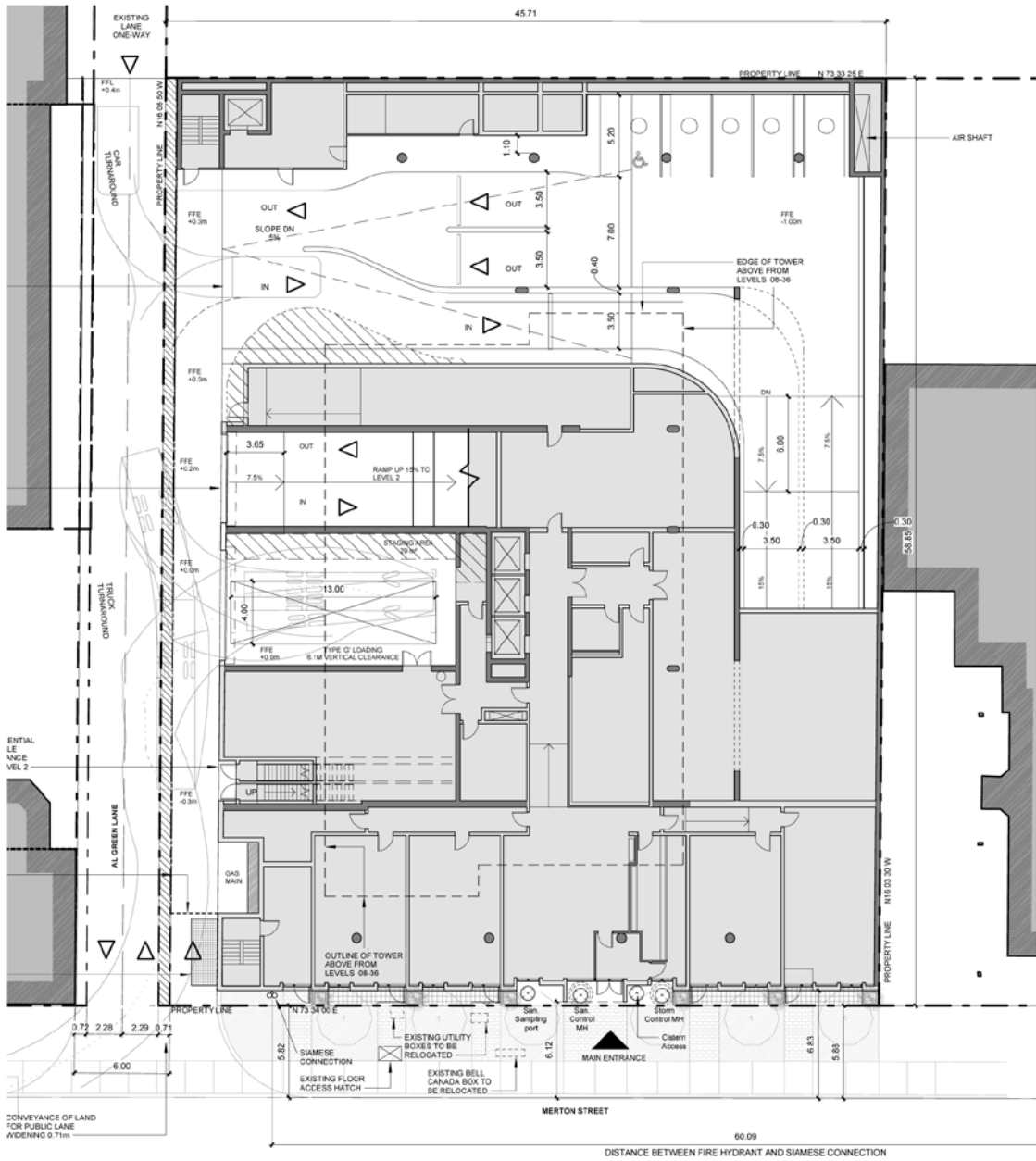
Gregg Lintern, MCIP, RPP
 Director, Community Planning
 Toronto and East York District

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ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2a: North Elevation
- Attachment 2b: South Elevation
- Attachment 2c: East Elevation
- Attachment 2d: West Elevation
- Attachment 3: Zoning
- Attachment 4: Official Plan
- Attachment 5: Yonge-Eglinton Secondary Plan
- Attachment 6: Application Data Sheet

Attachment 1: Site Plan



Site Plan

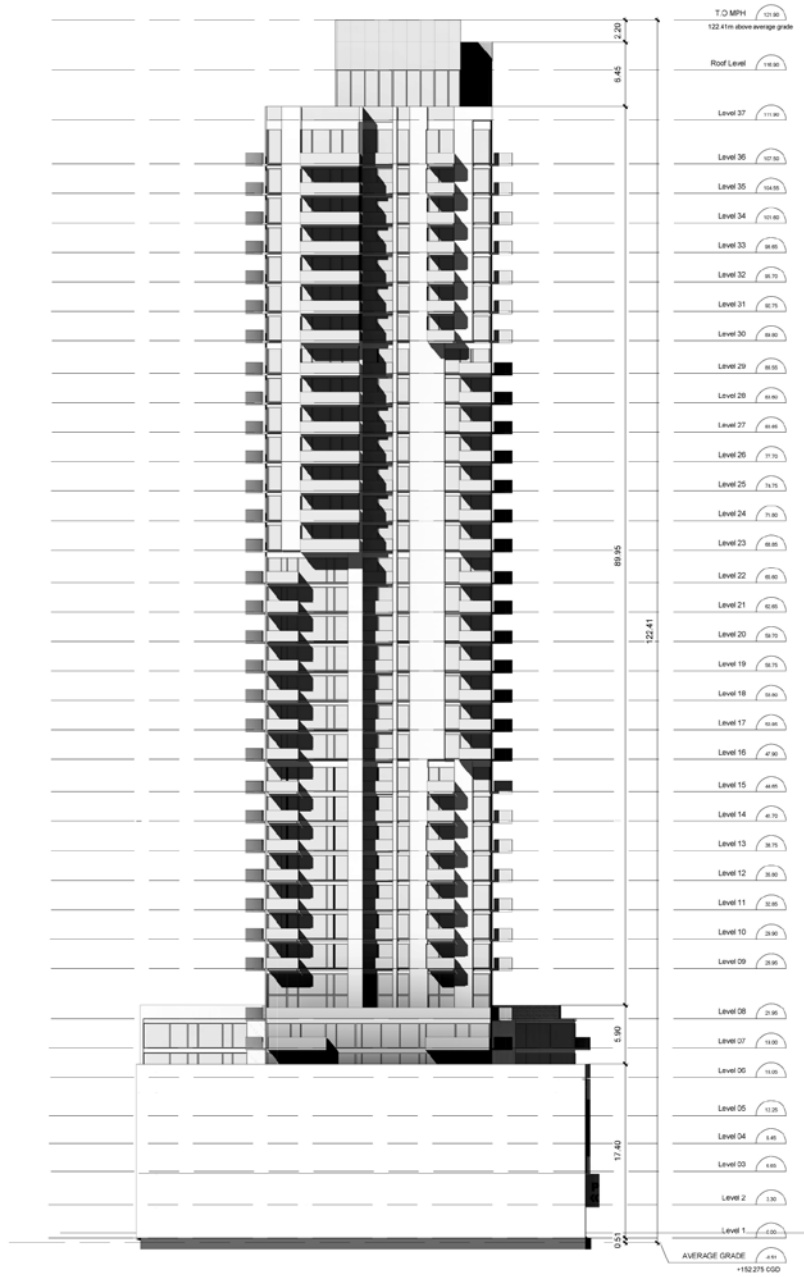
30 Merton Street

Applicant's Submitted Drawing

Not to Scale 

File # 17 173706 STE 02 0Z

Attachment 2a: North Elevation



North Elevation

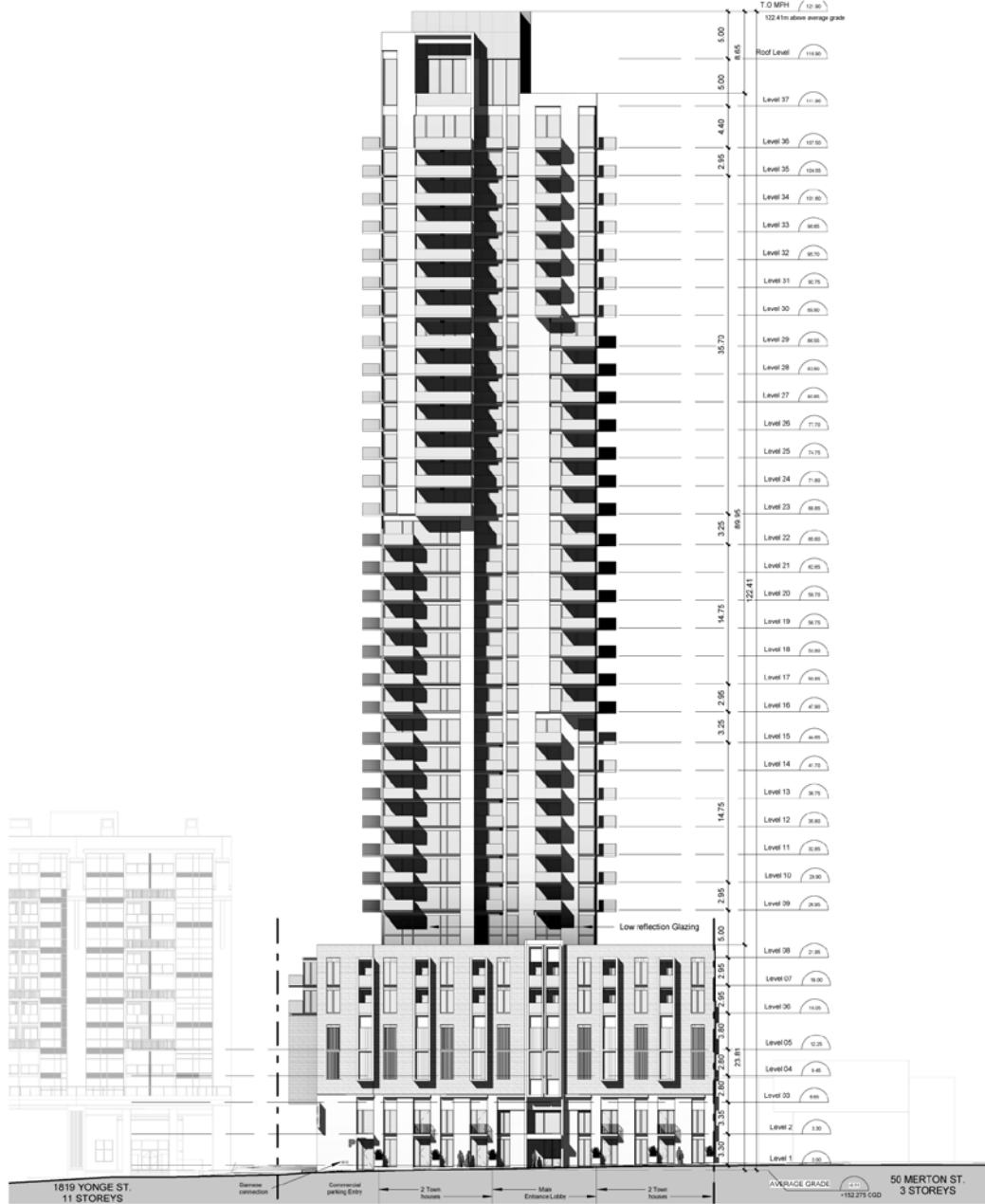
Applicant's Submitted Drawing

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07/27/2017

30 Merton Street

File # 17 173706 STE 02 0Z

Attachment 2b: South Elevation



South Elevation

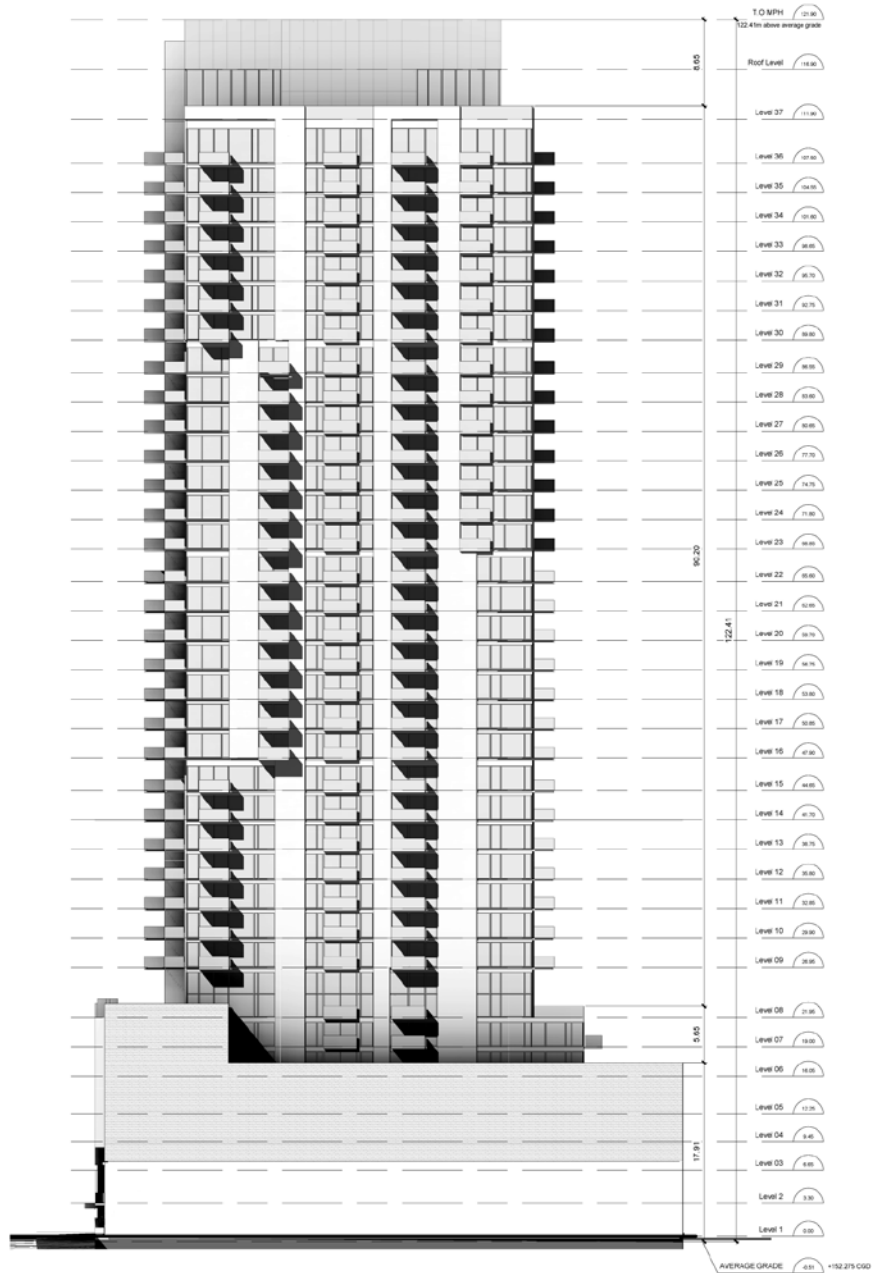
Applicant's Submitted Drawing

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07/27/2017

30 Merton Street

File # 17 173706 STE 02 0Z

Attachment 2c: East Elevation



East Elevation

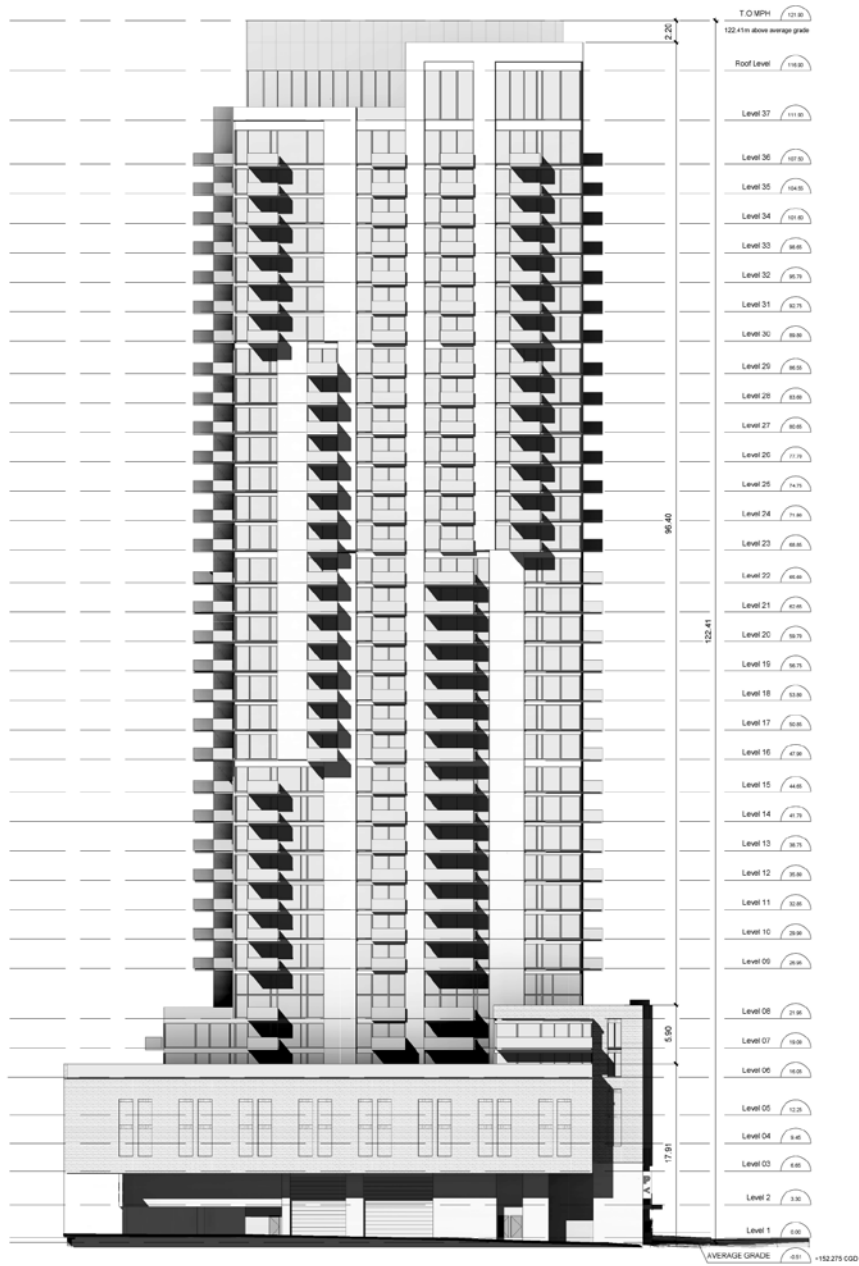
Applicant's Submitted Drawing

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30 Merton Street

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Attachment 2d: West Elevation



West Elevation

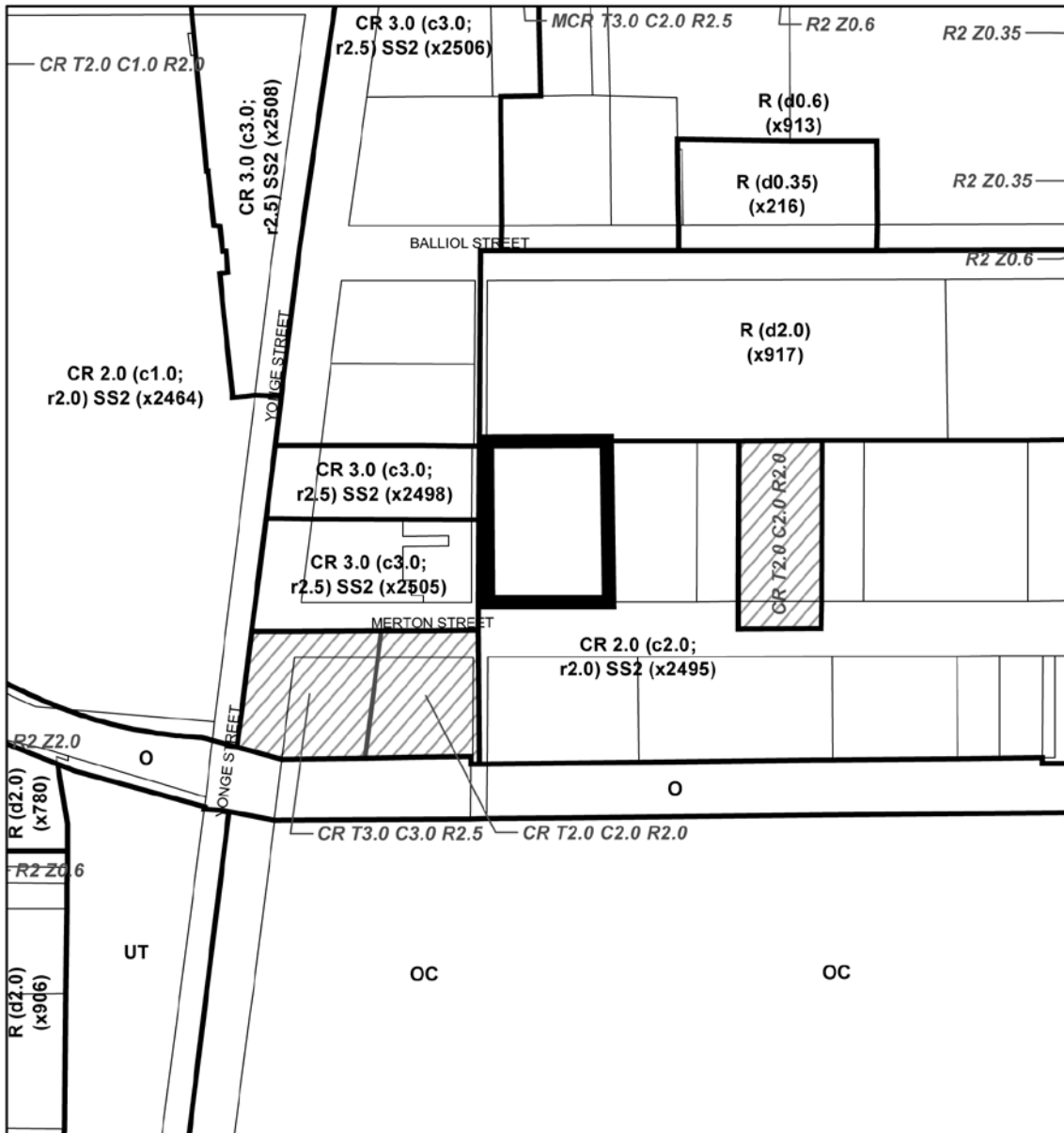
30 Merton Street

Applicant's Submitted Drawing

Not to Scale
07/27/2017

File # 17 173706 STE 02 0Z


Attachment 3: Zoning



Zoning By-Law No. 569-2013

30 Merton Street


File # 17 173706 STE 22 02

 Location of Application

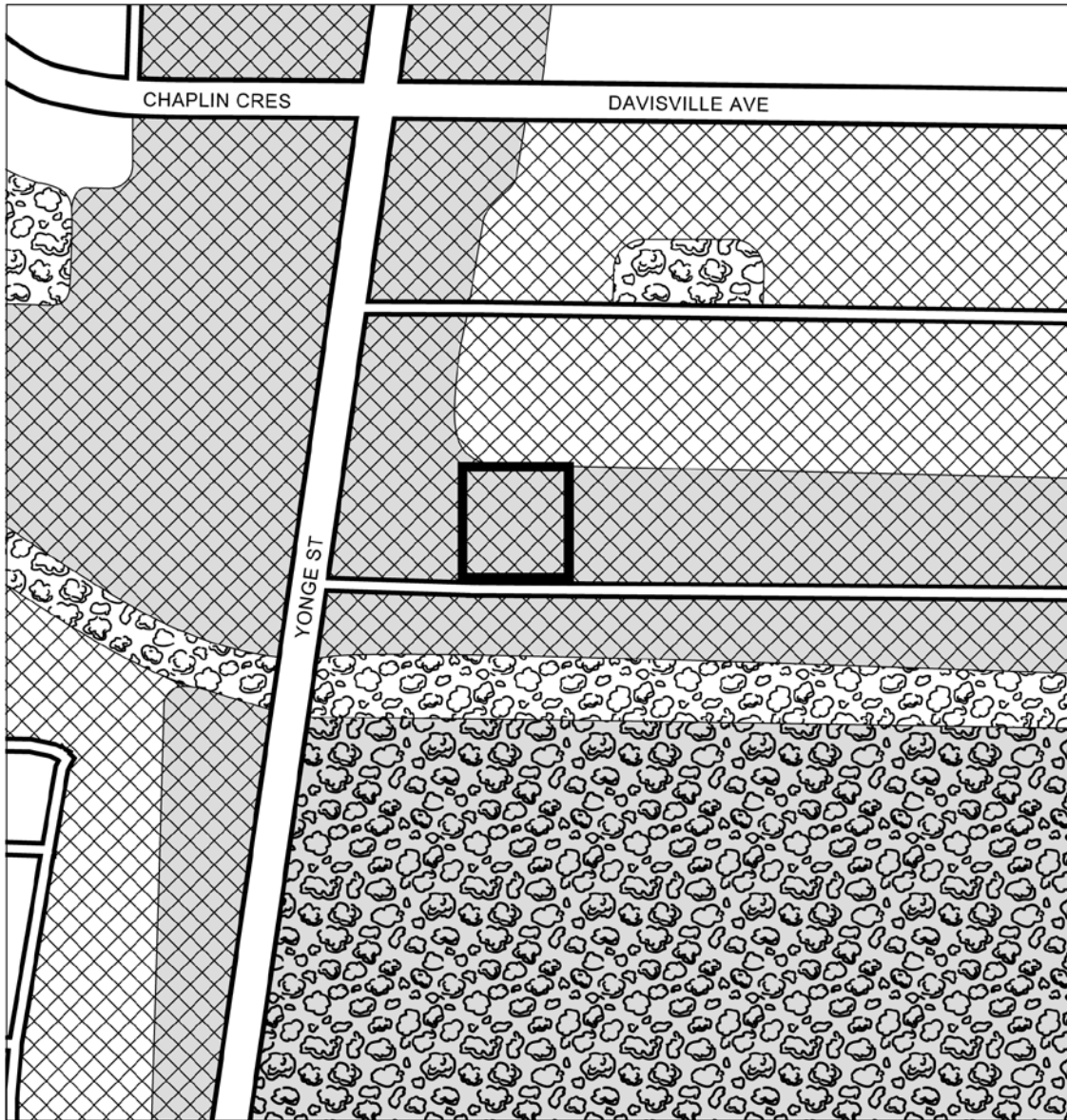
 See Former City of Toronto By-Law No. 438-86

R Residential
 CR Commercial Residential
 O Open Space
 OC Open Space Cemetery
 UT Utility and Transportation

R2 Residential District
 CR Mixed-Use District


 Not to Scale
 Extracted: 07/26/2017

Attachment 4: Official Plan



TORONTO
 Extract from Official Plan

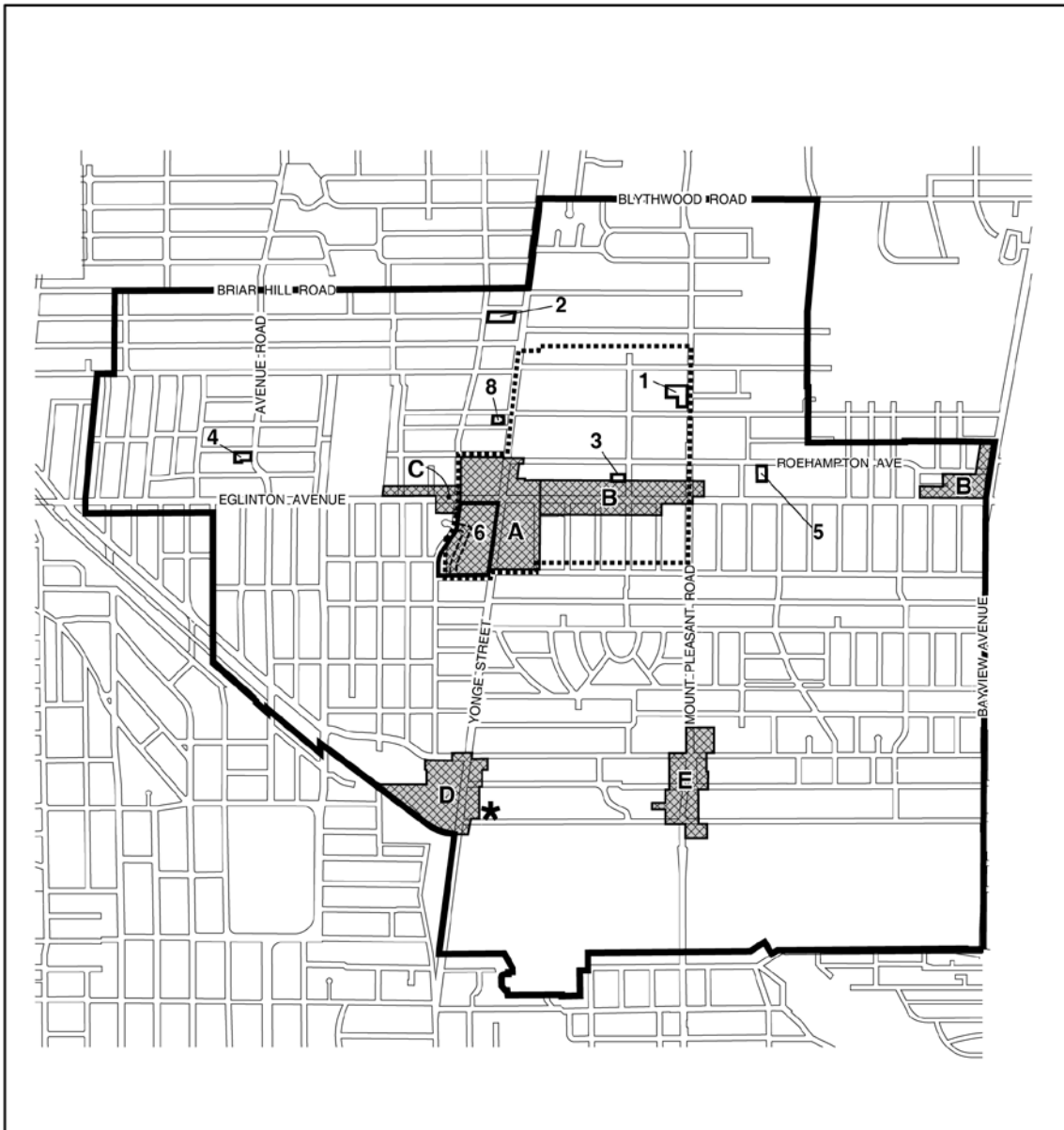
30 Merton St

File # 17 173706 STE 22 02




 Not to Scale
 07/26/2017

Attachment 5: Yonge – Eglinton Secondary Plan



Yonge-Eglinton Secondary Plan

30 Merton Street

File # 17 173706 STE 22 02

- | | |
|-------------------------|---------------------------------|
| Secondary Plan Boundary | Site |
| Yonge-Eglinton Centre | Site and Area Specific Policies |
| Mixed Use Areas | Proposed Road |



Not to Scale
08/02/2017

Attachment 6: Application Data Sheet

| | | | |
|-----------------------|---|---------------------|---------------------|
| Application Type | OPA & Rezoning | Application Number: | 17 173706 STE 22 OZ |
| Details | OPA & Rezoning, Standard | Application Date: | June 5, 2017 |
| Municipal Address: | 30 MERTON STREET | | |
| Location Description: | PLAN M5 LOT 8 PT LOT 10 **GRID S2208 | | |
| Project Description: | 37-storey, 315 unit residential building with a 5 to 7-storey base building and and 142 above-grade parking spaces on levels 3 through 5. Includes 5 parking spaces on ground floor and a 3-level underground commercial parking garage with 199 additional parking spaces. | | |

| | | | |
|---|---|--|--|
| Applicant: | Agent: | Architect: | Owner: |
| BOUSFIELDS INC, 3 CHURCH STREET, SUITE 200, TORONTO ON, M5E 1M2 | BOUSFIELDS INC, 3 CHURCH STREET, SUITE 200, TORONTO ON, M5E 1M2 | SWEENY&CO ARCHITECTS, 134 PETER STREET, SUITE 1601, TORONTO ON M5V 2H2 | BCIMC HOLDCO (2007) INC, 199 BAY STREET, SUITE 2100, TORONTO ON, M5L 1G2 |

PLANNING CONTROLS

| | | | |
|----------------------------|---------------------------------|--------------------------|---|
| Official Plan Designation: | Mixed Use Areas | Site Specific Provision: | N |
| Zoning: | CR 2.0 (c2.0; r2.0) SS2 (x2495) | Historical Status: | N |
| Height Limit (m): | 21 | Site Plan Control Area: | Y |

PROJECT INFORMATION

| | | | | |
|------------------------------------|----------|---------|-----------------|--------------|
| Site Area (sq. m): | 2,690 | Height: | Storeys: | 37 |
| Frontage (m): | 45.7 | | Metres: | 116.9 |
| Depth (m): | 58.9 | | | |
| Total Ground Floor Area (sq. m): | 2,422.7 | | | Total |
| Total Residential GFA (sq. m): | 28,172.8 | | Parking Spaces: | 346 |
| Total Non-Residential GFA (sq. m): | 7,236.2 | | Loading Docks | 1 |
| Total GFA (sq. m): | 35,409 | | | |
| Lot Coverage Ratio (%): | 90 | | | |
| Floor Space Index: | 13.2 | | | |

DWELLING UNITS

| | |
|--------------|-----------|
| Tenure Type: | Rental |
| Rooms: | 0 |
| Bachelor: | 0 |
| 1 Bedroom: | 142 (45%) |
| 2 Bedroom: | 137 (44%) |
| 3 + Bedroom: | 36 (11%) |
| Total Units: | 315 |

FLOOR AREA BREAKDOWN (upon project completion)

| | | Above Grade | Below Grade |
|----------------------------------|--|-------------|-------------|
| Residential GFA (sq. m): | | 28,172.8 | 0 |
| Retail GFA (sq. m): | | 0 | 0 |
| Office GFA (sq. m): | | 0 | 0 |
| Industrial GFA (sq. m): | | 0 | 0 |
| Institutional/Other GFA (sq. m): | | 7,236.2 | 7,358.9 |

CONTACT: PLANNER NAME: Alex Teixeira, Senior Planner
TELEPHONE/EMAIL: (416) 392-0459/Alex.Teixeira@toronto.ca