

**Final Report  
200 Madison Avenue - Rezoning Application**

<b>Date:</b>	September 18, 2008
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Ward:</b>	Ward 22 – St. Paul's
<b>Reference Number:</b>	07-279470 STE 22 OZ

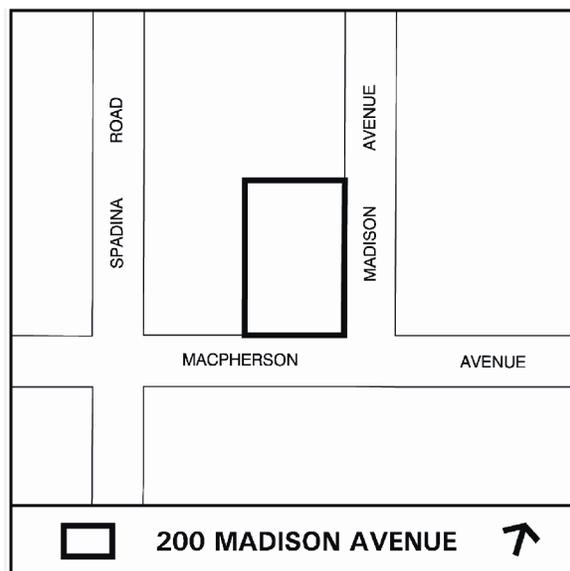
**SUMMARY**

This application was made on November 16, 2007 and is subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

The application proposes to demolish an existing one-storey warehouse/office building and replace it with a five and six-storey apartment building with 82 affordable rental units, at 200 Madison Avenue.

City Planning recommends approval of the application to rezone the subject site from an industrial to residential use. The proposal is consistent with the policies of the Official Plan and brings the Zoning By-law into conformity with the Official Plan. The proposal also provides a good transition between neighbouring development intensity and scale.

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



## **RECOMMENDATIONS**

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

1. City Council amend the Zoning By-law for the property at 200 Madison Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required, to give effect to the intent of the recommendations contained in this report.
3. City Council require the owner to enter into a Site Plan Agreement under Section 41 of the *Planning Act* prior to the issuance of the first above-grade building permit.
4. City Council require the owner to develop and implement, to the satisfaction of the Chief Planner and Executive Director of the City Planning Division, a Construction Mitigation Plan prior the issuance of the demolition permit.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

At its May 23, 24 and 25, 2007 meeting, City Council approved St. Clare's Multifaith Housing Society Inc. as the housing provider and developer for an affordable housing development at 200 Madison Avenue to be funded under the Canada-Ontario Affordable Housing Program – Rental and Supportive Component.

Council also approved that this City-owned site be leased to St. Clare's Multifaith Housing Society Inc. for 50 years less a day. The subject project was also designated by Council as social housing accommodation, allowing all or part of the project relief from normal parking standards, where applicable.

Two open houses were held within the community, hosted by St. Clare's Multifaith Housing Society Inc. The first was held on June 13, 2007 where 23 people attended and the second on September 25, 2007 with 36 people in attendance.

More information regarding the Request for Proposal and previous reports relating to this property can be found on the City's website at (see report EX8.7):

<http://www.toronto.ca/legdocs/mmis/2007/cc/decisions/2007-05-23-cc08-dd.pdf>

## ISSUE BACKGROUND

### Proposal

The proposal calls for the demolition of a one-storey warehouse/office building, approximately 2,040 sq. m. in size. The building is currently being used as the headquarters and distribution centre of the non-profit organization the Furniture Bank. The Furniture Bank is being relocated to another City-owned site.

A five and six-storey apartment building, linked by a service corridor and consisting of 82 affordable rental units, is proposed for the site. The western wing is five storeys, with heights of 14 and 16 metres. The first four floors are occupied by residential units and the partially enclosed fifth floor consists of indoor and outdoor amenity space, including a proposed green roof. The eastern wing consists of six residential floors, at 17.8 metres in height, with a mechanical penthouse above.

Two-storey townhouse units will be located on the first two floors. Seven townhouse units will front onto Madison Avenue and another eight will front onto the interior courtyard.

The interior courtyard will provide secure outdoor amenity space for the residents of the proposed apartment building. The courtyard will include seating, planting and play areas.

A main entrance will front onto MacPherson Avenue. The two-storey glass enclosed lobby will be the primary entrance. The building will set back five metres from the west property line, and six metres from the north property line. No setback will be provided on the east and south face of the building.

The proposed 82 affordable rental unit mix is as follows:

<b>No. of Affordable Rental Units</b>	<b>Unit Type</b>
25	Bachelor units
10	1-bedroom units
32	2-bedroom units
9	3-bedroom units
6	4-bedroom units

Parking and servicing will be provided via a private driveway off Madison Avenue at the north end of the site. A total of nine vehicular and 62 bicycle parking spaces are proposed (see Appendix No. 1 for additional project data).

### Site and Surrounding Area

The development site is located on the northwest corner of Madison Avenue and MacPherson Avenue. The site consists of a one-storey warehouse/office building, currently used by the Furniture Bank. The rectangular shaped lot is 2,389 sq. m.

North: The City of Toronto Archives and the access to its loading ramp and underground parking garage. North of the Archives is the Waldorf School and playground.

South: MacPherson Avenue; utility corridor and CPR line.

East: Madison Avenue; 700 Huron Street, a residential condominium development currently under construction.

West: Parking lot of the City of Toronto Archives; Spadina Road, and Castle Hill Neighbourhood.

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

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: providing affordable housing; building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

Section 1.4.3 of the PPS requires the City to provide for an appropriate range of housing types and densities to meet the projected needs of current and future residents of the regional market by, among other means:

- establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households;
- permitting and facilitating all forms of housing required to meet the social health and well-being of current and future residents, including special needs requirements; and
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of alternative public transportation modes and public transit in areas where it exists or is to be developed.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

The Growth Plan requires municipalities to create a housing strategy, including Official Plan policies to meet the needs of all residents, including the need for affordable housing – both home ownership and rental housing.

## Official Plan

The Official Plan for the City of Toronto designates the subject site *Apartment Neighbourhoods* (see Attachment No. 7). *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*. Further policies relating to *Apartment Neighbourhoods* including development criteria can be found under Section 4.2 of the Official Plan.

The Official Plan contains an important section on housing policy. The policies encourage the retention and development of affordable housing. Housing Policy 1 of Section 3.2.1 explains the vision for housing in Toronto. It states:

1. A full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Policies 3 and 4 under Housing Policies 3.2.1 encourage co-ordination between all levels of government to make affordable housing a reality. These policies state:

3. Investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.
4. Where appropriate, assistance will be provided to encourage the production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone. Municipal assistance may include:
  - a) in the case of affordable rental housing and in order to achieve a range of affordability, measures such as: loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance; and

- b) in the case of affordable ownership housing provided on a long term basis by non-profit groups, especially affordable low rise family housing, measures such as: land at or below market rate, fees exemption and other appropriate forms of assistance; and
- c) with priority given to non-profit and non-profit co-operative housing providers.

Area Specific Policy No. 264 applies to this site. The policy covers the area bounded by Christie Street, Spadina Road/Davenport Road, St. Clair Avenue West and the CPR Midtown Line. In this area buildings will have a scale that protects the distinctive characteristics of, and maintains views to and from the Nordheimer Ravine and the Lake Iroquois Escarpment, including the Casa Loma/Spadina House complex.

The Toronto Official Plan is available on the City's website at:  
[www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

## **Zoning**

The site is zoned I1 D3 in the former City of Toronto Zoning By-law 438-86 (Attachment No. 9). The industrial zoning permits a range of manufacturing and warehouse uses, which reflects the historical use of the site. The D3 classification permits a maximum non-residential gross floor area of 3.0 times the lot area. The maximum height limit is set at 14 metres.

## **Site Plan Control**

The proposal is subject to Site Plan Control. A site plan application (07 279481 STE 22 SA) has been submitted and is under review. A number of planning related issues raised in this report will be reviewed further as part of the site plan review process, including landscaping, tree protection, noise mitigation measures, and mechanical penthouse screening. The applicant will be required to enter into a Site Plan Agreement to secure these and other matters.

## **Bathurst-St.Clair Urban Design Guidelines**

The site is subject to the Bathurst-St.Clair Urban Design Guidelines. These guidelines build on Official Plan policies and applicable zoning, and provide guidance in addressing matters of built form, massing and the relationship between buildings and the public realm.

Bathurst-St.Clair Urban Design Guidelines are available on the City's website at:  
<http://www.toronto.ca/planning/urbdesign/pdf/2bathurststclair.pdf>

## **Reasons for the Application**

Residential uses are not permitted in the I1 D3 zone. To permit residential uses, and to permit other variances to the Zoning By-law, the proposal requires an application to rezone the site.

As the proposed development has been found to be in compliance with the development criteria for *Apartment Neighbourhoods*, Public Realm, Built Form, Housing and all other relevant Official Plan policies, no Official Plan amendment is required.

## **Community Consultation**

A community consultation meeting was held in the neighbourhood to discuss this proposal on February 20, 2008. Approximately 50 members of the public attended the meeting. Residents were concerned with the number of proposed parking spaces, compliance with the view policies in the Official Plan, security and safety of the neighbourhood, future property management of the property, occupancy standards and enforcement, and the need for further community consultation. Planning staff limited the questions to land use planning issues and deferred discussion relating to other matters to a possible follow-up meeting.

A second community meeting was held on June 9, 2008 to give the residents, as requested at the previous meeting, another opportunity to share their opinions on this project, view the plans and ask questions. Various City Divisions including Toronto Buildings, City Planning, Affordable Housing Office, Municipal Licensing and Standards, and Transportation Services were present to provide their expertise and address community concerns and comments.

Prior to the meeting a group of residents prepared a list of 39 questions, under 14 headings, for St. Clare's Multifaith Housing and Planning staff to address. Questions related to views, vibration and noise, occupancy standards, institutional regulations, possible future planning application processes, parking, St. Clare's Multifaith agency partners, screening of residents initially and on an ongoing basis, rules for residents and guests, eviction policies, St. Clare's Multifaith's operational budget, and the request for a community contract.

In a presentation to approximately 70 members of the public, staff responded to each question prepared by the residents. A summary of each response was provided in handouts at the start of the meeting. Following the presentation, the community was given the opportunity to move around three breakout sessions on Planning related topics, parking concerns, and management and operational issues directed to St. Clare's Multifaith Housing Society representatives.

Following both community consultation sessions, some residents approached Planning staff expressing their support for the proposal. Planning staff also received a number of written submissions from the community echoing many of the questions and concerns raised in the two community meetings.

The Councillor for Ward 22, St. Paul's, has scheduled a final community meeting for September 22, 2008. The subject of the meeting will be the recommendations and conclusions found in this report.

### **Agency Circulation**

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

## **COMMENTS**

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

The proposal is consistent with the Provincial Policy Statement. The PPS requires an appropriate mix of housing types and densities. It also speaks to the need for more affordable housing in all communities. Policy 1.4.3(a) of the PPS states that municipalities shall establish and implement "minimum targets for the provision of housing which is affordable to low and moderate income households." In Policy 1.4.3(d) the PPS promotes "densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed."

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal's compact and efficient form helps to optimize the utilization of existing community services and infrastructure and to reduce the need to convert rural land to urban uses. It is an example of intensification through redevelopment of an underutilized lot, which is well serviced by public transit given its proximity to Dupont subway station. The proposal also satisfies the policies of the Growth Plan through the provision of affordable housing, particularly the Section 1.4.3 requirement to facilitate all forms of housing for the future residents, including those with special needs requirements.

### **Land Use**

The Official Plan for the City of Toronto designates the subject site *Apartment Neighbourhoods*. However, the site is zoned I1 D3 in the former City of Toronto Zoning By-law 438-86. The Official Plan and the Zoning By-law are in conflict with one another. Rezoning the property to permit the apartment building use will bring the Zoning By-law into conformity with the Official Plan.

The proposed residential use is appropriate. Over the past two decades, this primarily industrial and institutional area has transformed into a residential and institutional neighbourhood. Nearly twenty years ago, the Castle Hill community was approved for 91 freehold townhouses on the former Sealtest Dairy Plant site located immediately south of Casa Loma and the escarpment, west of Spadina Road. Several years ago the Ontario Municipal Board approved the development known as the Madison Lofts at 700 Huron Street. The former industrial site has been approved for 332 residential units, with phase

one nearing completion. The subject land is the last remaining site, in the immediate neighbourhood, zoned for industrial uses, where the Official Plan contemplates residential uses. The other sites are designated either *Parks and Open Space Areas* or *Employment Areas* by the Official Plan.

## **Environment and Noise**

To assess any potential environmental impacts resulting from the industrial activity which existed on the subject site, the applicant commissioned a Phase One Environmental Assessment (ESA 1). The Assessment reports that the existing building is currently occupied by the Furniture Bank. Generally, the building includes areas for sales and administrative offices, storage, furniture repair and woodworking. Since about 1959, the site was used by Toronto Hydro as a transformer testing area and for the storage of Polychlorinated Biphenyls. Other historical uses include the use of a laneway that supported a Canadian Pacific rail spur that once existed on the west side of the lot.

Planning staff recommend that the applicant move ahead with a comprehensive Phase Two Environmental Investigation (ESA 2), as recommended by the ESA 1 study, as soon as possible. The recommendations of the ESA 1 and forthcoming ESA 2 study should be implemented to protect the environmental health of the neighbouring and future residents.

South of MacPherson Avenue is a hydro right-of-way and Canadian Pacific Railway corridor. The applicant submitted a Noise Impact Study in support of their application. The report recommends specific noise control measures to mitigate the noise impact of the surrounding environment on the development. By implementing the noise reductions measures, the impacts will be at or below the Ministry of the Environment and Canada Mortgage and Housing Corporation criteria. Planning staff will secure the noise mitigation measures in the Site Plan Agreement as requested by the Canadian Pacific Railway.

The Board of Health has recommended that the Chief Planner request an electromagnetic fields (EMF) management plan for new developments on properties that abut a hydro corridor. Since this site is not abutting the corridor, Planning staff have not requested an EMF management plan. Planning staff in coordination with the local councillor have been exploring possible parkland uses within the hydro corridor. As part of that review an EMF management plan will be required.

## **Density, Height, Massing**

In reviewing the proposal, staff assessed the Official Plan's development criteria for *Apartment Neighbourhoods* and applied the residential performance standards for a R3 Z2.0 zone in the former City of Toronto's Zoning By-law. The R3 zone is the prevailing zoning category, for those lands surrounding the subject property that have been rezoned.

The proposed development massing provides a good transition between areas of different development intensity and scale by stepping down of heights towards lower-scale

*Neighbourhoods.* From east to west the proposed apartment building steps down from 17.8 metres to 16 and 14 metres. The Madison Lofts on the east side of Madison Avenue has a height of 24.6 metres stepping down to 18 metres. The townhouses in the Castle Hill neighbourhood range from 14 to 15.8 metres in height.

The location of the building's mass conforms with the setbacks of built and recently approved developments providing a consistent setback and frames the edge of Madison Avenue and MacPherson Avenue. The proposed building mirrors the setbacks of the Madison Lofts by providing a zero yard setback on the Madison Avenue and MacPherson Avenue. A five metres setback on the west property line is acceptable given the parking lot to the west. The 6 metres setback to the north is also an acceptable setback. To the north is the blank wall and shipping and loading area of the Toronto Archives.

The proposed residential gross floor area of the entire development is approximately 2.5 times the area of the lot. This provides a reasonable transition from the most recently approved Madison Lofts, on the east side of Madison Avenue, which was approved at 3.5 times the area of the lot. The Castle Hill development on the west side of Spadina Road has an approved density of approximately 2.0 times the area of the lot. At the time of its approval the now superseded Bathurst-St. Clair Part II Plan provided an incentive of 0.5 times the area of the lot for assisted housing, therefore increasing their maximum permissible density to 2.5 times the area of the lot, if 0.5 times were used for assisted housing.

## **Views**

Planning staff are satisfied that the proposed development's scale protects the distinctive characteristics of, and maintains views to and from the Nordheimer Ravine and the Lake Iroquois Escarpment, including the Casa Loma/Spadina House complex, pursuant to the Bathurst-St. Clair Urban Design Guidelines. Planning staff considered views to and from Casa Loma and Spadina House, as well as from the Baldwin Steps descending from these two heritage properties to Spadina Road.

Views were considered from both the lower lawns and terraces and from upper level windows of the heritage properties during the summer, and during the winter when leaves were off the trees. During these visits the proposed development was compared with the development at 700 Huron Street, which is approximately six metres taller than the proposed development. Staff have also considered a view corridor analysis that confirms the height of the proposed building will not impact views to and from Spadina House.

### **Views from Casa Loma and Spadina House**

Planning staff are satisfied that views from the terrace, lawn and upper windows of Spadina House the new development will be well concealed by the heavy tree canopy during the winter and completely obscured from view during the summer months. The same conclusion is made of lower level views from the terraces of Casa Loma.

The new development will be partially visible from upper level windows of Casa Loma and from the top of the Spadina stairs, however, the building will, for the most part, be

concealed by the five-storey office building at 271 Spadina Road, which has higher floor to ceiling heights and is at a higher elevation than the subject site. The portion of the building that will be visible above the trees and behind 271 Spadina Road will not block long views to the downtown, and will not detract visually from the scenic view.

### **Views to Casa Loma, Spadina House and the Iroquois Escarpment**

Regarding views north to Spadina House from the subject site, views from all street frontages around the subject site are currently blocked by trees on the Iroquois Escarpment both in winter and summer.

Regarding views to Casa Loma from Madison Avenue, from the east side of Madison Avenue the upper portion of a turret is visible above the mechanical penthouse of 271 Spadina Road. In the opinion of Planning staff this is not a significant view.

Regarding views to the Escarpment itself, from the streets adjacent to the subject site the only clear view to the Iroquois Escarpment is looking north up Madison Avenue. This view will not be altered by the proposed development.

### **Affordable Rental Housing**

The proponent, St. Clare's Multifaith Housing Society Inc., is a non-profit organization experienced in developing and operating affordable housing projects. Funding approval has been received from the City of Toronto, which administers the Federal and Provincial affordable rental housing programs. The tenants of 200 Madison Avenue will be referred to St. Clare's Multifaith Housing Society by agency partners.

All units at 200 Madison Avenue are to be considered affordable housing. The rents for all units shall meet the definition of affordable rental housing as per the City's Official Plan which is "housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation" (CMHC). Additionally, a number of units will be geared to people's income which means tenants will pay less than the CMHC average market rent for their unit size.

The development implements the housing policies of the Official Plan. It helps create a full range of housing form, tenure and affordability in this neighbourhood, and the City has contributed the land to ensure the housing is affordable.

### **Parking**

The proposed provision of nine parking spaces to serve the 82-unit *alternative housing* project satisfies the requirement of the Zoning By-law and expected demand.

This housing development meets the definition of *alternative housing* in the Zoning By-law. St. Clare's Multifaith Housing Society builds and operates the facility under contract

with a wide range of social agencies to house their clients. St. Clare's has staff on-site, and the agencies provide ongoing support services and counselling for their clients housed on the premises.

City staff undertook a more detailed review of the Zoning By-law's *alternative housing* parking standard and the studies leading to the implementation of that standard, as follows:

- Reviewed alternative housing by-law survey data and confirmed that original surveys included projects with similar unit mixes;
- Reviewed proxy sites cited in the parking study submitted in support of the application to determine whether on-site parking demands were being underestimated, due to issuance of on-street parking permits to residents. Confirmed that no parking permits were issued to residents of those projects; and
- Checked up-to-date permit parking data for 314 existing alternative housing units, which were subject to previous surveys in connection with the development of the Alternative Housing Parking Standard, and determined that only two on-street parking permits have been issued in respect of these 314 units.

Transportation Services staff concluded that the parking standard meets the expected demand for the development site. The layout of the parking spaces and access thereto is acceptable.

### **Servicing and Loading**

The proposed provision of one Type G loading space to serve the project satisfies the minimum requirement of the Zoning By-law and estimated demand.

Access to the nine parking spaces will be momentarily blocked during refuse/recycling pickup. This is acceptable provided that the owner provide a trained staff member to act as a flag-person to direct pedestrians and vehicles when trucks are backing out of the Type G loading space. This requirement will be secured in the Site Plan Agreement.

There is an exit door that exits onto the concrete pad abutting the front of the Type G loading space. For safety concerns, appropriate signage should be posted warning pedestrians using that exit door that garbage collection may be in progress. If possible, glazing shall be installed on the exit door, in order to mitigate potential conflicts between loading and pedestrian activities. This requirement will be secured in the Site Plan Agreement.

## **Streetscape**

The proposed design will contribute to the transformation of Madison Avenue from an industrial to residential streetscape. The Madison Avenue frontage will consist of seven two-storey grade related units with individual entrances. The MacPherson Avenue façade will consist of a two-storey glassed-in lobby and laundry facility. Together these design elements provide ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces.

## **Community Facilities and Services**

Generally, the area is well served by local community service agencies offering a full array of programs and services. Community services are defined as schools, libraries, community centres, daycare centres and general human services. Community service providers have capacity to accommodate new residential growth (with the exception of licensed daycare spaces for children aged 0 to 2.5 yrs.). The Toronto Catholic District School Board and the Toronto District School Board have also indicated that its local elementary schools are at capacity, and students generated from new residential development may be bussed to schools within the vicinity with sufficient capacity. However, proximity to multiple public transit lines serves to further enhance residents' access to community services.

## **Toronto Green Development Standard**

The City's Green Development Standard encourages the use of 'green' development techniques with an aim to promote sustainable development. The proposed development includes the use of environmentally sensitive materials and construction methods consistent with the Green Development Standard.

Many of the proposed 'green' development strategies will be reviewed further and secured during the Site Plan Control process. Some of the current design features include bicycle parking that meets the 0.75 space per dwelling unit standard, the major entrance is located within 200 metres of a transit stop, and a combination of green roof and light coloured roofing materials for 75% of the roof.

## **Amenity and Landscape Open Space**

The proposal provides indoor and outdoor recreation space for building residents within the multi-unit residential development, as required by the Official Plan and the Zoning By-law. The indoor amenity space is provided for in a multi-purpose room on the fifth floor of the west wing. The outdoor amenity space consists of two locations: the first is found on the fifth floor adjoined to the multipurpose room; and the second is on the ground floor courtyard. Landscaped open space will occupy 33 per cent of the site.

## **Parkland and Open Space**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City.

Parks, Forestry and Recreation staff have advised that the development site is not subject to the alternate rate park levy. Pursuant to Council resolutions in Clause No. 3 of Report No. 1 of The Planning and Transportation Committee report to City Council, February 1, 2, and 3, 2000, this development is exempt from the parks levy requirement under Chapter 165-7 of the former City of Toronto Municipal Code.

## **Development Charges**

Pursuant to the Development Charges By-law No. 547-2004, this non-profit housing application is exempt from development charges.

## **CONTACT**

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## **SIGNATURE**

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

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## **ATTACHMENTS**

Attachment 1: Application Data Sheet  
Attachment 2: Site Plan  
Attachment 3: East Elevation  
Attachment 4: West Elevation  
Attachment 5: North Elevation  
Attachment 6: South Elevation  
Attachment 7: Official Plan Map  
Attachment 8: Zoning Map  
Attachment 9: Draft Zoning By-law

### Attachment 1: Application Data Sheet

Application Type	Rezoning	Application Number:	07 279470 STE 22 OZ
Details	Rezoning, Standard	Application Date:	November 16, 2007

Municipal Address: 200 MADISON AVE  
 Location Description: PL M2 LTS 259 TO 262 \*\*GRID S2210  
 Project Description: 82 dwelling units (affordable housing) in a 5 and 6-storey apartment building with a central courtyard & 9 parking spaces.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Goodmans LLP	Peter Trotscha	Levitt Goodman Architects	St. Clare's Multifaith Housing Society Inc. / City of Toronto

#### PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods	Site Specific Provision:
Zoning:	I1 D3	Historical Status:
Height Limit (m):	14	Site Plan Control Area: Y

#### PROJECT INFORMATION

Site Area (sq. m):	2389	Height:	Storeys: 6
Frontage (m):	60.97	Metres:	17.8 (plus mechanical penthouse)
Depth (m):	39.2		
Total Ground Floor Area (sq. m):	1090		<b>Total</b>
Total Residential GFA (sq. m):	6077	Parking Spaces:	9
Total Non-Residential GFA (sq. m):	0	Loading Docks	1
Total GFA (sq. m):	6077		
Lot Coverage Ratio (%):	47		
Floor Space Index:	2.55		

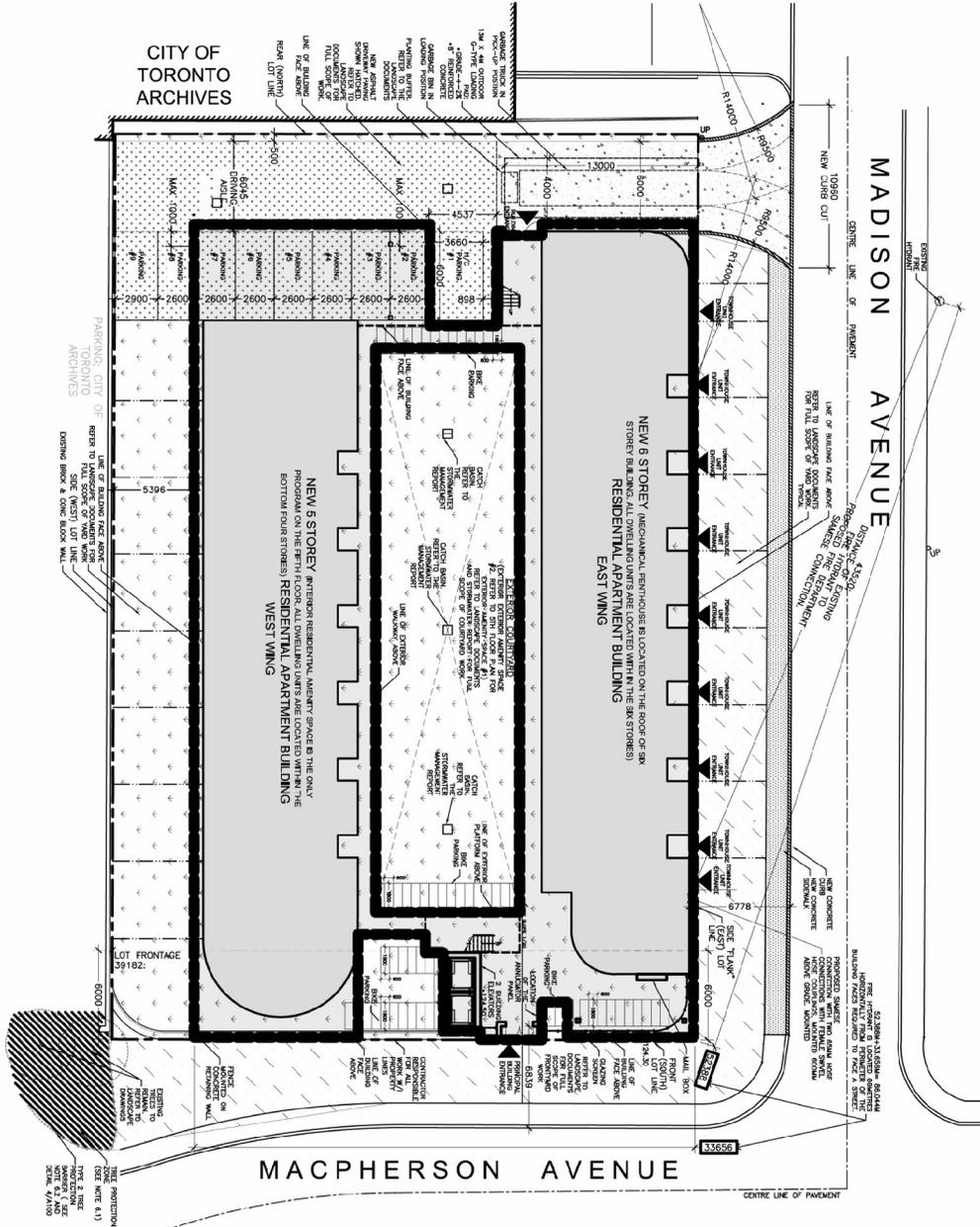
#### DWELLING UNITS

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

	Rental		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	6077	0
Bachelor:	25	Retail GFA (sq. m):	0	0
1 Bedroom:	10	Office GFA (sq. m):	0	0
2 Bedroom:	32	Industrial GFA (sq. m):	0	0
3 + Bedroom:	15	Institutional/Other GFA (sq. m):	0	0
Total Units:	82			

**CONTACT: PLANNER NAME: Oren Tamir, Planner**  
**TELEPHONE: (416) 392-7349**

# Attachment 2: Site Plan



## Site Plan

Applicant's Submitted Drawing

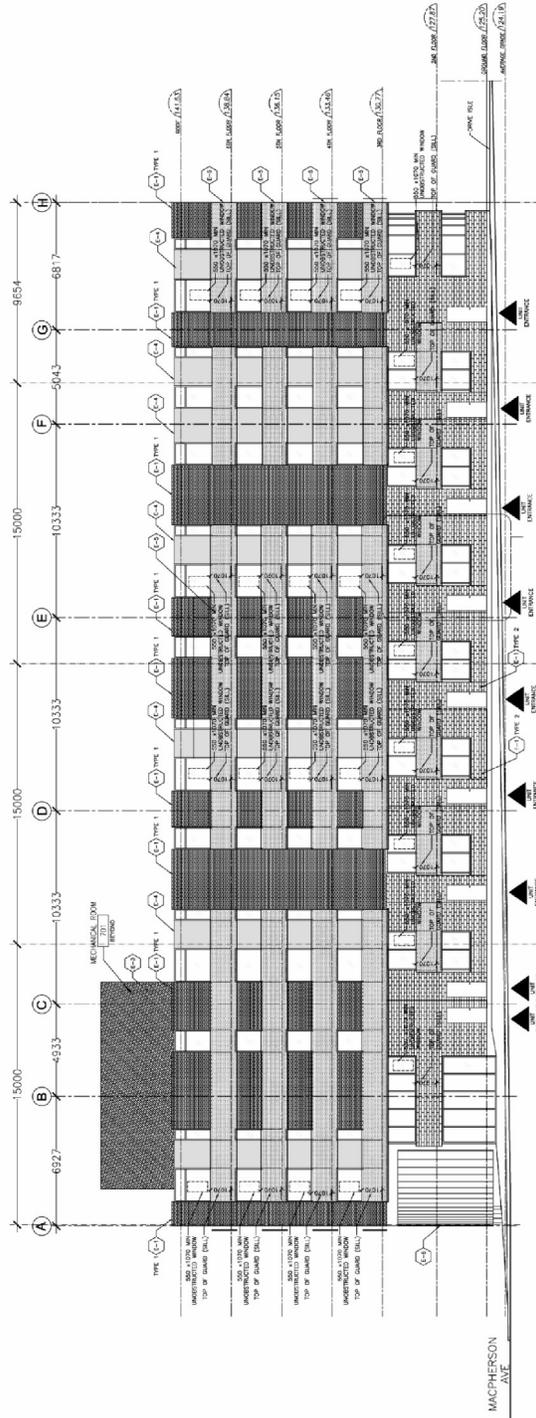
Not to Scale  
09/09/03



## 200 Madison Avenue

File # 07\_279470

# Attachment 3: East Elevation



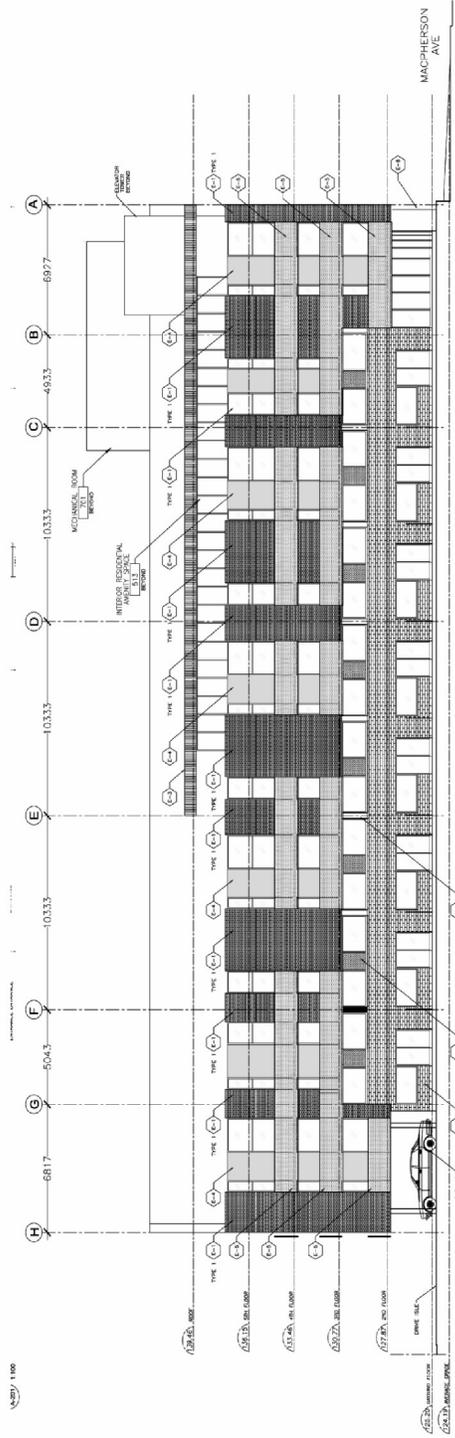
200 Madison Avenue

**East Elevation**  
 Applicant's Submitted Drawing

File # 07\_279470

Not to Scale  
 08/26/08

Attachment 4: West Elevation



200 Madison Avenue

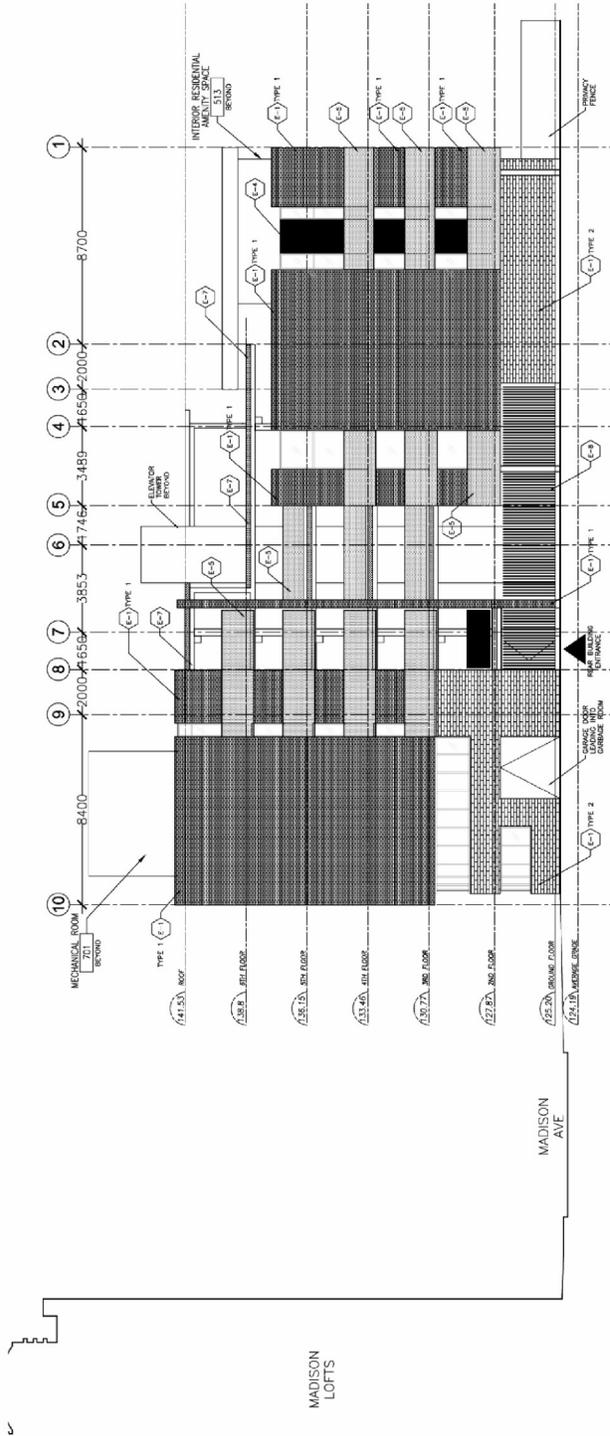
West Elevation

Applicant's Submitted Drawing

Not to Scale  
08/26/08

File # 07\_279470

Attachment 5: North Elevation



North Elevation

Applicant's Submitted Drawing

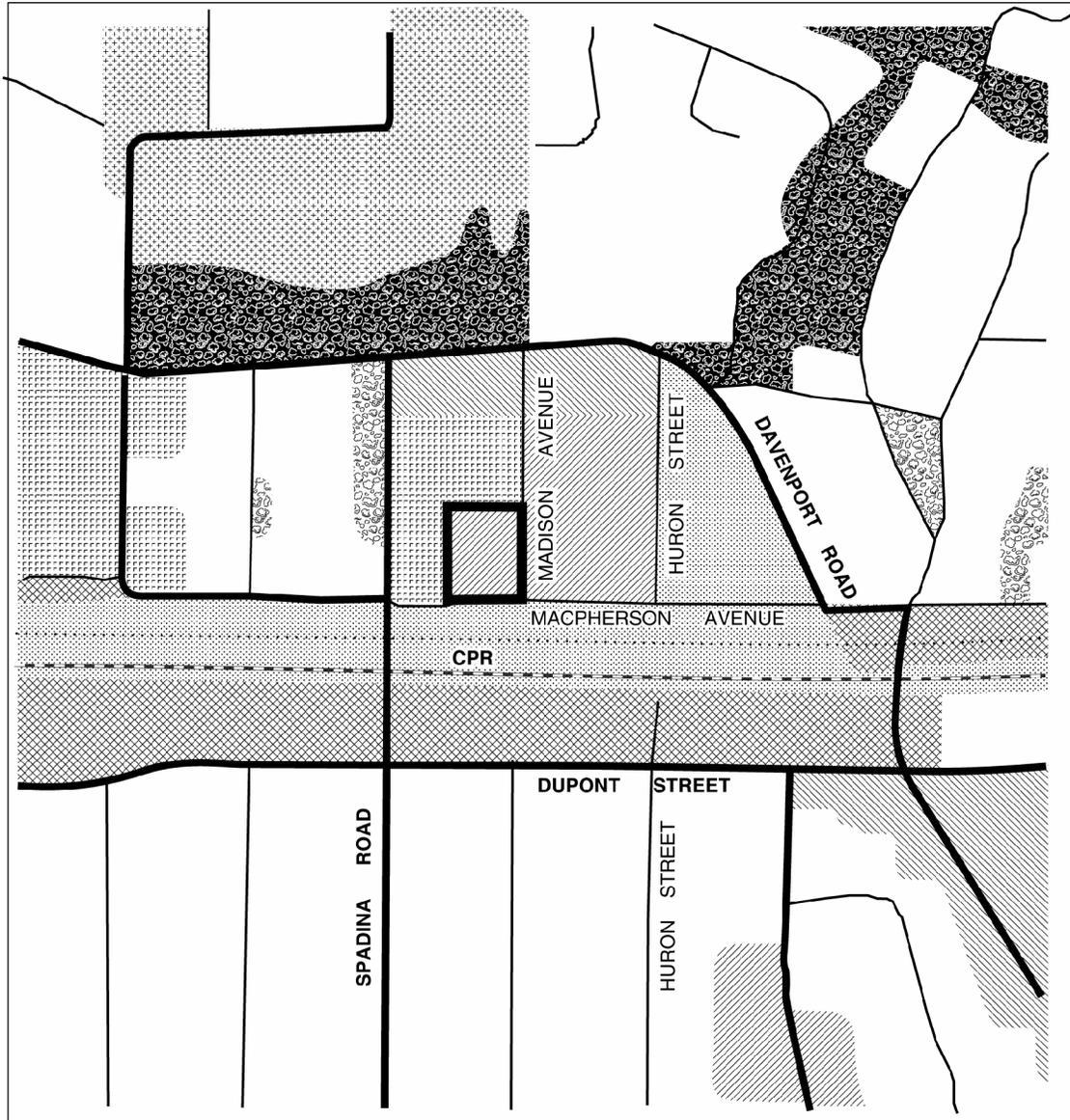
Not to Scale  
08/26/08

200 Madison Avenue

File # 07\_279470



## Attachment 7: Official Plan Map



**Toronto** City Planning  
Division  
**Official Plan**

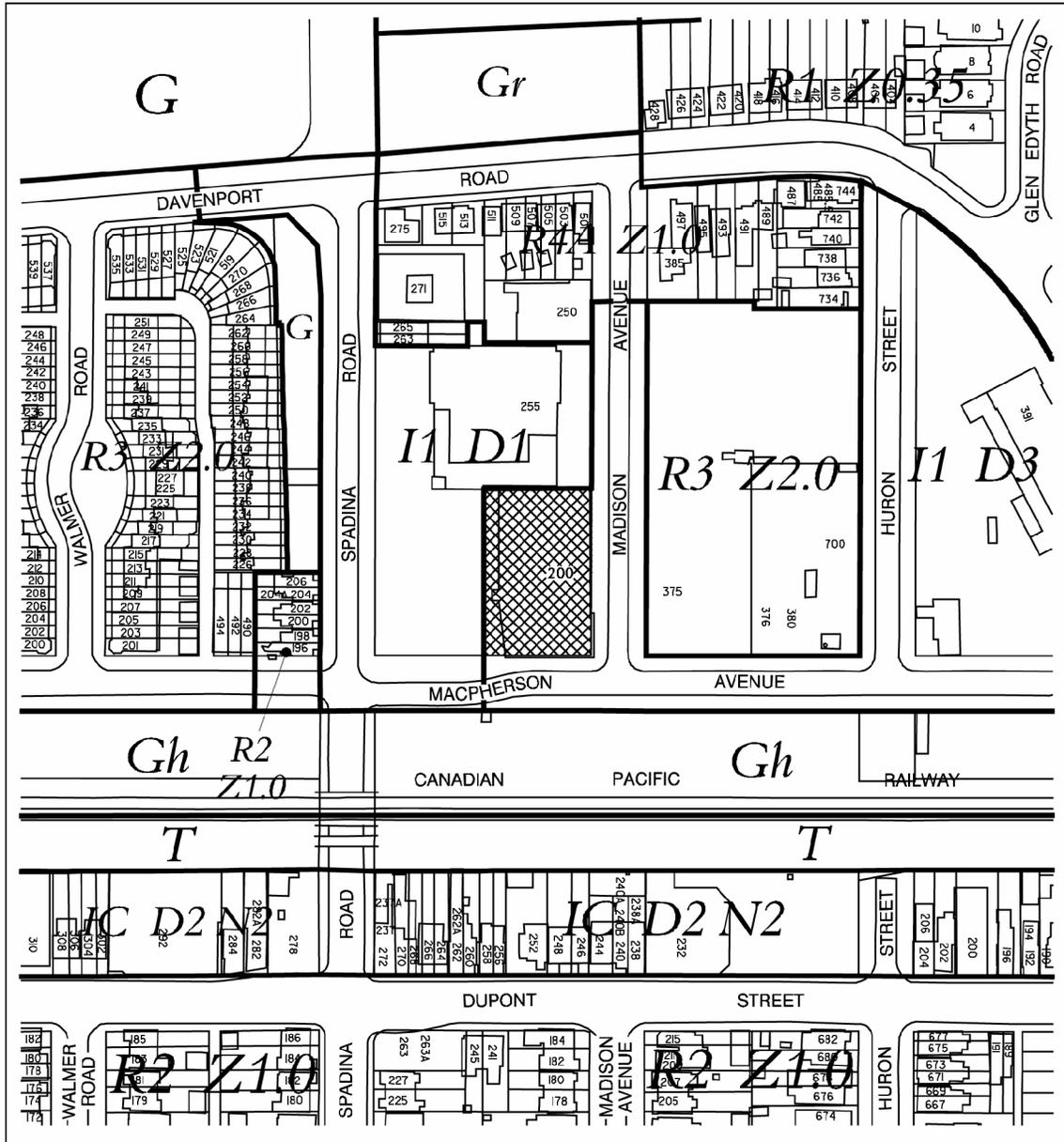
**200 Madison Avenue**

File # 07\_279470 & 07\_279481

- |                          |                 |   |                   |
|--------------------------|-----------------|---|-------------------|
| Site                     | Mixed Use Areas | Other Open Space Areas<br>(Including Golf Courses,<br>Cemeteries, Public Utilities) | Employment Areas  |
| Neighbourhoods           | Natural Areas   | Institutional Areas   | Utility Corridors |
| Apartment Neighbourhoods | Parks           |   |                   |

Not to Scale  
 08/26/08

# Attachment 8: Zoning By-law Map



200 Madison Avenue  
File # 07\_279470

- |                          |                        |
|--------------------------|------------------------|
| R1 Residential District  | Gh Parks District      |
| R2 Residential District  | Gr Parks District      |
| R3 Residential District  | I1 Industrial District |
| R4A Residential District | IC Industrial District |
| G Parks District         | T Industrial District  |



Not to Scale  
Zoning By-law 438-86 as amended  
Extracted 09/08/08 - DR

## Attachment 9: Draft Zoning By-law Amendment

### DRAFT ZONING BY-LAW

#### CITY OF TORONTO BY-LAW NO. \_\_\_\_ - 2008

#### To amend the General Zoning By-law 438-86 of the former City of Toronto with respect to lands municipally known as 200 Madison Avenue

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990. c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

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

1. Appendix “A” of By-law No. 438-86, Map 50J-322 is hereby amended in accordance with Schedule “1” of this By-law in order to rezone the lands shown within the heavy lines from I1 D3 to R3 Z2.0.
2. None of the provisions of Section 2(1) Definitions of *grade*, *height* and Sections 4(2), 4(4)(c)(ii), 4(11), 4(16) and Section 6(3) Part I 1, 6(3) Part II 2, 6(3) Part II 3.F(II), 6(3) Part II 4, 6(3) Part II 5, 6(3) Part II 6, and 6(3) Part III 1(b) of By-law No. 438-86, being “A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto”, shall apply to prevent the use of an *apartment building*, including uses *accessory* thereto on the *lot* known municipally in the year 2008 as 200 Madison Avenue, provided:
  - (a) the *lot* consists of at least the lands shown within the heavy lines on the attached Map 1;
  - (b) the total residential gross floor area erected and used on the lot does not exceed 6100 square metres;
  - (c) the *lot* has a minimum *landscaped open space* of 33% of the area of the *lot*;
  - (d) no portion of the building above grade is located otherwise than wholly within the areas delineated by heavy lines on the attached Map 2 with the exception of lighting fixtures, eaves, windowsills, guardrails, railings, stairs, stair enclosures and landscape features, all of which may extend beyond the heavy lines on the attached Map 2;

- (e) the *height* of any building or structure erected on the lot shall not exceed the *height* shown in metres on Map 2, except for the following:
  - (i) a mechanical penthouse, elevator shaft and associated equipment or other heating, cooling or ventilating equipment, landscaped open structures, rooftop patios and accessory structures and parapets may exceed the maximum height limits as shown on the Map 2 by no more than 5 metre(s);
  - (f) that the building contain not more than 82 dwelling units;
  - (g) the development is maintained as *alternative housing*.
- 3. For the purpose of this By-law:
  - (a) *grade* means 124.19 Canadian Geodetic Datum;
  - (b) *height* means the vertical distance between *grade* and the highest point of the roof;
  - (c) unless otherwise defined in this By-law, each other word or expression which is italicized has the same meaning as such word or expression as defined in By-law No. 438-86, as amended.
- 4. Section 13 of By-Law 438-86 is amended by adding the following: 'By-Law No.\_\_\_\_-2008 respecting 200 Madison Avenue'

ENACTED AND PASSED this ● day of October, A.D. 2008.

