

Official Plan Amendment 273 and 2 Tecumseth Street and 125-133 Niagara Street Zoning By-law Amendment Applications – Request for Direction Report

Date: August 16, 2019

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Wards: Ward 10 - Spadina-Fort York

Planning Application Number: 17 264041 STE 19 OZ

SUMMARY

The revised Zoning Amendment By-law application proposes to redevelop the site with four buildings containing a mix of commercial, employment and residential uses, an on-site public park, a multi-use path, additional pedestrian and cycling connections and two privately-owned, publicly-accessible open spaces at 2 Tecumseth Street and 125-133 Niagara Street. The proposed development is comprised of a 22 and a 30-storey mixed-use building, a 7-storey commercial building and a two-storey commercial building.

As is detailed in the Proposal section of this report, the proposed revised Zoning By-law Amendment application is significantly different from the original Official Plan and Zoning By-law Amendment applications submitted by the applicant on November 17, 2017 which staff did not support.

On March 29, 2018, the applicant appealed the November 17, 2017, Zoning By-law Amendment application to the Local Planning Appeal Tribunal (LPAT) and on May 28, 2018, appealed the Official Plan Amendment application, citing City Council's failure to make a decision within the time prescribed by the Planning Act. At its meeting on July 23, 2018, City Council adopted a Request for Direction report opposing the development, but also including a recommendation that City Planning continue discussions with the applicant to resolve outstanding issues with the proposal.

The subject site is located within the lands subject to Official Plan Amendment (OPA) 273. Official Plan Amendment 273 was adopted by City Council on August 25, 26, 27 and 28, 2014, and included a series of amendments to the Official Plan Land Use Maps and Garrison Common North Secondary Plan. OPA 273 was appealed by the previous owner of 2 Tecumseth Street and 125 - 133 Niagara Street. There were no other appellants to OPA 273.

On January 9, 2019, the applicant withdrew their appeal of the site specific Official Plan Amendment and subsequently, at a pre-hearing at the LPAT on August 9, 2019, the site specific Zoning By-law amendment appeal was consolidated with the appeal of OPA 273.

Approval of the revised site specific Zoning Amendment By-law application as proposed by the applicant would require associated amendments to OPA 273.

The Settlement Offer reviewed and supported in this report, details changes to the proposed Zoning Amendment application and amendments to OPA 273. These changes are the result of extensive discussions between the Applicant and City staff, including input from area residents. As such, the revised proposal significantly alters the form, height, and location of the buildings on the site, as well as the mix of uses contained within each building, from that which was originally submitted by the applicant on November 17, 2017. The revised, settlement plans are attached as Attachments 5-10 to this report.

The revised Zoning By-law Amendment and amendment to OPA 273 is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019).

This report reviews the revised proposal and recommends that City Council authorize the City Solicitor and appropriate City Staff to attend the Local Planning Appeal Tribunal in support of a settlement of the Official Plan Amendment 273 appeal and the site specific Zoning By-law amendment appeal, subject to conditions as outlined in the Recommendations section of this report.

A pre-hearing at the LPAT has been scheduled for January 16, 2020. Should City Council adopt the recommendations of this report, the LPAT may convert the pre-hearing into a settlement hearing.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council authorize the City Solicitor and appropriate City staff to attend the Local Planning Appeal Tribunal (LPAT) respecting the Official Plan Amendment 273 appeal and the site specific Zoning By-law Amendment Appeal for 2 Tecumseth Street and 125-133 Niagara Street in support of the revised proposal, as described in the Issue Background section of this report from the Director, Community Planning, Toronto and East York District (August 16, 2019) and also appended as Attachments 5-10.
2. City Council authorize the City Solicitor and the Director, Community Planning, Toronto and East York District to prepare and present a settlement to the LPAT that is substantially in accordance with the revised plans appended as Attachments 5-10 and include the following:

- a. A maximum building height of 83 meters (for Building 1), 98 metres (for Building 2) and 36 metres (for Building 3) and 10 metres (for Building 4);
- b. A maximum overall gross floor area of 88,600 square metres and density of 4.53 times the area of the lot;
- c. A minimum on-site parkland dedication of 1,493 square metres;
- d. A multi-use path situated along the southern boundary of the site, measuring a minimum width of four metres for its entire length.

3. City Council instruct the City Solicitor to request that the LPAT withhold its Order on Official Plan Amendment 273 and the Zoning By-law amendment until such time as the LPAT has been advised by the City Solicitor that:

- a. the proposed Official Plan Amendment 273 and the Zoning By-law amendment are in a form satisfactory to the Chief Planner and Executive Director, City Planning, and the City Solicitor;
- b. all engineering and site access matters have been addressed to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Transportation Services;
- c. the owner agrees to pay for and construct any improvements to the municipal infrastructure in connection with the site servicing report, as accepted by the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that upgrades to such infrastructure are required to support this development;
- d. the owner has submitted a Rail Safety Report which has been accepted by the City's peer reviewer, as paid for by the owner, and to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
- e. a Section 37 agreement has been executed and registered to the subject property, to secure the following matters:
 - i. The owner shall provide affordable rental housing units on the subject site, equal to a value of \$6,000,000.00 and to the satisfaction of the Chief Planner and Executive Director, City Planning Division, or provide a \$6,000,000.00 financial contribution to the Affordable Housing Capital Revolving Fund in lieu of the affordable rental housing units being provided on the subject site.
 - ii. If taken as a cash contribution, the \$6,000,000.00 contribution referred to in Section (i) above shall be indexed upwardly in accordance with Statistics Canada's Construction Price Index for the Toronto Census Metropolitan Area, calculated from the date of the LPAT decision to the date of payment. All cash contributions will be payable prior to issuance of the first above-grade building permit.

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

i. The owner agrees to implement above base park improvements to the proposed parkland on the west side of the site, to be funded by a combination of development charge credits and any financial considerations required in lieu of the parkland dedication shortfall, in accordance with Section 42 of the Planning Act, as of the date of this report;

ii. The owner agrees to construct a multi-use path at a minimum width of four metres, located on private property along the rail corridor at the south side of the site, to be offset by development charge credits;

iii. The owner agrees to maintain, at the owners cost, the multi-use path referred to in Section ii. above, clear of any debris, snow and ice and also to be responsible for all capital maintenance costs;

iv. The owner agrees to, at the owner's cost, design and implement improvements to the southern terminus of the Tecumseth Street right-of-way above the base condition, to the satisfaction of the General Manager, Transportation Services;

v. The owner agrees that, of the residential market units provided on the site, a minimum of 20% and 10% will be provided as two-bedroom units and three-bedroom units respectively;

vi. The owner agrees to submit, and thereafter implement, a construction management plan to address such matters as wind, noise, dust, street closures, parking and laneway uses and access. Such plan shall be to the satisfaction of the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning Division, in consultation with the local Councillor and shall be submitted prior to the commencement of any shoring and excavation work;

vii. The owner agrees to use reasonable efforts to secure affordable rent for additional units within the proposed building, beyond those referred to in Section e. i. above, through Federal, Provincial and/or Municipal funding programs which may become available;

viii. The owner agrees to provide a minimum of one times the area of the lot (approximately 19,480 square metres) as residentially compatible employment space;

ix. The owner agrees to implement any mitigation measures as identified through the review of the Site Plan application to mitigate impacts from the adjacent City Works Yard;

x. Prior to the issuance of Notice of Approval Conditions for the Site Plan application, the owner shall incorporate all mitigation measures from the rail safety study accepted by the City's peer reviewer into the drawings submitted for Site Plan Approval, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and prior to Site Plan Approval, agree that all mitigation measures be constructed and maintained by the owner at its sole cost and expense;

xi. Prior to the issuance of Notice of Approval Conditions for the Site Plan application, the owner shall submit a Noise and Vibration Feasibility Study to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and provide certification from the noise and vibration consultant that all recommended mitigation measures have been incorporated into the drawings submitted for Site Plan Approval;

xii. The owner agrees to submit a wind tunnel analysis prior to the issuance of final Site Plan Approval and implement any mitigation measures identified in the analysis; and

xiii. The owner agrees to grant any necessary public access easements in favour of the City for areas within the site such as the multi-use pathway and publicly-accessible open space areas.

4. City Council amend Schedule B of the City of Toronto Municipal Code, Chapter 925, Permit Parking, to incorporate a revised map of Permit Parking Area "41" to exclude 2 Tecumseth Street and 125-133 Niagara Street.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

The site specific Official Plan and Zoning By-law amendment applications for the lands at 2 Tecumseth Street and 125 - 133 Niagara Street were received and deemed complete as of November 17, 2017. A Preliminary Report was prepared for the February 21, 2018 meeting of Toronto and East York Community Council. The preliminary report is available at:

<https://www.toronto.ca/legdocs/mmis/2018/te/bgrd/backgroundfile-112595.pdf>.

A Request for Direction Report, adopted by City Council on July 23, 2018, recommended that City Council direct appropriate City staff to oppose the original proposal at the LPAT. The report is available at:

<https://www.toronto.ca/legdocs/mmis/2018/te/bgrd/backgroundfile-118034.pdf>

Niagara Neighbourhood Study

In 2004, a land use and built form study was undertaken by City Planning for the area bordered by Bathurst Street, King Street West, Shaw Street and Wellington Street West. This study was concluded in 2005 and resulted in new Zoning By-law Amendments for the area. The study's conclusions did not provide detailed land-use and built form direction for the employment lands south of Wellington Street West. At the time, these lands were intended to remain as Employment Areas. The 2005 Niagara Neighbourhood Study website can be viewed at:

<http://www.toronto.ca/planning/niagara.htm>

Municipal Comprehensive Review (OPA 231)

In 2011, as part of the City's Municipal Comprehensive Review of the Official Plan, the City received a conversion request for the 2 Tecumseth Street property to permit residential uses on the site.

In December 2013, City Council approved the conversion of 2 Tecumseth Street from Employment Areas to Regeneration Areas through Official Plan Amendment 231 (OPA 231).

On July 9, 2014, the Minister of Municipal Affairs and Housing issued a decision approving OPA 231, with minor modifications and deferrals, thus approving the conversion of 2 Tecumseth Street from Employment Areas to Regeneration Areas.

Official Plan Amendment 231 can be found at:

<http://www.toronto.ca/legdocs/bylaws/2013/law1714.pdf>

South Niagara Planning Study

Through the adoption of Official Plan Amendment 231, City Council established a framework and terms of reference for a future study of the employment areas located west of Bathurst Street, between Wellington Avenue and the Metrolinx Georgetown rail corridor. On May 16, 2013, Planning and Growth Management Committee directed City Planning to initiate a study of the area. Recommendation 5 from Item PG24.5 was adopted by City Council on June 11, 12 and 13, 2013, and stated that:

"City Council request the Chief Planner and Executive Director, City Planning Division to develop and implement, within the Garrison Common North Secondary Plan, a terms of reference for a land use and redevelopment plan for the lands at 28 Bathurst Street, 2 Tecumseth Street and the City owned lands at 677, 701 Wellington Street West; the terms of reference to be developed concurrently with, and in the context of, the Five Year and Municipal Comprehensive Reviews and to include the following elements:

- Continue to permit the ongoing meat processing operations at 2 Tecumseth Street for as long as they continue on the site;
- Permit only employment uses on the lands currently designated Employment Areas until the completion of the study;

- Redesignation of lands to permit non-employment uses will only be contemplated upon completion of the study;
- Facilitate an overall redevelopment vision for the lands in consultation with landowners, the surrounding community, representatives of Fort York National Historic Site, the Ward Councillor, and City staff, that better integrates future potential land uses into the surrounding neighbourhood;
- Consider potential redevelopment scenarios that include maintaining and increasing the amount of employment space on the lands;
- Provide effective buffering between the lands at 2 Tecumseth Street, the rail corridor and the City's Works Yard at 677, 701 Wellington Street West from any existing or potential future sensitive uses; and
- Consider alternative land ownership options and associated land use redesignations that will provide the best redevelopment scenario for the lands."

City Council direction on this matter can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG24.5>

As part of the study, four community consultation meetings took place in 2013 and 2014. On August 25, 26, 27 and 28, 2014, City Council adopted OPA 273, which included a series of amendments to the Official Plan Land Use Maps and Garrison Common North Secondary Plan. OPA 273 included amendments to the site to redesignate the lands from Regeneration Areas to Mixed Use Areas, Neighbourhoods and Parks and Open Space Areas. Council's decision on this matter can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.4>

Official Plan Amendment 273 was appealed on behalf of a previous owner of the site (OMB Case No. PL141078) and on August 9, 2019 at the first pre-hearing for this appeal, it was consolidated with the site specific Zoning By-law amendment appeal for 2 Tecumseth Street and 125 133 Niagara Street.

PROPOSAL

Original Proposal

The original proposal was for six buildings which included 651 residential units, 29,023 square metres of office floor area and 11,422 square metres of retail floor area, with building heights ranging from one to 38 storeys (142 metres). A multi-use path was proposed through the centre of the site.

Revised Proposal

The revised proposal contained in the Settlement Offer is the result of extensive discussions between the Applicant and City staff, including input from area residents. The revised proposal significantly alters the form, height, and location of buildings on

the site, as well as the mix of uses contained within each building, as compared to the original proposal.

Building 1, located at the eastern portion of the site fronting Tecumseth Street, consists of an office base building component with a residential tower above and has a height of 22 storeys (83 metres). While the building height has increased from 13 storeys to 22 storeys, the floorplate size has been significantly reduced from approximately 2,300 square meters to 821 square metres, creating a slender tower portion above a ten-storey base building which includes the existing building formerly used as an abattoir which will be retained on the site. The original development proposed office and retail uses within Building 1 which necessitated the large floorplate size. Residential uses are now proposed to be within the slender tower and office uses continue to be provided in the base.

Building 2, proposing retail and residential uses, is located in the centre of the site, west of Building 1. The height of the building has been reduced from 38 storeys (142 metres) to 30 storeys (98 metres) and the floorplate, previously ranging from 789 to 851 square metres is now at 828 square metres. Additionally, the tower has been re-oriented on the site so that a much narrower portion now faces the Fort York site to the south.

Building 3, located at the western portion of the site, parallel to the rail corridor to the south and the City Works Yard to the north, has been reduced in height from 15 storeys (54 metres) to 7 storeys (36 metres). The proposed programming has changed from retail at grade and residential above to retail at grade and office above.

The proposed retail Building 4, located at 125-133 Niagara Street, remains largely unchanged at two storeys (9.6 metres). The original proposal also included a one-storey commercial building (Building 5) located just south of the public lane which connects Wellington Street West and Tecumseth Street and another one-storey commercial building (Building 6) located immediately south of the Wellington Destructor. As part of the negotiations with City staff, these buildings have been removed from the proposal.

The revised proposal includes the provision of an on-site public park, measuring 1,493 square metres, located along the western edge of the site. The original proposal did not include any public park space.

As well, a multi-use pedestrian/cycling path, measuring a minimum of four metres in width, is proposed along the south property line, replacing a previously proposed, multi-use path located through the interior of the site. In its new location, the path will connect the south extension of Stanley Park and the north landing of the Garrison Crossing Bridge (formerly known as the Fort York Pedestrian and Cycling Bridge - located just to the west of the site) to the Tecumseth Street right-of-way and the future park space at 28 Bathurst Street to the east of the site.

Below grade service and parking areas for the entire site will be consolidated below Buildings 1 and 2 comprised of three below-grade levels plus a concourse level. Vehicular access is proposed off of Tecumseh Street and service access is proposed via a public lane connecting to Wellington Street. A total of 6 car share, 232 residential and 141 commercial parking spaces as well as one Type-G, two Type-B and two Type

C loading spaces are proposed. A total of 811 bicycle parking spaces will be provided within the concourse level.

Building 3 will have its own service access utilizing a private driveway located just west of the Wellington Destructor. Loading for Building 3 will be provided in the form of one Type-B and two Type-C loading spaces located within the concourse level. A total of 56 bicycle parking spaces are also located within the concourse level.

The following table compares the original application and the revised proposal.

	2017 Application	2019 Revised Proposal
Total Floor Area	91,347 square metres	88,274 square metres
Residential Floor Area	50,902 square metres	51,673 square metres
Retail Floor Area	11,422 square metres	6,269 square metres
Office Floor Area	29,023 square metres	30,332 square metres
Density	4.61	4.53
Height of Building 1	13 storeys (67 metres)	22 storeys (83 metres)
Floorplate of Building 1	Approximately 2,300 square metres	821 square metres
Height of Building 2	38 storeys (142 metres)	30 storeys (98 metres)
Floorplate of Building 2	851 to 789 square metres	828 square metres
Height of Building 3	15 storeys (54 metres)	7 storeys (36 metres)
Height of Building 4	2 storeys (10.5 metres)	2 storeys (9.6 metres)
Height of Buildings 5 and 6	1 storey	No longer proposed
Bachelor Units	120 (18%)	133 (19%)
1-Bedroom Units	333 (52%)	336 (49%)
2-Bedroom Units	131 (20%)	140 (20.5%)
3-Bedroom Units	67 (10%)	71 (10.5%)
Total Number of Units	651	680
Car-Share Spaces	3	6
Bike Parking Spaces	567	811

	2017 Application	2019 Revised Proposal
Vehicle Parking Spaces	417	379
On-site Parkland	None	1,493 square metres

Further information can be found in the Application Data Sheet appended to this report (Attachment 1), and visually in Attachments 5-10 Site Plan, Elevations and Renderings).

Site and Surrounding Area

The site is irregularly-shaped and consists of three separate properties. The 2 Tecumseth Street property comprises the majority of the site and has 75 metres of frontage on Tecumseth Street and 7 metres of frontage onto Wellington Street West. The 125-133 Niagara Street property has 25 metres of frontage on Niagara Street. The combined 2 Tecumseth Street and 125-133 Niagara Street site is 1.98 hectares (4.89 acres) in area. The site slopes downward approximately 3 metres from east to west.

The site was previously operated as an abattoir by Quality Meats Limited. Operations ceased in 2014. A portion of the former Toronto Municipal Abattoir building is proposed to be maintained on the site to be used as a base building for one of the buildings. The remainder of the buildings are proposed to be demolished.

Surrounding land uses are as follows:

North: To the northwest of the site across Wellington Street West is Stanley Park South. Directly north of the site are two City-owned properties: a Public Works Yard at 701 Wellington Street West, which consists of a large salt storage dome and outdoor storage areas for vehicles and other equipment; and the Wellington Destructor Building at 677 Wellington Street West which is listed on the City's Heritage Register. To the northeast of the site is a small restaurant at the southwest corner of Tecumseth Street and Niagara Street, several 2½-storey townhouses farther west on the south side of Niagara Street and a few detached houses on the north side of Niagara Street. Nos. 139 to 163 Niagara Street are listed heritage properties.

South: The Metrolinx railway corridor and Union-Pearson Express Line abuts the site to the south. The Fort York National Historic Site is on the south side of the rail corridor. Directly south of Fort York is the Gardiner Expressway.

East: At the southeast corner of Niagara Street and Tecumseth Street is the site of an approved mixed use development which includes the retention and restoration of the existing heritage buildings at 89-109 Niagara Street and the construction of two new residential buildings at 12 storeys (39 metres) and 14 storeys (45 metres) south of the heritage buildings. The approved development has a total of 367 dwelling units and 2,322 square metres of non-residential gross floor area. A new 1.35 hectare (3.4 acre) public park is planned on the east side of Tecumseth Street at 28 Bathurst Street, which is currently occupied by the Stackt shipping container market.

West: A vacant lot currently used for outdoor storage as well as a staging area for the construction of Garrison Crossing, an under-construction pedestrian and cycling bridge connecting Wellington Street West to the Fort York National Historic Site on the south side of the railway corridor.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014)

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;
- Planning for the appropriate design, buffer and/or separation of major facilities and sensitive land uses to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities;
- The conservation of significant built heritage resources and significant cultural heritage landscapes;
- 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 provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act, and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

The Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part.

The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR). This is a requirement pursuant to Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;

- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring that redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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.

The Growth Plan (2019) 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 (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City will update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs will achieve appropriate densities and built form at that time, and this approval does not impact this matter that will require a MCR.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments section of this Report.

Toronto Official Plan

City Planning staff have reviewed the application against the policies of the Official Plan, a number of which are noted below. The Official Plan is intended to be read and interpreted as a comprehensive whole.

Chapter 2 - Shaping the City

Section 2.3.1: Healthy Neighbourhoods

This section of the Official Plan contains policies that specifically address the relationship between Neighbourhoods and areas with other Official Plan designations in order to ensure development is sensitive to the physically stable areas within the Neighbourhoods designation. Policies in this section require development in Mixed Use Areas, Regeneration Areas and Apartment Neighbourhoods that are adjacent or close to Neighbourhoods to be: compatible with those Neighbourhoods; provide a gradual transition of scale and density, as necessary to achieve the objective of the Official Plan through the stepping down of buildings towards and setbacks from those Neighbourhoods; and, maintain adequate light and privacy for residents in those Neighbourhoods.

Chapter 3 - Building a Successful City

Section 3 of the Official Plan contains policies that guide growth by integrating social, economic and environmental perspectives in decision making to create an attractive Toronto with a strong economy and complete communities. The policies focus on the built environment, the human environment, the natural environment, economic health and new neighbourhoods. All applications for development are to be evaluated against the policies and criteria in the Chapter to ensure the best possible development choices are made.

Section 3.1.1: The Public Realm

Section 3.1.1 of the Official Plan includes policies on the public realm. The policies encourage development that improves the public realm (streets, sidewalks and open spaces) for pedestrians. This section speaks to the importance of views from the public realm to prominent, buildings, structures, landscapes and natural features. Parks and open spaces will be located and designed to connect and extend, wherever possible, to existing parks, natural areas and other open spaces.

New development lots within city blocks will be designed to have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space, and will promote street-oriented development with buildings fronting onto street and park edges.

Section 3.1.2: Built Form

These policies stress that infill and redevelopment sites will need to "fit in", respecting and improving the character of the surrounding area. Developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its facades fit within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of the Plan.

Section 3.1.2 policies provide guidance pertaining to the massing of new buildings to frame adjacent streets in a way that respects the existing and/or planned street proportion, incorporating exterior design elements, form, scale, proportion, pattern and materials, and sustainable design. This is done in order 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 the Official Plan.

Further, Section 3.1.2 requires new development to be massed to define the edges of streets at good proportion and provide amenity for adjacent streets to make these areas attractive, interesting, comfortable and functional for pedestrians. This can be achieved by, amongst other things, the provision of adequate amenity and landscaped open space, coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms and landscaped open space within the development itself. The intention is to enable new developments to "fit" within its existing context, while also improving the character of the surrounding area.

Section 3.1.3: Built Form - Tall Buildings

This section requires tall building proposals to address key urban design considerations that includes: demonstrating how the proposal will contribute to and reinforce the overall City structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; taking into account the relationship of the site to topography and other tall buildings; and providing high quality, comfortable and usable publicly accessible open space areas.

Section 3.1.5: Heritage Conservation

Section 3.1.5 provides policy direction on the conservation of heritage properties on the City's Heritage Register and for development adjacent to heritage properties. Policy 5 requires proposed alterations for development on or adjacent to a property on the Heritage Register to ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained. Policy 26 requires that new construction on, or adjacent to, a property on the Heritage Register be designed to conserve the cultural heritage values, attributes and character of the property, and to mitigate the visual and physical impact on it, including consideration such as scale, massing, materials, height, building orientation and location relative to the heritage property.

Chapter 4 - Land Use Designations

As seen on the Land Use Designation Map in Attachment 3, the lands at 2 Tecumseth Street are currently designated Regeneration Areas and the lands at 125-133 Niagara Street are designated Neighbourhoods. The site is adjacent to the other Neighborhoods areas and Parks and Open Spaces to the north and a Utility Corridor designation to the south.

Section 4.1: Neighbourhoods

The Official Plan identifies Neighbourhoods as being physically stable areas which can be made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in Neighbourhoods.

Section 4.3: Parks and Open Spaces

Parks and Open Space Areas are the parks, open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a green open space network in Toronto. Development is generally prohibited within Parks and Open Space Areas except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment.

Section 4.4: Utility Corridors

Utility Corridors play a vital role in the City as corridors for the transmission of energy, communication and the movement of people and goods. Utility Corridors mainly consist of rail and hydro rights-of-way. These linear corridors are a defining element of the landscape fabric of the City and many of these corridors also serve important local functions as parkland, sport fields, pedestrian and cycling trails, and transit facilities. These corridors should be protected for future public transit routes and linear parks and trails.

Where appropriate, development or redevelopment on lands nearby or adjacent to Utility Corridors will screen and secure the property edge through such measures as setbacks, fencing, site grading, berms, landscaping, building treatment and construction techniques.

Section 4.7: Regeneration Areas

The site is currently designated as Regeneration Areas on Map 18 of the Official Plan. Regeneration Areas open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. These areas are key to the Plan's growth strategy, reintegrating areas of the City that are no longer in productive urban use due to shifts in the local or global economies. Regeneration Areas will differ in terms of its existing built context, character of adjacent areas and market opportunities for revitalization. Regeneration Areas will need strategies and frameworks for development, provided through a Secondary Plan.

Chapter 5 - Implementation

Section 5.1.1: Height and/or Density Incentives

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with Section 37 of the Planning Act. The proposed density meets the Official Plan's threshold for Section 37 considerations.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Garrison Common North Secondary Plan

The site is within the Garrison Common North Secondary Plan Area. The Secondary Plan's major objectives include:

- ensuring that new development be integrated into the established city fabric in terms of streets, blocks, uses and density patterns;
- permitting a variety of land uses and densities;
- providing community services and facilities;
- protecting industrial and communications uses; and
- providing a range of housing types in terms of size, type, affordability and tenure through new development.

The site at 2 Tecumseth Street is located within Policy Area 1 of the Garrison Common North Secondary Plan with the property at 125 Niagara Street being located within Policy Area 2.

Policy Area 1 speaks primarily to the site at 2 Tecumseth Street's former use as a meat processing facility. Policy 10.1(e) of the Garrison Common Secondary Plan states that that the Policy Area 1 will be subject to a further planning exercise and study which will take into consideration the need to provide employment uses within the area. As discussed further below, this was completed with the South Niagara Study which resulted in Official Plan Amendment (OPA) 273.

With respect to the lands at 125 Niagara Street located within Policy Area 2, a mix of employment and residential uses are permitted provided that employment uses are restricted to those compatible with adjacent and neighbouring residential uses in terms of emissions, odour, noise and generation of traffic.

The Garrison Common North Secondary Plan is available on the City's website at: <https://www1.toronto.ca/planning/14-garrison-common.pdf>

South Niagara Planning Strategy (OPA 273)

In October 2013, City Planning staff commenced a study of the South Niagara Area generally located between Wellington Street West, Bathurst Street, Strachan Avenue and the Metrolinx Rail Corridor. In August 2014, City Council adopted OPA 273.

The objectives of the South Niagara Planning Strategy are as follows:

- Identify and protect the South Niagara Area's unique locational and heritage attributes;
- Ensure protection of existing City-services and the established neighbourhood;
- Provide a framework for new developments that will ensure an appropriate fit within the area context;
- Identify opportunities to expand and enhance the public realm and transportation network including better connectivity;
- Provide for continued employment uses within new developments in a manner that limits impacts to residential uses within the South Niagara Area;
- Expand existing park spaces; and
- Ensure visual transitions and view corridors resulting from any new development relating to the adjacent Fort York National Historic Site are appropriate.

OPA 273 amended the land use designations in the study area on Official Plan Map 18 – Land Use and Policy 10.1 of the Garrison Common North Secondary Plan to reflect these objectives. OPA 273 specifically amends Map 18 – Land Use by redesignating the eastern end of the site at 2 Tecumseth Street to Mixed Use Areas, and the western end of the site adjacent to the Wellington Destructor and City Public Works Yard to Parks and Open Space Areas.

OPA 273 also amended the land use designations of the Wellington Destructor and City Public Works Yard properties to Parks and Open Space Areas with the objective of creating a parkland connection to facilitate a future southern extension of Stanley Park to the north landing of Garrison Crossing.

The South Niagara Planning Strategy permits redevelopment of the subject site in a form that is responsive to the area context. Generally, and in summary, the policies of OPA 273 respecting the site require the following:

- Provision of a minimum of one times the lot area of employment space on-site. Of note, there is an opportunity for a new development to invest in the adaptive reuse of the Wellington Destructor to offset the requirement to provide on-site employment space;

- Provision of 20% two bedroom and 10% three bedroom units within any residential development;
- Submission of a Works Yard Compatibility Analysis to demonstrate the proposal's impact on the adjacent City Public Works Yard, including any mitigation measures employed on the site;
- Expansion and improvement of the area street network, pedestrian connections and the eastward continuation of the West Toronto Rail path alignment;
- That new development will achieve a compatible built form relationship with area buildings on the City's Heritage Register, including the Wellington Destructor and Fort York National Historic Site;
- Incorporation of sustainable and environmentally responsible design in new development;
- Provision of on-site public park space;
- Submission of a satisfactory massing study which demonstrates both an appropriate relationship of new buildings to the Fort York National Historic Site, and protection of view corridors;
- That new development will, through a public art contribution, or other means, include reference to the built, natural and/or contextual heritage of the South Niagara Area and surroundings; and
- That new development will consist of mid-rise buildings up to 11 storeys, situated beneath a 45 degree angular plane measured from the adjacent Neighbourhoods, and one taller building element which limits its impact on adjacent uses.

Official Plan Amendment 273 has been appealed by the applicant of 2 Tecumseth Street and 125-133 Niagara Street to the Local Planning Appeal Tribunal (LPAT). At a pre-hearing conference held on August 9, 2019, upon the request of the applicant and the City, the LPAT agreed to consolidate the appeal of OPA 273 with the appeal related to the Official Plan Amendment and Zoning By-law amendment for the subject site.

Official Plan Amendment 273, as adopted by City Council, is available on the City's website at:

<https://www.toronto.ca/legdocs/bylaws/2014/law1042.pdf>

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines 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 link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Fort York Heritage Conservation District Study and Plan

Fort York is a 43-acre national historic site located south of the subject property, south of the rail corridor. Fort York National Historic Site is also a Heritage Conservation District (HCD), a registered archaeological site, and home to Canada's largest collection of original War of 1812 buildings. Fort York is also a Significant Cultural Heritage Landscape.

The 2004 Fort York HCD Plan reviews and consolidates the previous 1985 Fort York HCD Plan, addressing the conservation of nationally significant resources from the War of 1812 and remnants of Toronto's founding landscape. This new Plan was developed as a result of the City acquiring additional land to enlarge the Fort York site, the rapidly changing context of the Fort, including the new visitor centre, and changes to the Ontario Heritage Act. The new HCD Plan includes direction with regard to the protection of heritage attributes, view corridors, landforms and archaeological features both within the study boundaries and associated adjacent lands.

Growing Up: Planning for Children in New Vertical Communities

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. The Growing Up Draft Urban Design Guidelines were considered in the review of the proposal.

The Council Decision and draft Guidelines are available on the City's website at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>

Wellington Destructor

Built in 1925, the Wellington Destructor at 677 Wellington Street West is a large purpose-built waste incinerator that was in active use until the incineration of solid waste was halted in the mid-1970s. The site was changed to a transfer station until the 1980s when the transfer station was decommissioned and the site has been vacant since then. The property was listed on the City of Toronto Heritage Register in June 2005 by City Council.

City Council has authorized the issuance of a Request for Quotations (RFQ) for a private sector partner to participate with the City in the adaptive reuse and redevelopment of the Wellington Destructor. The Wellington Destructor site presents an important opportunity for adaptive reuse of an existing City-owned building as a cultural space, community hub or employment uses that could complement and support the surrounding area.

A link to Council's decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.GM26.2>.

Zoning

The portion of the property at 2 Tecumseth Street is zoned I2 D3 – Industrial Districts – under Zoning By-law No. 438-86 with a maximum permitted height of 18 metres and a maximum density of 3.0 times the area of the lot. The I2 D3 zone permits a range of industrial and commercial uses including clinics, health centres, banks, communication and broadcasting establishments, publishing and computer software and design. Residential uses are not permitted.

Under Zoning By-law No. 569-2013, the property at 2 Tecumseth Street is zoned E3.0(x296) – Employment Industrial – with a maximum permitted height of 18 metres and a maximum density of 3.0 times the area of the lot. The E3.0(x296) zone permits various employment-related uses including offices, financial institutions, printing establishments, production studios and software development.

The property at 125-133 Niagara Street is zoned R3 Z1.5 – Residential Districts under Zoning By-law No. 438-86 with a maximum permitted height of 12 metres and a maximum density of 1.5 times the area of the lot. The R3 Z1.5 zone permits a range of residential uses and non-residential uses are limited. 125 Niagara Street is exempt from Zoning By-law No. 569-2013. Please see Attachment 4 for the existing Zoning By-law map.

Site Plan Control

The application is subject to Site Plan Control. An application for Site Plan Approval has not been submitted to date.

Community Consultation

The first Community Consultation Meeting/Open House was held on March 22, 2018. Comments received varied significantly regarding the development proposed. While many in attendance were supportive of the idea of the site being developed, some were concerned with the effects the increase in population the proposal would have on the area, as well as the resultant shadow and overlook impacts of the buildings. Some in attendance expressed concerns with the proposed density and how it relates and compares to Liberty Village to the west. Concern was also expressed with respect to the protection of adjacent heritage buildings. Additionally, the proposed parking supply, vehicle trips to and from the site, and the infiltration of vehicular traffic into the surrounding neighbourhood was noted as a concern by many, as was the capacity of area TTC services. Concerns were also raised regarding the affordability of both residential units and commercial spaces but there was also general support for the introduction of more affordable units for individuals and families.

A second Community Consultation Meeting was held on April 9, 2019. Many of the comments received again revolved around traffic congestion in the area and the amount

of height and density proposed for the site and how this impacts shadows as well as the capacity of community services in the area. The need for a construction management plan was also raised at this meeting.

COMMENTS

The Planning Act

The Planning Act, Section 2 establishes matters of provincial interest including:

- The orderly development of safe and healthy communities;
- The adequate provision of a full range of housing, including affordable housing; the co-ordination of planning activities of public bodies; and,
- The promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The City has had regard for the above contents of the Planning Act in review of this application. As detailed below, the applicant's revised proposal meets the intent of Provincial and City policies intended to guide the desired outcomes of the matters of provincial interest established in the Planning Act. The proposal represents orderly development of a safe and healthy community and provides for affordable housing. The location, form and scale of buildings and open spaces have been designed to promote a sense of place, vibrancy, safety and accessibility.

Provincial Policy Statement (2014)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS.

Policy 1.1.1. b) states that healthy, liveable, and safe communities are sustained by accommodating an appropriate range and mix of residential uses, affordable housing and housing for older persons.

Policy 1.4.3 directs planning authorities to provide a range of housing types and densities to meet projected requirements of current and future residents. This policy directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and well-being requirements of current and future residents, and all forms of residential intensification, and redevelopment where existing or planned infrastructure can accommodate projected needs. This policy further directs planning authorities to promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. Planning authorities are also directed to establish development standards for residential intensification which minimize the cost of housing and facilitate a compact form.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

Policy 1.7.1. a) states that long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness.

Policy 1.7.1. e) encourages a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Policy 2.6.1 states that significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Policy 4.7 recognizes the Official Plan as the most important vehicle for implementation of the PPS.

Policy 4.8 requires that planning authorities shall keep their zoning by-laws up-to-date with their Official Plans and the Provincial Policy Statement.

The proposed settlement is consistent with the above policies and other relevant policies of the PPS. The proposal provides for a healthy, liveable, and safe community by accommodating an appropriate range and mix of employment and residential uses, including affordable housing, in a compact and efficient form. As well, the proposal is close to transit and active transportation options, and is located within walking distance of a range of services, helping to minimize the need for, and length of, automobile trips. The proposal supports economic competitiveness by providing a minimum of one times the lot area for residentially compatible employment space. The proposal also mitigates impact on adjacent heritage properties, including the Wellington Destructor and the Fort York National Historic Site.

A Place to Grow (2019)

On May 2, 2019, the Province of Ontario released A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 ("A Place to Grow") which amends the Growth Plan for the Greater Golden Horseshoe (2017). The "A Place to Grow" Plan came into effect on May 16, 2019 and all planning decisions made on, or after, May 16, 2019 are required to conform to the plan. The City has reviewed the subject application against the A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Section 2.2.1.3.c) directs municipalities to undertake integrated planning to manage forecasted growth by supporting an urban form that optimizes infrastructure to support the achievement of complete communities through a more compact built form.

Section 2.2.1.4 c) supports complete communities that provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the

needs of all household sizes and incomes. Subsection e) directs the provision of a more compact built form and a vibrant public realm, including public open spaces.

Section 2.2.6.1 of the Growth Plan directs that municipalities will support housing choice through a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents.

Section 2.2.6.2 directs that municipalities support complete communities by planning for the range and mix of housing options and densities of the existing housing stock and planning to diversify and increase density of the overall housing stock across the municipality.

Section 4.2.7 directs that municipalities conserve cultural heritage resources in order to foster a sense of place and benefit communities.

The proposed development conforms with the above sections and other relevant policies of the Growth Plan, 2019. The proposal provides for a diverse range and mix of residential unit sizes, including affordable housing. It supports a compact urban form that optimizes infrastructure to support the achievement of complete communities. The proposal is close to transit and active transportation options and accommodates a vibrant public realm, including public open spaces. The proposal also mitigates impact on adjacent heritage properties including the Wellington Destructor and the Fort York National Historic Site. The proposed development conforms to the Growth Plan, 2019.

Height, Mass and Transition

The overall height and mass of the buildings in the applicant's original proposal and the resultant interface between these and the surrounding context, which includes the adjacent Neighbourhoods designation to the north, the Fort York National Historic site to the south, the adjacent Wellington Destructor to the west, and Stanley Park to the northwest, were a concern to staff. As described below, the applicant's revised proposal reduces the overall height and mass of the buildings, as well as the uses proposed, in a manner that adequately addresses these concerns.

Building 1 located at the east side of the site fronting Tecumseth Street has been completely redesigned from the applicant's original proposal, which was for a bulky, 13 storey (67 metre) tall building with no setbacks and floorplates measuring approximately 2,300 square metres. There were concerns that this building did not transition appropriately to the low-scale Neighbourhoods designation to the north as the proposed height, combined with the very large floorplate, created an abrupt and inappropriate relationship with the low-scale Neighbourhoods area.

The building is now proposed as a 22 storey (83 metre) tall mixed-use building with the lower floors remaining as office and commercial uses, but the upper floors (starting at the 11th storey) proposed as residential uses. As residential uses do not have the same floorplate requirements as office uses, this change of use allows for a significant reduction in the size of the tower floorplate starting at the 11th storey which has been reduced from approximately 2,300 square metres to 828 square metres. This tower element is located at the southeastern most corner of the site, farthest away from the

Neighbourhoods designation and will be located 7.7 metres from Tecumseth Street. The base of the building will contain a 45 metre tall (10 storey) element in the middle of the building and 36 metre tall (7 storey) elements along the southern and northern edges of the building. A taller but repositioned and much more slender tower at the southeast corner of the site provides for an improved transition and less impactful relationship with the adjacent Neighbourhoods designation.

Building 2 located at the centre of the site has also been significantly altered. The previously proposed 38-storey, 142 metre tall tower would be one of the tallest buildings west of Bathurst Street north of the rail corridor and did not relate appropriately to the surrounding context, including the Fort York National Historic Site to the south and the low scale Neighbourhood to the north. It was significantly out of scale with the type of development contemplated in policy OPA 273 and approved in the surrounding context.

In response to these concerns, in the revised proposal, the applicant has now reduced the height of the proposed building by 44 metres to a height of 98 metres (30 storeys); the tower floorplate has been reduced from 851 square metres to 821 square metres; and the building has been repositioned on the site and oriented to present a slender building face towards the Fort York National Historic Site and to Stanley Park. As well, in the original proposal, the separation distance between Buildings 1 and 2 was approximately 18 metres whereas the City's Tall Building Design Guidelines recommend a minimum separation distance of 25 metres. The separation distance between the two towers on the site now exceeds 50 metres. When put together, these changes reduce the tower's visual impact on Fort York, limit impacts on sky views from the south and the north and limit shadows on Stanley Park. As well, the base building has been redesigned to frame the Wellington Destructor as a focal point for the area and to provide access to light and views through the public realm on the site and as well as towards Fort York.

Building 3, located at the western limit of the site, south of the still operational City Works Yard, was 15 storeys (54 metres) in height and contained residential uses. The Garrison Common North Secondary Plan requires that an appropriate relationship in terms of use and buffering be established between the subject site and the City Works Yard which the original proposal did not achieve. In the applicant's revised proposal, Building 3 has been shifted east in order to allow for an on-site park at the southwest corner of the subject site. The building height has been reduced to 7 storeys (36 metres) and the residential uses have been replaced with commercial uses. This reduced building mass creates a much better interface with the City Works Yard and the change in use results in a more compatible relationship. The proposed changes also result in a much better relationship with the Wellington Destructor, the future park space to the north, west and south and to the soon to be opened Garrison Crossing Pedestrian and Cycling Bridge to the southwest.

Building 4 fronting Niagara Street remains largely unchanged at two-storeys, 9.6 metres in height and Buildings 5 and 6 have been removed completely from the proposal. To protect views to Fort York and to the Wellington Destructor, it is important that the lands immediately south of the Destructor, formerly occupied by Building 6, remain visually open to both the north and the south. City Planning staff identified that the previously proposed Building 6 obstructed views to and from the Destructor, and the removal of

Building 6 from the applicant's revised proposal is a very positive change to the overall development of the subject site. City staff support the proposed privately-owned publicly-accessible open space (POPS) in this location.

Density

The majority of the changes achieved through negotiations with the applicant reduce the overall scale of the development, redistributing floor area to provide better transition to, and limit impacts on, the adjacent neighbourhood, area parks and Fort York National Historic Site. While the proposed form and layout of the development has changed and improved significantly from the original application, the proposed density has only decreased by a marginal amount. Generally, a density of 4.5 times the area of the site is reasonable and comparable to other recently approved large-site mixed-use developments.

The proposed density, when considered both on a site specific basis and within the scope of all the lands contained within OPA 273, is appropriate and supportable.

Sun and Shadow

Official Plan Built Form Policies 3.1.2.3 (e) and (f) require that new development provide adequate light and limit shadows on streets, properties and open spaces, while minimizing additional shadowing on neighbouring parks to preserve their utility. Policy 3.2.3.3 directs that development minimize additional shadows on parks and open spaces to preserve their utility. In the Tall Building Design Guidelines, Guideline 1.3 recommends maintaining access to sunlight and sky view for surrounding streets, parks, open spaces and neighbouring properties. Guideline 1.4 (a) and (b) recommends protecting access to sunlight and sky views including maintaining at least 5 hours of sunlight on the opposite side of the street and protecting open spaces/parks and heritage properties.

The sun shadow study submitted with the applicant's original proposal showed that the original mass and height of Buildings 1 and 2 created significant shadows on adjacent lands designated Neighbourhoods from 9:18 am to 3:18 pm during the spring and fall equinoxes and during the entire day on December 21. Building 2 would have also created considerable shadow on Stanley Park to the north at 9:18 am during the equinoxes and also on the Wellington Destructor at various points throughout the year. Building 3 created shadow on the Wellington Destructor site for much of the afternoon during the equinoxes and on December 21st. These shadow conditions were deemed unacceptable by City staff.

In the applicant's revised proposal, the re-positioned and re-oriented two towers in conjunction with the new slender, tapered design of the towers, and the reduced height of Building 2, will reduce the shadow impact across the adjacent Neighbourhoods over the course of the day. The amount of shadow on Stanley Park created by Building 2 during the equinoxes at 9:18 am has been slightly improved and moves off of the park by 10:18 am.

The amount of shadow created by Building 3 on the Wellington Destructor has also been improved. In the applicant's original proposal, Building 3 cast shadows on the heritage building between 1:18 pm and 3:18 pm during the spring and fall equinoxes and this shadow has now largely been removed, with a very small amount of shadow cast on the western most edge of the Destructor at 3:18 pm.

Wind

With the original submission, the applicant submitted a Preliminary Pedestrian Level Wind Assessment from Theakson Environmental Consulting Engineers, dated November 10, 2017, to detail the potential wind impacts resulting from the massing of the proposed buildings. The preliminary assessment concluded that wind conditions are anticipated to be comfortable and suitable for walking, standing, or better, year-round under normal wind conditions. The preliminary assessment recommended glass barriers be installed to satisfy noise requirements and these will have some effect on the comfort conditions related to wind. City staff also identified that a wind tunnel test is required for this site to complete the wind impact analysis.

It is anticipated that the revised height and massing of the proposed buildings on the site will further improve wind impacts. An updated wind study, including the required wind tunnel test, with any resultant mitigation measures, will be secured through the Section 37 Agreement and will be reviewed by City staff at the Site Plan Approval stage.

Parks and Open Space

Increasing the provision of park space is a key Official Plan policy and a core objective of the South Niagara Planning Strategy. The South Niagara Neighbourhood is surrounded by some of the City's most rapidly intensifying areas, such as King/Spadina, Liberty Village and the Fort York Neighbourhood. The provision of parkland in these areas has not kept pace with the level of intensification.

Section 2.1(b) of the Garrison Common North Secondary Plan requires that new development enhance the public open space system by completing the existing north-south public open space system, providing both visual and physical connections to Fort York and the waterfront. Section 10.1(e) speaks further to the 2 Tecumseth Street site and notes that the appropriate location of new parks, open space and pedestrian links and treatment to existing parks in the area will be identified as part of an area study.

In response, OPA 273 designated the west portion of the site adjacent to the rail corridor as Parks and Open Space Areas. Securing this area as a park space is important to expand on the future planned extension of Stanley Park toward the south and west.

The applicant's original proposal did not provide any on-site park dedication. The revised settlement proposal now provides an on-site park at the west end of the site (in the area identified by OPA 273), measuring 1,493 square metres. A cash-in-lieu contribution will be provided for any remainder of the parkland requirement pursuant to Chapter 415 of the City of Toronto Municipal Code.

Public Realm, Cycling and Pedestrian Connections

The public realm is an important aspect of this application given the proposed intensification and the location of the site adjacent to Stanley Park, the Wellington Destructor, the Fort York National Historic Site, and the Garrison Crossing Bridge.

A major objective of the Garrison Common North Secondary Plan and OPA 273 is to establish pedestrian and cycling connections between Stanley Park, Garrison Crossing, the West Toronto Rail Path and the lands east of Bathurst Street. While the applicant's proposal for this site has always included a multi-use path through the site, this was originally in the form of a three metre wide multi-use path through the centre of the site and City staff identified concerns that the proposed location, width and mixed-used nature of the path may result in potential conflicts between cyclists and pedestrians.

The applicant's revised proposal now includes a four-metre-wide multi-use path along the entire southern edge of the site, between the new on-site park and the re-imagined foot of Tecumseth Street. City staff prefer the revised location and width of the path which will be located on private property and maintained by the property owner, but with secured public access easements.

Privately-Owned Publicly-Accessible Open Spaces

The application proposes a number of privately-owned publicly-accessible open spaces (POPS) throughout the site, including one at the south end of the site, immediately south of the Wellington Destructor measuring 1,470 square metres (in the area previously proposed to be occupied by Building 6). A POPS in this particular location is vital to the subject site as, due to the availability of sunlight in this area, it is one of the most desirable open spaces of the entire 2 Tecumseth Street site. As previously noted, this also ensures uninterrupted views to the Destructor and maintains clear views to and from Fort York. Additionally, flexibility in the design of this space is important so as to accommodate any potential uses within the future redevelopment of the Wellington Destructor, which may front onto this space.

A second POPS is proposed at the north end of the site, fronting Niagara Street, just west of Building 4 measuring 267 square metres which helps animate the site's frontage along Niagara Street and provides a pedestrian connection to the site. The area between buildings 1 and 2 will also be occupied by a public plaza.

Any necessary public access agreements for the multi-use path, POPS areas and any other pedestrian connections through the site will be secured as legal conveniences through the Section 37 Agreement, and their final design will be reviewed and secured through the Site Plan Control process.

Heritage Conservation

The subject property is not listed on the City's Heritage Register but is adjacent to several properties which are on the City's Heritage Register. The Wellington Destructor Building, located at 677 Wellington Street West, adjacent to the subject site, is listed on the City's Heritage Register. The Niagara Terraces, a group of 2 ½ storey townhouses located on the south side of Niagara Street at 135 to 163 Niagara Street, are listed on

the City's Inventory of Heritage Properties. The National Casket Company Factories building located at 89-109 Niagara Street, east of the site is also listed on the City's Heritage Register. The Fort York National Historic Site, situated south of the site is designated under Part V of the Ontario Heritage Act as the Fort York Heritage Conservation District and is also on the City's Heritage Register.

The site is surrounded by significant heritage resources. Provincial policies and the City's Official Plan provide detailed policy direction regarding the development of lands adjacent to heritage resources.

The built form policies of OPA 273, including the maximum building heights, locations of building height, and building transition, were developed, in part, to guide the form and scale of a development on the subject site that would appropriately relate to the surrounding heritage resources. These policies are similar in nature to the policy frameworks guiding other development to the south and west of Fort York National Historic Site, all of which secure a stepping down of building height closer to the Fort.

In the opinion of City Planning staff, a property designated under Part V of the Ontario Heritage Act, in this instance, the Fort York National Historic site, is subject to a level of conservation that protects not only the historic site itself, but also requires careful consideration of changes to the surrounding context critical to that resource. To conform to these policies, the scale, form, and deployment of new buildings on this site must have regard for the impact these new buildings create on the numerous adjacent heritage resources to ensure that the integrity of the heritage properties' cultural heritage value and attributes will be retained.

Upon review of the original proposal, staff concluded that the scale, height and mass did not relate appropriately to the adjacent heritage resources and compromised the integrity of the cultural heritage values, attributes and character, specifically that of the Fort York National Historic Site. The applicant's proposed revisions to the development are a result of extensive negotiations with City staff and the revised height, mass and orientation of Buildings 1,2 and 3 adequately address these previous concerns.

Additionally, the proposed base building of Building 1 includes the retention of the existing facades of the former abattoir building. While not included on the City's Heritage Register, re-use of this building will help frame the public realm by providing an interesting visual contrast between the historic uses originating on the 2 Tecumseth site and the new development.

Unit Mix and Affordable Housing

The revised proposal includes a minimum of 10 percent of units as three-bedroom units and 20 percent as two-bedroom units, meeting the unit mix parameters established by the Growing Up Guidelines.

As part of the proposed revised development, the applicant has agreed to a Section 37 contribution equal to \$6,000,000.00, to be allocated towards affordable housing. Further to this, as part of this Section 37 contribution, the applicant has agreed to make every reasonable effort to provide the affordable housing contribution on-site in order to

achieve a mix of housing, in terms of tenure, type and affordability, within the proposed development. At the time of drafting this report, staff continue to work with the applicant to develop an appropriate strategy for utilizing the Section 37 contribution funds for the purpose of providing affordable housing within the development as the provision of affordable housing is a priority for the City.

This revised proposal addresses several provincial and City policies with respect to complete communities and provision of affordable housing.

Amenity Space

Zoning By-law 438-86 requires a minimum of 2 square metres per unit each of indoor and outdoor amenity space, and By-law 569-2013 requires a combined amenity of 4 square metres per unit. The revised application proposes to exceed this minimum amount and the proposed amounts will be secured in the site specific zoning by-law amendments. The design and configuration will be secured as part of the Site Plan Approval process. Staff also recommend that the design of the amenity spaces incorporate both indoor and outdoor areas for children and youth, in keeping with the Growing Up Guidelines. Facilities for pets will also be secured within the site and the amenity space.

Protection from Rail Corridor

Rail safety is a vital component of any site directly adjacent to a rail corridor. The entire site abuts the Metrolinx rail corridor on its south side. Any redevelopment of the site at 2 Tecumseth Street must consider the serious concerns related to the risk to health and safety in the event of a rail accident and noise and vibration.

Official Plan Natural Environment Policy 3.4.21 states that major facilities like rail infrastructure, corridors and yards and sensitive land uses such as residences and education and health facilities will be appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants and to promote safety. The policy further states that to assist in identifying impacts and mitigating measures an applicant may be required to prepare studies in accordance with guidelines established for the policy's purpose. The applicant will be responsible for implementing the required mitigating measures.

The rail corridor itself is designated in the Official Plan as *Utility Corridor*. Where appropriate, development or redevelopment on lands nearby or adjacent to *Utility Corridors* will screen and secure the property edge through such measures as setbacks, fencing, site grading, berms, landscaping, building treatment and construction technique (Policy 5(b) Section 4.4).

In May 2013, the Federation of Canadian Municipalities in conjunction with the Railway Association of Canada released the Guidelines for New Development in Proximity to Railway Operations (the "FCM Guidelines"). The FCM Guidelines focus on residential development in proximity to rail corridors. These Guidelines focus on treatment of the sites in terms of providing for safety and noise and vibration mitigation.

The FCM Guidelines "strongly recommend that municipalities take a proactive approach to identifying and planning for potential conflicts between rail operations and new developments in proximity to railway corridors". The intent of the Guidelines is to promote awareness around issues of compatibility, promote consistency in the application of relevant standards across the country, establish an effective approval process for new residential development, and enhance the quality of living environments.

The Guidelines propose a set of principles for mitigation design, stating that the preferred option is a setback of 30 metres including a berm. Should that not be possible, the Guidelines recommend that the developer undertake a development viability assessment to determine whether the project should proceed. In any case, a functional design for mitigation must be achieved on site.

In this instance, the re-use of the abattoir as the base of Building 1 locates the building within the recommended 30 metre setback from the rail corridor. Buildings 2 and 3 are also located with the 30 metre setback. The proposal incorporates crash walls along the southerly boundary of the site as a mitigation alternative, however the applicant has not submitted a detailed structural design for the crash walls nor a Rail Safety Report confirming the adequacy of this proposed measure. Given that the Metrolinx Rail Corridor is a major passenger rail line that is used extensively on a daily basis; concerns with health and safety are a critical aspect of this application. Any alternative mitigation measures must provide the same level of rail safety as provided by a 30 metre setback and berm.

As the building envelopes are secured at the Zoning By-law Amendment stage of the planning approval process, a proven engineering solution, signed and stamped by a professional engineer, should be submitted and peer reviewed prior to approving building envelopes on a zoning schedule, as in the event that alternative mitigation measures cannot be engineered for the development as proposed, the zoning envelopes will have to be changed.

Staff recommend that the LPAT be requested to withhold its order until such time that the owner provides a Rail Safety Report, demonstrating how the same level of rail safety is to be achieved for nearby residents, workers, visitors and shoppers as the standard 30 metre setback and berm, to be submitted to the City to the satisfaction of the Chief Planner, and subject to peer review by a rail safety expert retained by the City, at the expense of the Owner.

Staff further recommend that the design and construction of any required rail safety measures be secured through the Section 37 Agreement and the Site Plan Agreement, as applicable.

Site Access

Official Plan Amendment 273 contemplated a vehicular connection from Front Street West, through the 28 Bathurst Street site and the southerly portion of the subject site, northward to Walnut Avenue. OPA 273 also proposed a potential connection between Wellington Street West to the north and the vehicular connection to the southerly portion

of the site. A new street connection through the site is no longer feasible due to the retention of the abattoir building and City Council's decision to designate 28 Bathurst Street as a park.

In the original proposal, vehicular access to serve the development was proposed from Tecumseth Street, the public laneway at the northern portion of the site, the existing north-south private driveway onto Wellington Street, and the driveway running north-south between the City Public Works Yard and Wellington Destructor. Two separate below grade parking areas were proposed.

In the revised proposal, below-grade service and parking areas for the entire site will be consolidated into one common parking garage below Buildings 1 and 2 with the exception of the service access for Building 3 which is proposed via a private driveway connecting to Wellington Street.

Staff worked closely with the applicant to consolidate all site access for parking and loading areas off of Tecumseh Street. This was achieved for vehicular access, however, service access is still proposed via a public lane connecting to Wellington Street as the applicant's Transportation Consultants concluded that the distance between the Tecumseth Street entrance and the proposed location for the loading spaces is not sufficient to support the necessary sloping requirements for the ramp. City Transportation Services staff are in the process of reviewing this proposed service access.

The revised proposal also removes a vehicular driveway originally proposed along the western edge of the site as this is now the location of the proposed on-site park.

Parking and Bicycle Parking

In response to concerns raised by area residents regarding the potential amount of additional traffic on local streets generated by the proposed development, in the revised proposal, the number of vehicular parking spaces has been reduced from the 423 spaces originally proposed to 379 spaces. This reduction is appropriate as it satisfies the minimum parking standards required by the Zoning By-law.

A total of 867 bicycle parking spaces are proposed which exceeds the minimum By-law requirements by six spaces.

Lane Widening

Transportation Services staff have indicated that 1.98 metre, 0.98 metre and 0.51 metre wide strips of land abutting the north and south limits of the east-west public lane that runs westerly from Tecumseth Street are required to be conveyed to City, at nominal cost, for lane widening purposes. These are being provided with the application.

Servicing

Engineering and Construction Services require the applicant to submit a revised Functional Servicing and Stormwater Management Report to address outstanding requirements. These comments were outlined in a memorandum dated January 4, 2018 and as noted in the Recommendations Section of this report, must be addressed to the satisfaction of Engineering and Construction Services prior to the passing of the order by the LPAT.

Tree Preservation

An Arborist Report, prepared by Shady Lane Expert Tree Care Inc and dated May 25, 2017, was submitted in support of the proposed development. The Arborist Report submitted indicates that there are no trees on site meeting the requirements for protection under the City of Toronto Private Tree By-law; however there are 10 trees adjacent to the site that qualify for protection under the City's Tree Protection By-law. Of these, 4 trees on the Wellington Destructor site (Trees 1, 2 and 3) and the City Public Works Yard site (Tree 10) are proposed to be removed with the remaining 6 trees being protected.

The removal of the 4 trees has been deemed acceptable by Parks, Forestry and Recreation, subject to the applicant obtaining written permission from the City of Toronto that owns 677 Wellington Street West, to permit the removal of the subject trees. The City will secure the planting of new and replacement trees on the site and on adjacent public rights-of-way through the Site Plan Control process.

Public Art

Official Plan Amendment 273 requires that any new development on the site will, through a public art contribution or other means, include reference to the built, natural and/or contextual heritage of the South Niagara Area and its surroundings. Through the Site Plan Control process, staff will work with the applicant to explore opportunities to satisfy this requirement.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through the Site Plan Agreement.

City staff will work towards securing a development that meets a high standard of environmental sustainability and resiliency. City Planning will also work with the applicant to encourage the pursuit of a District Energy Block Plan with the surrounding Destructor and Works Yard, with input from the Environment and Energy Division.

Revisions to Official Plan Amendment 273

The applicant's settlement offer details proposed amendments to Official Plan Amendment 273 (OPA 273). OPA 273 resulted from the completion of the South Niagara Planning Strategy and was approved by City Council in August 2014, but remains under appeal. The owners of 2 Tecumseth Street are the only appellant.

In order to facilitate the applicant's revised development proposal as described in this Request for Direction report, the following amendments to OPA 273 would be required:

Required Text Changes:

- Amendments to the transition policies under 14.10. B to allow two buildings that encroach into the prescribed angular plane.
- Amendments to the transition policies under 14.10. C to appropriately describe the proposed multi-use path.

Required Mapping Changes:

- Replacing a portion of the area of 2 Tecumseth Street that was redesignated as Parks and Open Spaces with a Mixed Use Areas Designation as shown on the Official Plan Land Use Map.
- Adding a Site and Area Specific Policy on Map 14-1 for the subject properties.
- Removal of "Future Public Streets" and "Sidewalks" from the 2 Tecumseth Street Site on Map 14-4.
- Replacing part of the of the "Future Park Space" area with "Areas for Potential Future Improvement / Developments" on the 2 Tecumseth Street Site on Map 14-4.
- Deleting "2 – Buildings taller than 11 Storeys" from the area with "Areas for Potential Future Improvement / Developments" on the 2 Tecumseth Street Site on Map 14-4.
- Replacing part of the of the "Future Park Space" area with "Mid-Rise (Max 7 Storeys)" on the 2 Tecumseth Street Site on Map 14-5.
- Adding a second "asterisk" on the 2 Tecumseth Street Site to on Map 14-5.

City Planning staff are in support of the proposed amendments.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning

Act. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

Before the Local Planning Appeal Tribunal issues any Order approving a site specific by-law for the lands, the owner shall enter into and register an agreement pursuant to Section 37 of the Planning Act. The community benefits recommended to be secured in the Section 37 Agreement are as follows:

1. The owner shall provide affordable rental housing units on the subject site, equal to a value of \$6,000,000.00 and to the satisfaction of the Chief Planner and Executive Director, City Planning Division, or provide a \$6,000,000.00 financial contribution to the Affordable Housing Capital Revolving Fund in lieu of the affordable rental housing units being provided on the subject site.
2. If taken as a cash contribution, the \$6,000,000.00 contribution referred to in Section 1 above shall be indexed upwardly in accordance with Statistics Canada's Construction Price Index for the Toronto Census Metropolitan Area, calculated from the date of the Local Planning Appeal Tribunal decision to the date of payment. All cash contributions will be payable prior to issuance of the first above-grade building permit.

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

1. The owner agrees to implement above base park improvements to the proposed parkland on the west side of the site, to be funded by a combination of development charge credits and any financial considerations required in lieu of the parkland dedication shortfall, in accordance with Section 42 of the Planning Act, as of the date of this report;
2. The owner agrees to construct a multi-use path at a minimum width of four metres, located on private property along the rail corridor at the south side of the site, to be offset by development charge credits;
3. The owner agrees to maintain, at the owner's cost, the multi-use path referred to in Section 2 above, clear of any debris, snow and ice and also to be responsible for all capital maintenance costs;
4. The owner agrees to, at the owners cost, design and implement improvements to the southern terminus of the Tecumseth Street right-of-way above the base condition, to the satisfaction of the General Manager, Transportation Services;
5. The owner agrees that, of the residential market units provided on the site, a minimum of 20% and 10% will be provided as two-bedroom units and three-bedroom units respectively;

6. The owner agrees to submit, and thereafter implement, a construction management plan to address such matters as wind, noise, dust, street closures, parking and laneway uses and access. Such plan shall be to the satisfaction of the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning Division, in consultation with the local Councillor and shall be submitted prior to the commencement of any shoring and excavation work;
7. The owner agrees to use reasonable efforts to secure affordable rent for additional units within the proposed building, beyond those referred to in Section 1 above, through Federal, Provincial and/or Municipal funding programs which may become available;
8. The owner agrees to provide a minimum of one times the area of the lot (approximately 19,480 square metres) as residentially compatible employment space;
9. The owner agrees to implement any mitigation measures as identified through the review of the Site Plan application to mitigate impacts from the adjacent City Works Yard;
10. Prior to the issuance of Notice of Approval Conditions for the Site Plan application, the owner shall incorporate all mitigation measures from the rail safety study accepted by the City's peer reviewer into the drawings submitted for Site Plan Approval, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and prior to Site Plan Approval, agree that all mitigation measures be constructed and maintained by the owner at its sole cost and expense;
11. Prior to the issuance of Notice of Approval Conditions for the Site Plan application, the owner shall submit a Noise and Vibration Feasibility Study to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and provide certification from the noise and vibration consultant that all recommended mitigation measures have been incorporated into the drawings submitted for Site Plan Approval;
12. The owner agrees to submit a wind tunnel analysis prior to the issuance of final Site Plan Approval and implement any mitigation measures identified in the analysis; and
13. The owner agrees to grant any necessary public access easements in favour of the City for areas within the site such as the multi-use pathway and publicly-accessible open space areas.

Conclusion

The revised development proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019) and the Toronto Official Plan. Staff are of the opinion that the revised development proposal is consistent with the PPS (2014) and conforms with the Growth Plan (2019). Staff worked with the applicant and the community to address and resolve key concerns related to height, massing and transition towards the adjacent Parks and Open Space Areas, Neighbourhoods, the Wellington Destructor and Historic Fort York. The revised settlement proposal proposes significant changes related to building height, mass and mix of uses, provides an on-site park, significant privately-owned publicly-accessible open spaces, a publicly-accessible multi-use path,

conservation of the existing abattoir building and a significant financial contribution towards affordable housing on or off the site as well as the provision of a minimum of 10 percent and 20 percent of all residential units as three-bedroom and two-bedroom units respectively. Staff recommend that City Council authorize the City Solicitor and appropriate City staff to attend before the Local Planning Appeal Tribunal (LPAT) in support of revisions made to the proposed development.

CONTACT

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E-mail: Joanna.Kimont@toronto.ca

SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning
Toronto and East York District

ATTACHMENTS

City of Toronto Data/Drawings:
Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map

Applicant Submitted Drawings:
Attachment 5: Site Plan
Attachment 6: North Elevation
Attachment 7: South Elevation
Attachment 8: East Elevation
Attachment 9: West Elevation
Attachment 10: 3D Model Looking Southwest
Attachment 11: 3D Model Looking Northeast

Attachment 1: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 264041 STE 19 OZ
Details	OPA & Rezoning, Standard	Application Date:	November 17, 2017
Municipal Address:	2 TECUMSETH STREET and 125-133 NIAGARA STREET		
Location Description:	PLAN D246 PT BLK D **GRID S1909		
Project Description:	<p>The revised Zoning Amendment By-law application proposes to redevelop the site with four buildings containing a mix of commercial, employment and residential uses, an on-site public park, a multi-use path, other pedestrian and cycling connections and two privately-owned, publicly-accessible open spaces at 2 Tecumseth Street and 125-133 Niagara Street. The proposed development is comprised of a 22 and a 30-storey mixed-use building, a 7-storey commercial building and a two-storey commercial building.</p>		
Applicant/Agent:	Architect:	Owner:	
TAS Tecumseth Niagara GP Inc.	KPMB Architects	Toronto Abattoirs Ltd.	

PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:	OPA 273 (under appeal)
Zoning:	E 3.0 (x296)	Historical Status:	N
Height Limit (m):	18	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	19,795	Height: Storeys:	30
Frontage (m):	75.3	Metres:	141
Depth (m):	312.7		
Total Residential GFA (sq. m):	51,673	Parking Spaces:	417

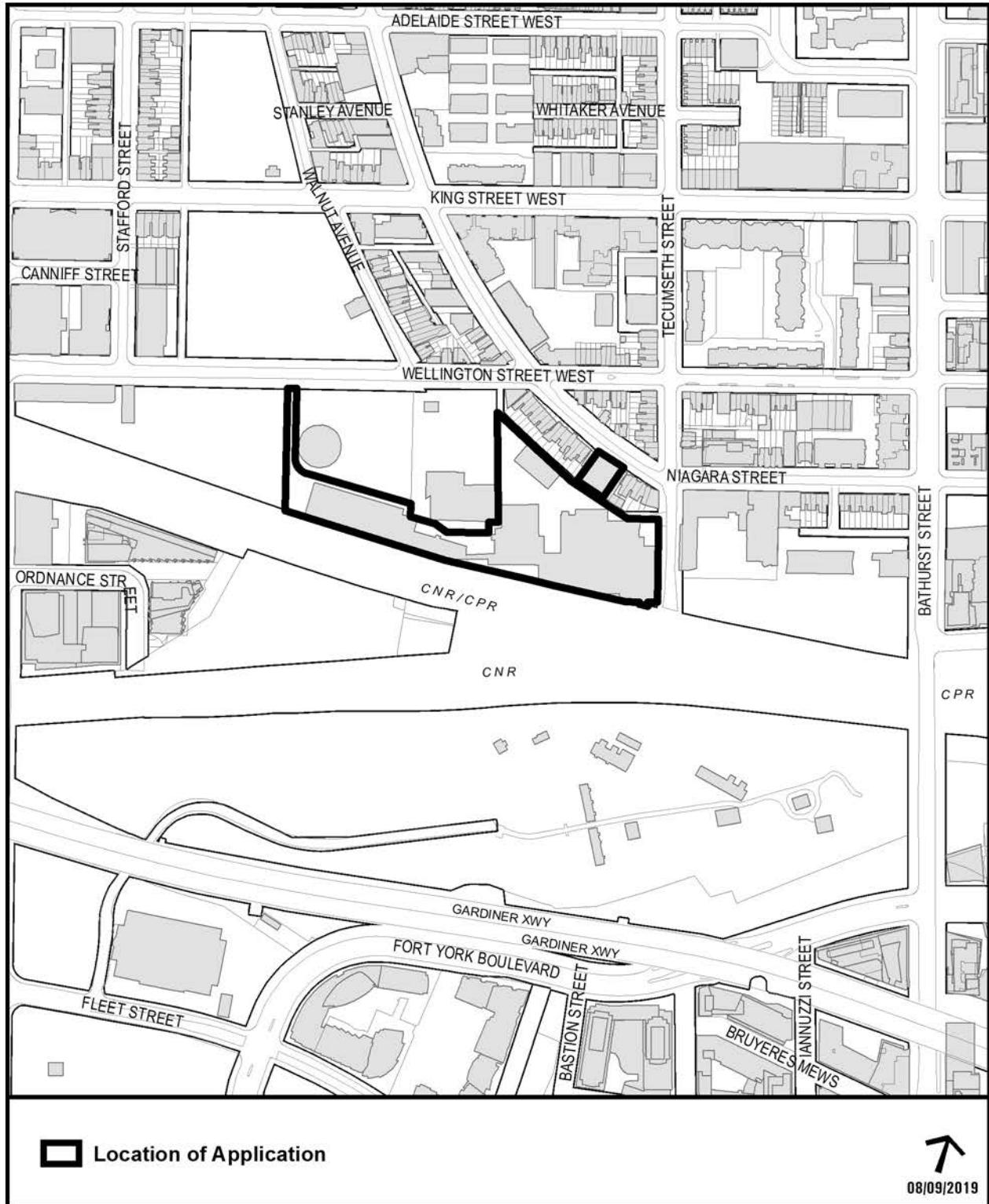
Total Non-Residential GFA (sq. m):	36,600	Loading Docks	8
Total GFA (sq. m):	88,274		
Lot Coverage Ratio (%):	32		
Floor Space Index:	4.53		

DWELLING UNITS	FLOOR AREA BREAKDOWN (upon project completion)
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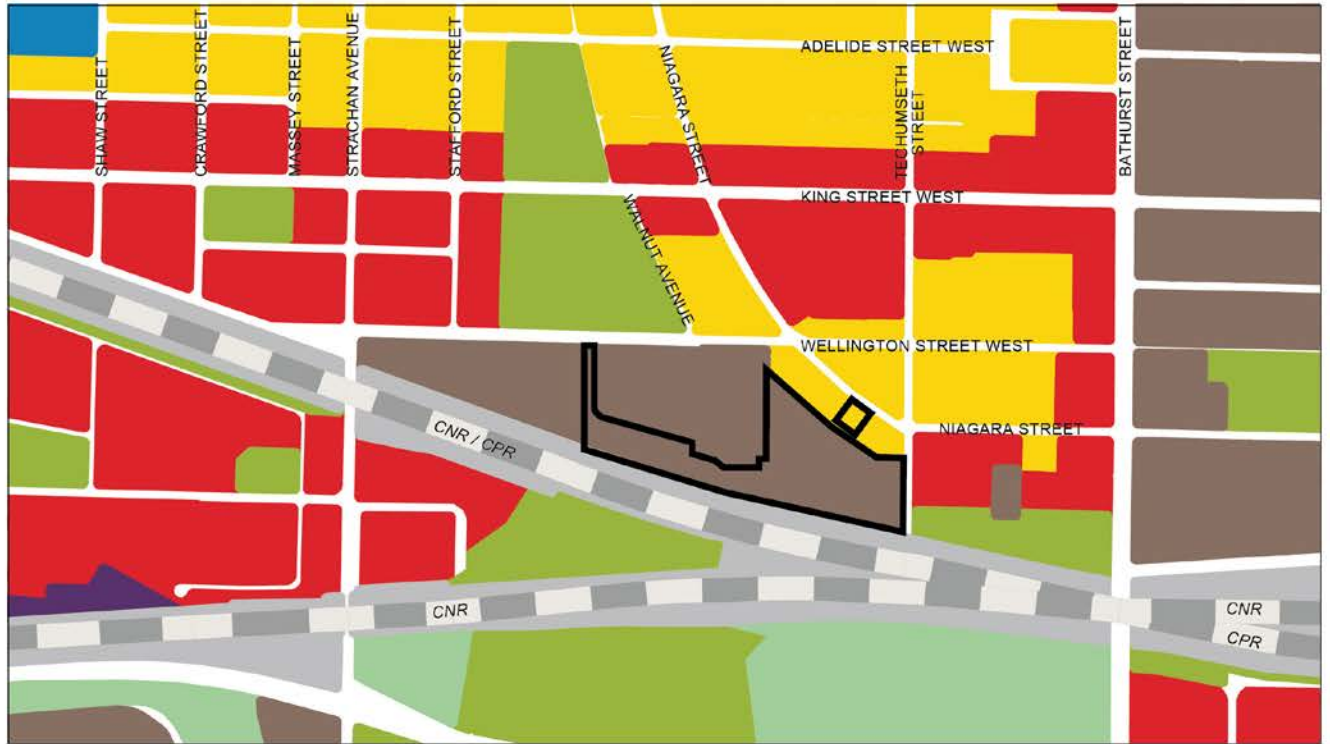
Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	51,673	0
Bachelor:	133	Retail GFA (sq. m):	6,270	0
1 Bedroom:	336	Office GFA (sq. m):	30,332	0
2 Bedroom:	140	Industrial GFA (sq. m):	0	0
3 + Bedroom:	71	Institutional/Other GFA (sq. m):	0	0
Total Units:	680			

CONTACT:	PLANNER NAME:	Joanna Kimont, Senior Planner
	TELEPHONE:	(416) 392-7216

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #18

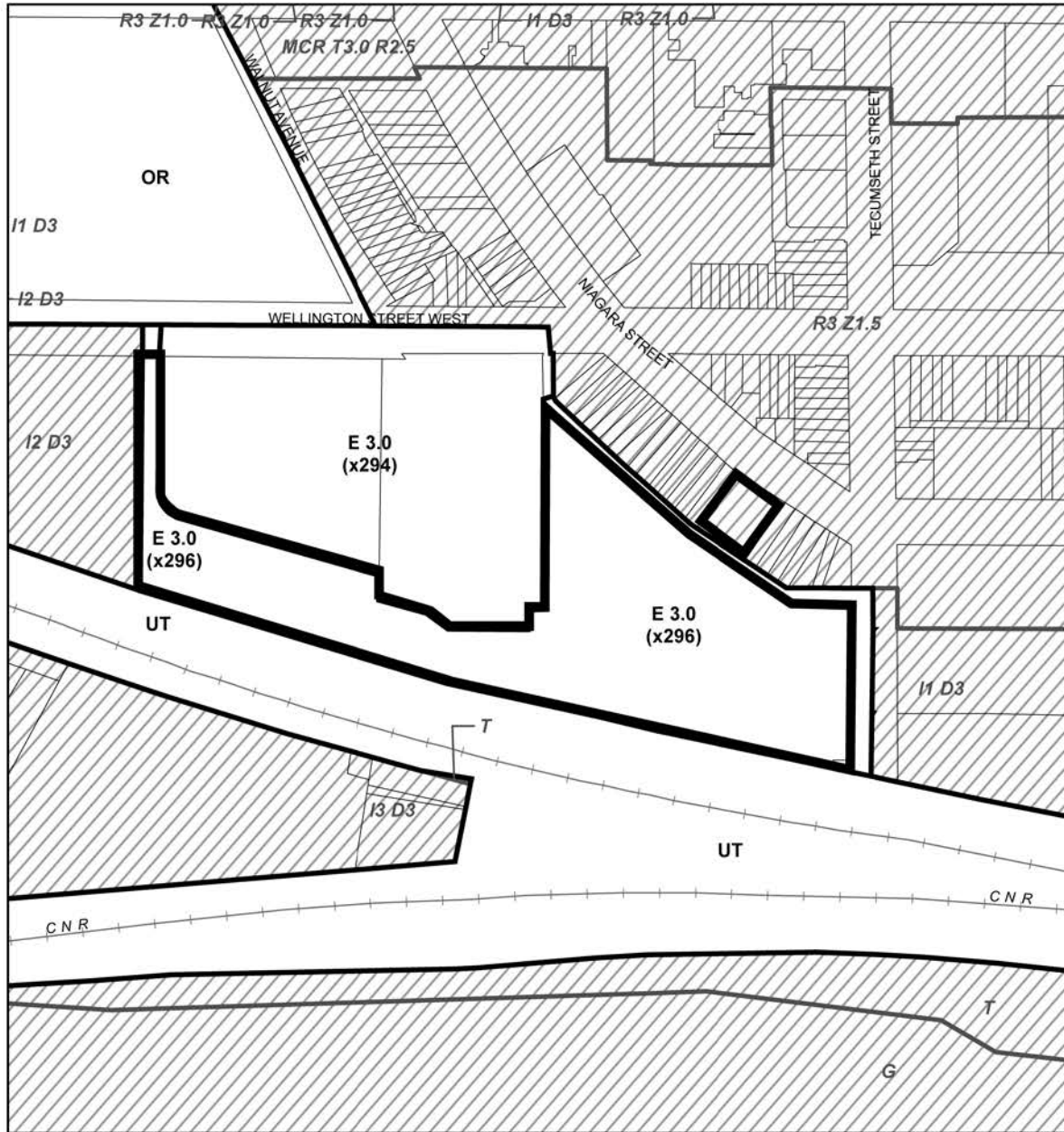
2 Techumseth Street and 125-133 Niagara Street

File # 17 264041 STE 19 0Z



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Not to Scale
08/09/2019

Attachment 4: Existing Zoning By-law Map



2 Tecumseth Street and 125 Niagara Street

Zoning By-Law No. 569-2013

File # 17 264041 STE 19 0Z

Location of Application

E Employment Industrial
OR Open Space Recreation
UT Utility and Transportation

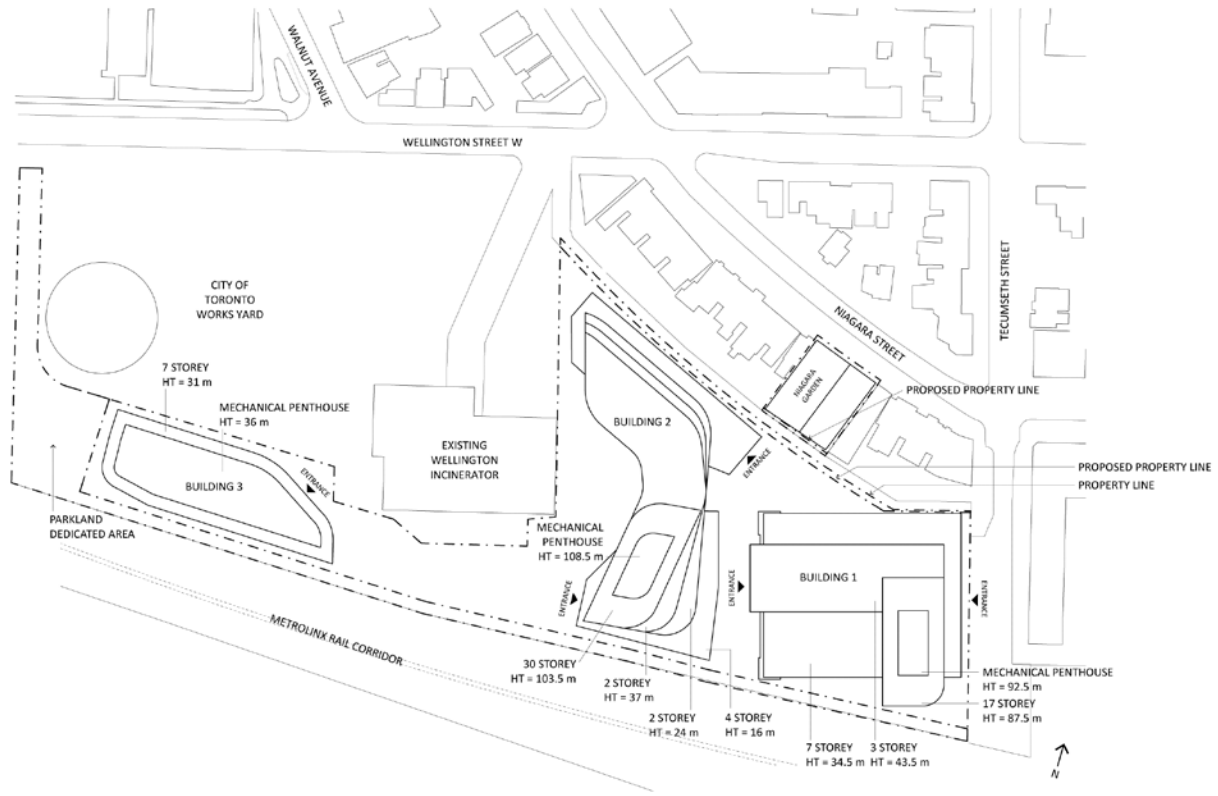
See Former City of Toronto By-Law No. 438-86

R3 Residential District	I2 Industrial District
MCR Mixed-Use District	I3 Industrial District
I1 Industrial District	T Industrial District
G Parks District	



Not to Scale
 Extracted: 01/15/2018

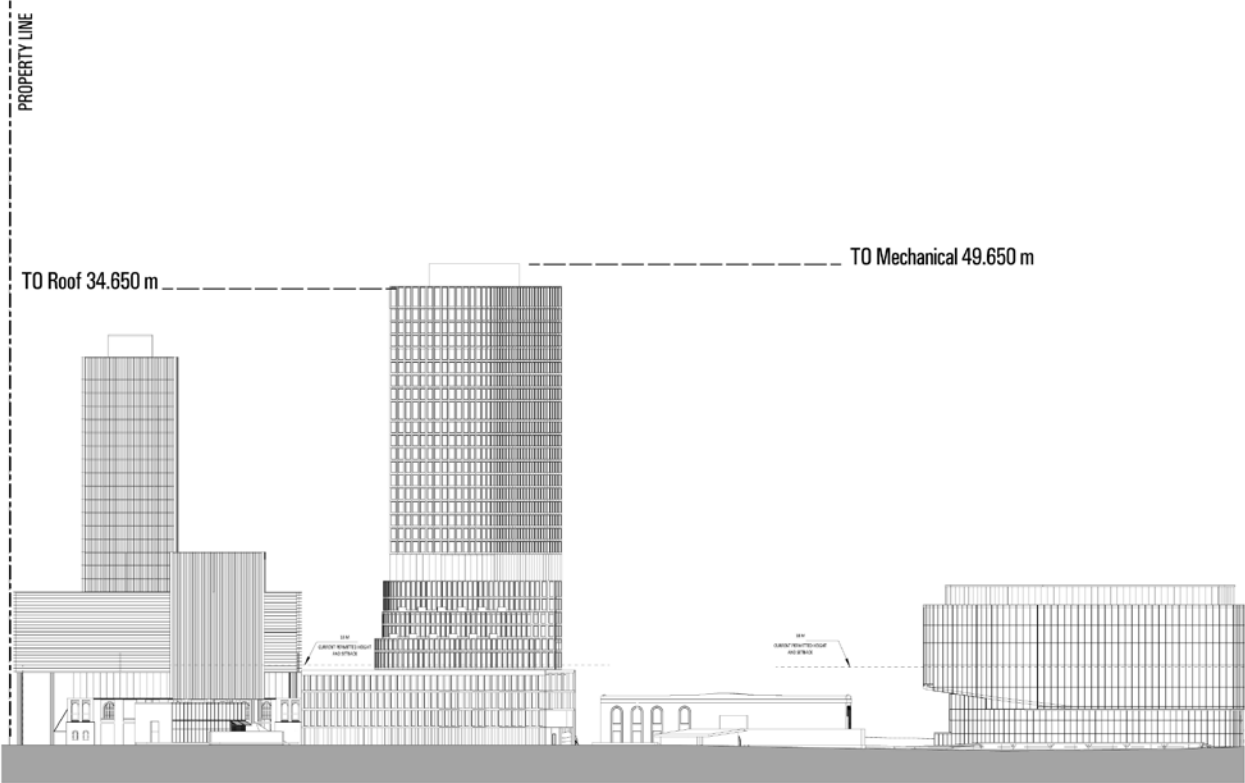
Attachment 5: Site Plan



Site Plan

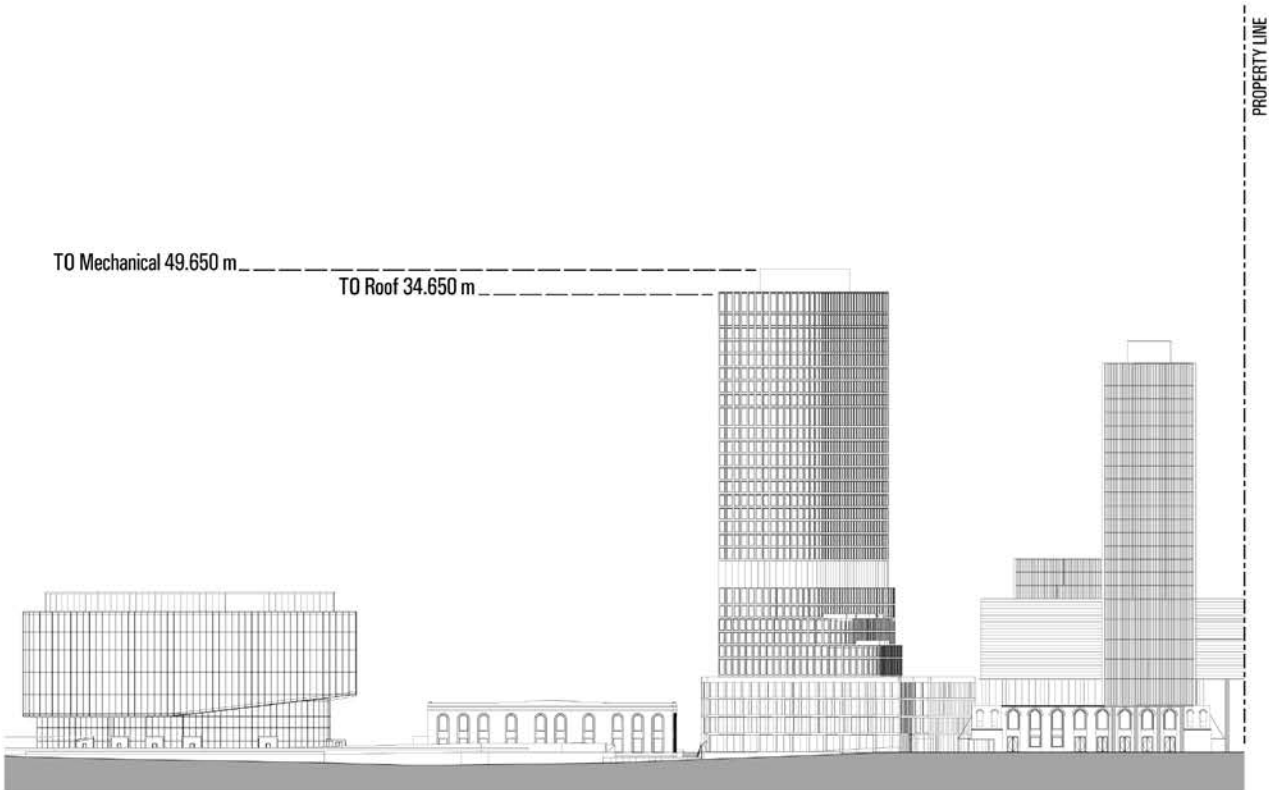


Attachment 6: North Elevation



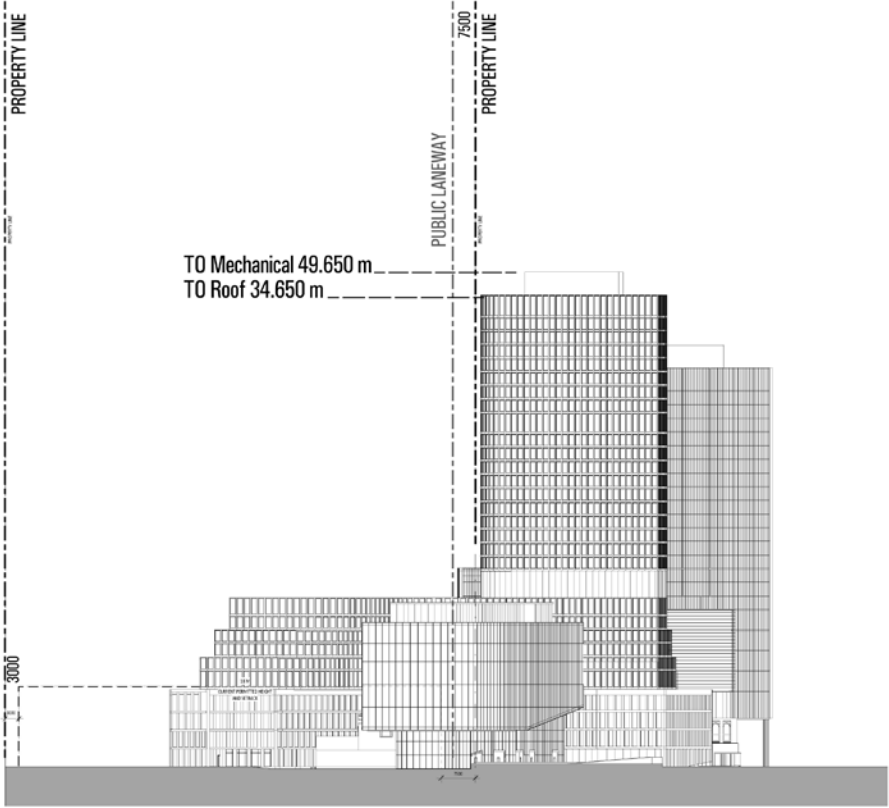
North Elevation

Attachment 7: South Elevation



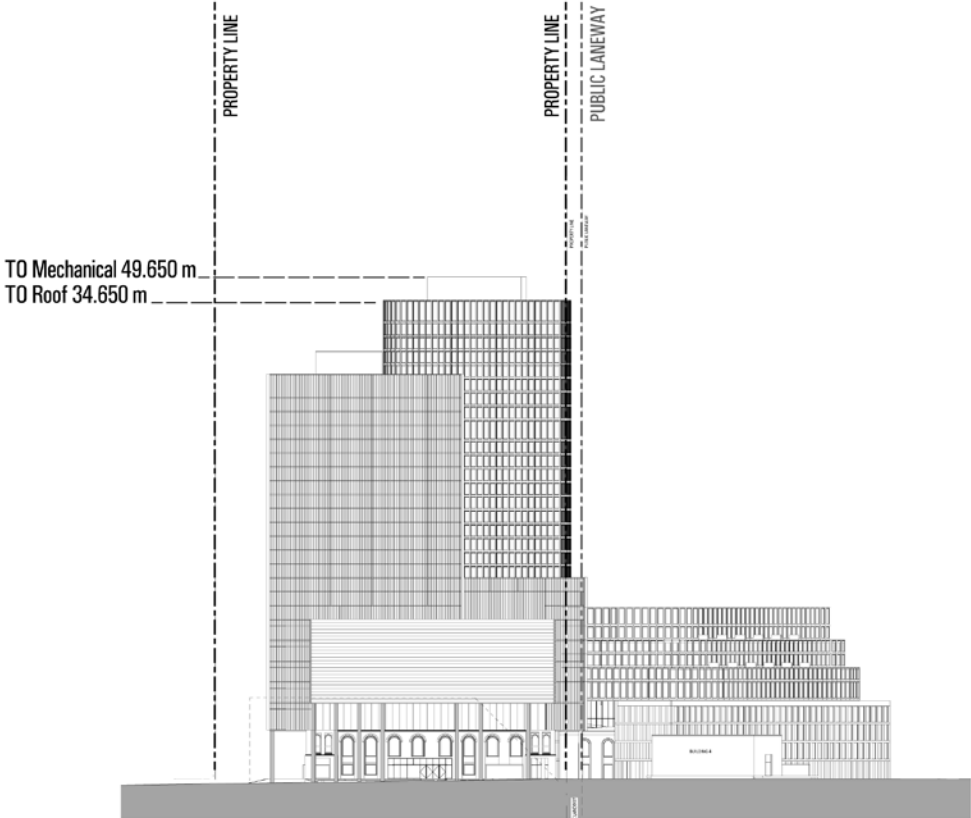
South Elevation

Attachment 8: East Elevation



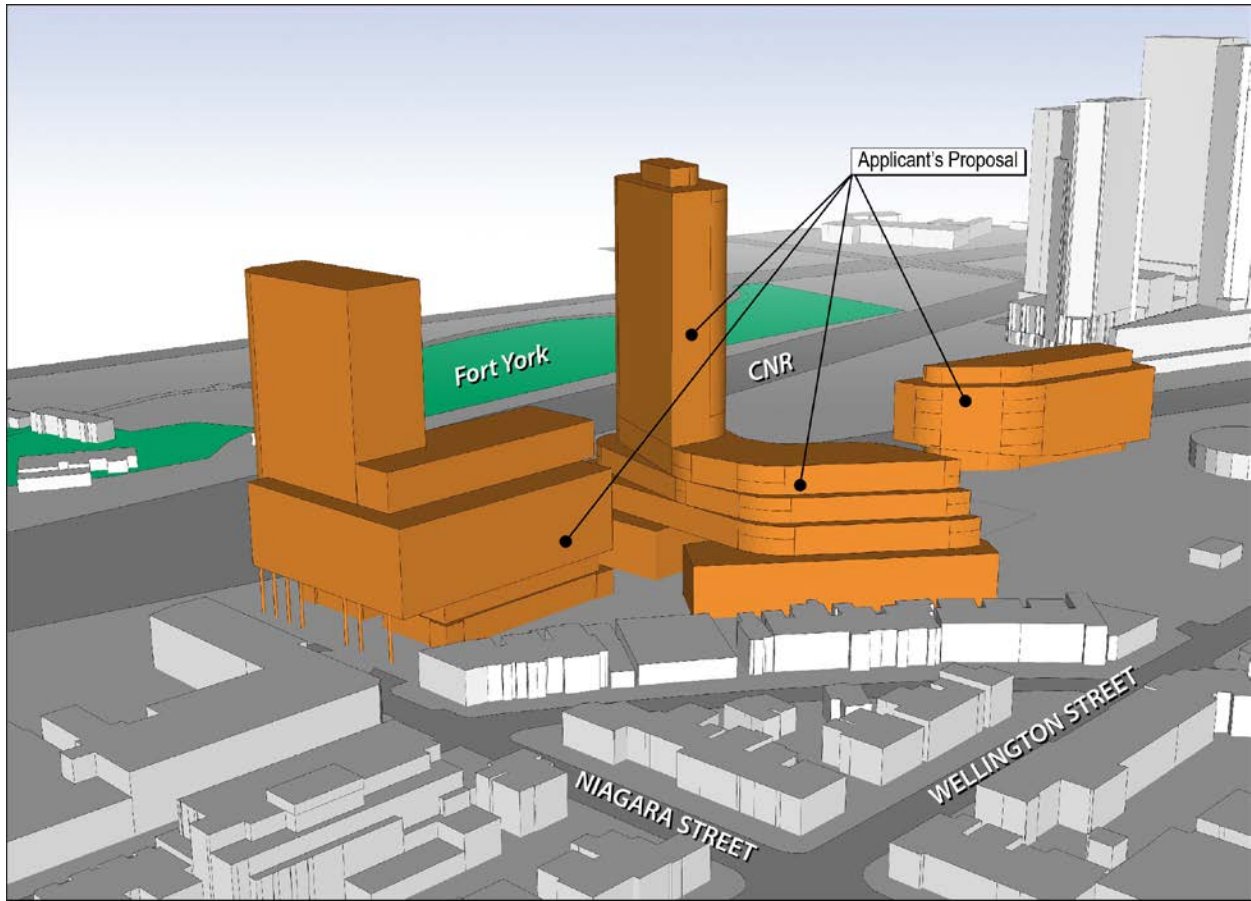
East Elevation

Attachment 9: West Elevation



West Elevation

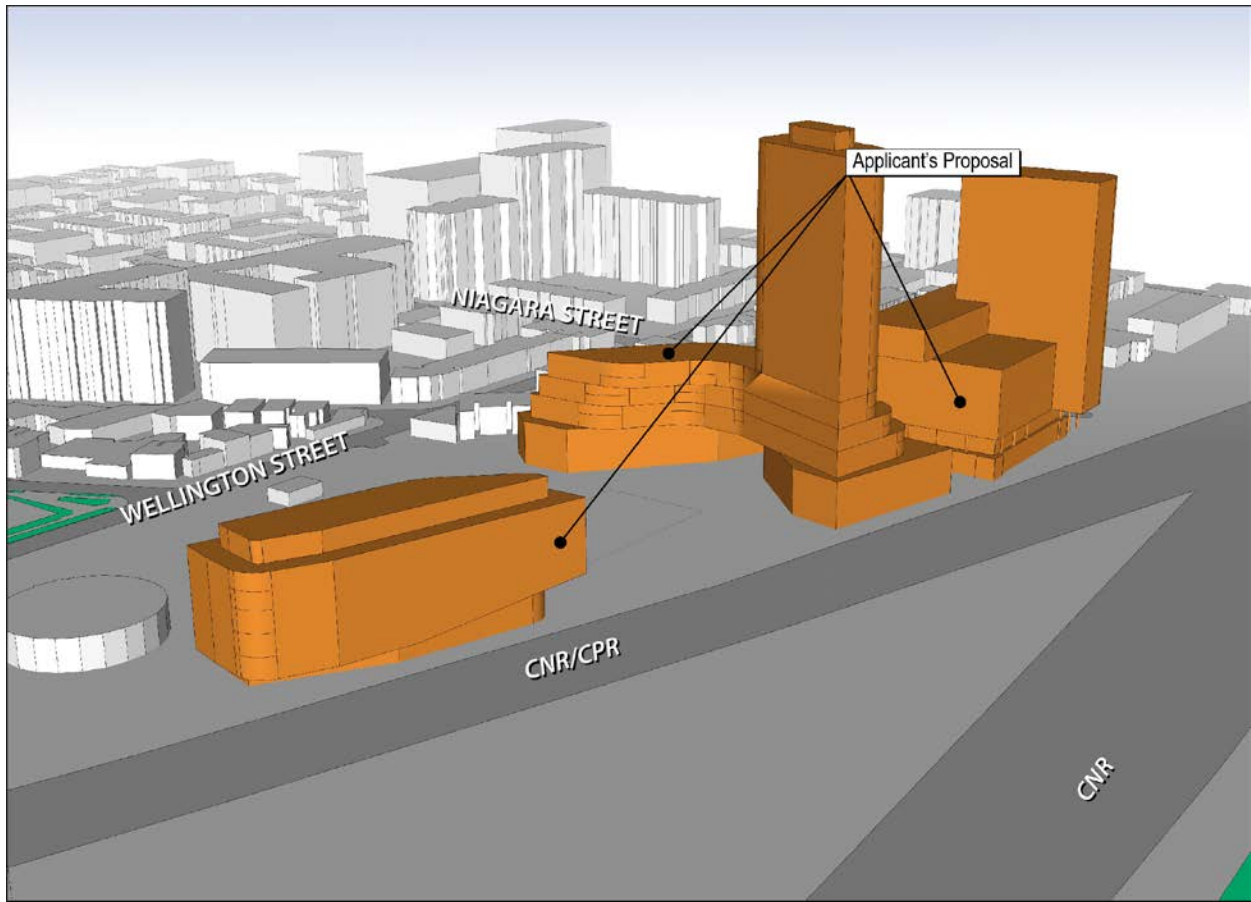
Attachment 10: 3D Model Looking Southwest



View of Applicant's Proposal Looking Southwest

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08/18/2019

Attachment 11: 3D Model Looking Northeast



View of Applicant's Proposal Looking Northeast

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08/16/2019