

**480 University Avenue – Zoning Amendment Application
– Final Report**

Date:	August 19, 2013
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 20 – Trinity-Spadina
Reference Number:	12 236896 STE 20 OZ

SUMMARY

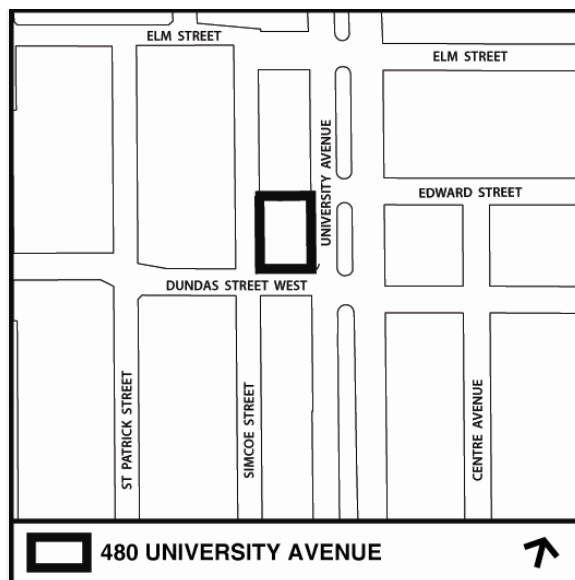
This application proposes a 55-storey building at 480 University Avenue. The applicant proposes to maintain the 18-storey office building that currently exists on the site, and build 37 storeys of residential above. A total of 453 residential units and 158 parking spaces are proposed as part of this application. The project proposes an overall height of 197 metres.

This report reviews and recommends approval of the application to amend Zoning By-law 438-86, as amended, subject to the applicant increasing the proposed parking from 158 parking spaces to 379 parking spaces.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, as amended, for the lands at 480 University Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9 to report (August 19, 2013) from the Director, Community Planning, Toronto and East York District.



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.
3. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows:
 - a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
 - i. Prior to the issuance of the first above grade building permit, the owner shall provide to the satisfaction of the Chief Planner and Executive Director, City Planning Division, written acknowledgement from the Toronto Transit Commission that the owner has posted the necessary securities as required by the Toronto Transit Commission, and that the owner has completed the technical review of the proposed fully accessible entrance connection and entrance tunnel from 480 University Avenue to the Toronto Transit Commission concourse level at the St. Patrick Subway Station, which shall be constructed at the sole expense of the owner, to the satisfaction of the Toronto Transit Commission.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the applicant to obtain Notice of Approval Conditions for the Site Plan Control Application under Section 41 of the *Planning Act*.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Proposal

This application proposes a 55-storey building at 480 University Avenue. The applicant proposes to maintain the 18-storey office building that currently exists on the site and build 37 storeys of residential above.

The project is proposed to have an overall gross floor area of approximately 65,022 m², of which, approximately 26,307 m² will be allocated for non-residential gross floor area, and approximately 38,715m² will be allocated to residential gross floor area. A total of 453 residential units and 158 parking spaces are proposed as part of this application. The project proposes an overall height of 197 metres, and an overall density of 30.5 times the lot area.

Site and Surrounding Area

The subject site is located on the north-west corner of University Avenue and Dundas Street West. The site has frontage on three streets, with frontages of 55 metres along University Avenue, 39 metres along Dundas Street West, and 55 metres on Simcoe Street. The subject site has an overall lot area of approximately 2,132 m². An 18-storey office building is currently located on the site and is not proposed to be demolished.

Development in the vicinity of the subject site is as follows:

- South: At the south-west corner of University Avenue and Dundas Street West is a 20-storey commercial office building with direct access to the St. Patrick subway station. Further south, University Avenue consists of a mix of office-commercial buildings with heights ranging from 3-storeys to 25-storeys, the courthouse, and a 42-storey mixed commercial-residential development under construction.
- East: The site at the north-east corner of University Avenue and Dundas Street west is a 9-storey office-commercial building. Further east, Dundas Street West consists of a mix of office-commercial buildings with heights ranging from 4 storeys to 8 storeys.
- North: Immediately north of the site is an 11-storey building owned by the University of Toronto and used by the Faculty of Medicine as the Rehabilitation Sciences building. Further north, University Avenue is made up of a mix of office-commercial buildings ranging from height from 9 storeys to 20 storeys, and major downtown hospitals.
- West: At the north-west corner of Simcoe Street and Dundas Street West is an 8-storey mixed office-commercial building. Further west, Dundas Street West consists of a mix of residential, mixed use buildings, and institutional facilities such as the Art Gallery of Ontario (AGO), the Ontario College of Art and Design (OCAD) and City of Toronto Police, 52 Division. Heights along this portion of Dundas Street range from 3 storeys to 14 storeys.

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: 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.

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.

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

Official Plan

Map 2 of the Official Plan locates the subject site in the *Downtown*. The *Downtown* is one of the areas which can accommodate a vibrant mix of residential and employment growth that will continue to evolve as a healthy and attractive place to live and work, as new development that supports the reurbanization strategy and the goals for *Downtown*, is attracted to the area.

In particular, Section 2.2.1.1 of the *Downtown* policies of the Plan will shape the City's future by accommodating development that:

- builds on the strength of *Downtown* as the premier employment centre in the GTA; and
- provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting.

The subject site is designated *Mixed Use Areas* in the Official Plan. This designation permits a broad range of commercial, residential and institutional uses, and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in *Mixed Use Areas* includes:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;

- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

The Plan also contains policies regarding tall buildings in the city. Tall buildings are identified as those whose height is typically greater than the width of the adjacent road allowance. The Plan also limits these buildings to parts of the *Downtown, Centres*, and other areas of the city where they are specifically permitted by a Secondary Plan or Zoning By-law. The Official Plan also sets out key urban design considerations when considering a tall building proposal.

Zoning

The site is zoned CR T7.8 C4.5 R4.8 which permits commercial densities of up to 4.5 times the area of the lot, residential densities of up to 4.8 times the area of the lot, and a maximum total density of 7.8 times the area of the lot. The maximum permitted height is 76 metres. Uses permitted in this zoning category include: residential, retail, offices, and restaurants.

Site Plan Control

The lands and development are subject to Site Plan Control. The applicant has submitted a Site Plan Control application that is being reviewed concurrently with the Zoning By-law Amendment application.

Tall Buildings Design Guidelines

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

This project is located within an area that is also subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council in July 2012 and consolidated with the city-wide Tall Building Design Guidelines May 2013). This document identifies where tall buildings belong Downtown, and establishes a framework to regulate their height, form and contextual relationship to their surroundings. The Downtown Vision and Supplementary Design Guidelines should be used together with the city-wide Tall Building Design Guidelines to evaluate new and current Downtown tall building proposals. The Downtown Tall Buildings Guidelines are available at <http://www.toronto.ca/planning/tallbuildingstudy.htm#guidelines>

Reasons for Application

A Zoning By-law amendment application is required to permit the gross floor area, height, reduction in amenity space, and parking ratios proposed by the applicant.

Community Consultation

A Community Consultation meeting was held on December 4, 2012. Approximately 30 members of the public were in attendance. Matters raised at the consultation meeting included: traffic on Simcoe Street; the amount of parking proposed with this development; questions regarding how the valet parking would work for this development; the location of the loading spaces, and current issues with trucks blocking Simcoe Street; the proposed building height; existing streetscape and pedestrian realm issues; construction management for this proposal; and the TTC accessibility improvements proposed as part of this application.

The applicant and planning staff endeavoured to answer the questions asked by those in attendance at the Community Consultation meeting and take the issues into account in assessing and revising the proposal. Further detail is provided in the comments section of 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 Provincial Policy Statement (PPS) promotes the appropriate intensification and efficient use of land, recognizing that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. The Provincial Policy Statement states, in Section 4.5, that the Official Plan is the most important vehicle for implementing the Provincial Policy Statement. Furthermore, Section 4.5 directs municipalities to provide clear direction for the development of the municipality as well as areas suitable for growth.

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.

Staff have reviewed the proposal and determined that it is consistent with the Provincial Policy Statement, and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

Section 2.2.1.1 of the *Downtown* policies of the Plan will shape the City's future by accommodating development that: builds on the strength of *Downtown* as the premier employment centre in the GTA; and provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting.

The Official Plan identifies that *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining a broad array of residential, office, retail and service uses. *Mixed Use Areas* are intended to be areas which allow residents to live, work and shop in the same area, even the same building, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive, and safe. Although *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service uses in the City, not all *Mixed Use Areas* will experience the same scale or intensity of development. The highest buildings and greatest intensity will occur in the *Downtown*, with decreased intensity and scale in the *Centres* and along *Avenues*. The development criteria contained within Section 4.5.2 of the Official Plan seeks to ensure that, among other matters, development in *Mixed Use Areas* creates a balance of high quality commercial, residential, institutional uses that reduce automobile dependency while meeting the needs of the local community. The Plan also seeks to create and sustain well paid, stable, safe and fulfilling employment opportunities on lands designated *Mixed Use Areas*.

An 18-storey (72 metre), non-residential building currently occupies the site. The building currently contains approximately 27,144 square metres of non-residential gross floor area, which is used for retail and offices. The applicant proposes to maintain the 18-storey building in place, reducing the non-residential gross floor area by approximately 837 square metres at grade, in order to accommodate the residential lobby. A total of 490 square metres of retail space and 25,817 square metres of office space will be provided by the applicant, within the first 18-storeys of the proposal. The maintenance of 25,817 square metres of non-residential space, currently used as office space, in the *Downtown* ensures that the employment opportunities remain on-site. The introduction of the 37-storey residential building above the existing 18-storey non-residential building provides housing opportunities in the *Downtown*, and reduces the demand for in-bound commuting. The proposed land use is appropriate for this site and complies with Policies contained within the Official Plan.

Height

The Official Plan identifies that tall buildings are desirable in the right places, but also acknowledges that they are not appropriate in all locations. The highest buildings and greatest intensity will occur in the *Downtown*, with decreased intensity and scale in the *Centres* and along *Avenues*. The subject site is located within the *Downtown*, at the corner of two major arterial roads in the City.

The subject site is located on a High Street within the Downtown Tall Buildings Guideline. High Streets are those parts of major *Downtown* streets along which tall buildings are considered to be an appropriate form of development. Map 2- The Downtown Vision Height Map- introduces a series of six height range categories applying to High Streets throughout the *Downtown* that reinforce the existing structure of *Downtowns* skyline and built form context. The heights on Map 2 are expressed in both height and storeys. Map 2 of The Downtown Tall Buildings Guidelines identifies that the intersection of University Avenue and Dundas Street West would have heights ranging from 25-storeys (77 metres) to 45-storeys (137 metres). Section 1.4 of the Guidelines identify that the four corners of subway stations along High Streets, where contextually appropriate and where impact on heritage properties is respected, can be marked with buildings that incorporate heights that are approximately 30 metres (10 storeys) higher than their surrounding heights. Thus, based on Section 1.4 of the Tall Buildings Guidelines, the maximum permitted height at 480 University Avenue, could be 55-storeys or 167.0 metres, subject to consistency with the performance standards.

The applicant's proposal is for a 55-storey mixed use building, which maintains an 18-storey office building on the site, with residential above, resulting in an overall building height of 197.0 metres. Staff have reviewed the applicant's proposal, as well as the surrounding context and determined that a building of this height is acceptable in this instance due to the subject site's location, as well as the retention of a significant amount of employment uses, and the resolution of related issues as outlined below.

Massing and Siting

Section 4.5 of the Official Plan sets out criteria used to evaluate development within the *Mixed Use Areas* designation. All new development within *Mixed Use Areas* is required to locate and mass new buildings to frame the edge of the streets, maintain sunlight and comfortable wind conditions, and locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives contained within the Plan. The objectives of the Official Plan are to be addressed by ensuring that developments provide appropriate setbacks and/or stepping down of heights, between areas of different development intensity and scale, and by locating and massing new buildings in a manner that is sensitive and limits shadow impacts during the spring and fall equinoxes.

The Tall Buildings Guidelines are an evaluation tool which seek to achieve optimal building siting and design, that enhance the adjacent public realm, and reinforce the surrounding built environment, context, and desired character of development in the *Downtown*. The Guidelines contain performance standards which are used to assist when evaluating and reviewing new tall building applications. Taking into account the unusual circumstances of new development above an existing office building, the applicant has been able to comply with a number of the performance standards contained within the guidelines including, but not limited to: separation distance to the side property lines; tower placement; base building location; transparency at street level; and pedestrian scale façade articulation.

The applicant proposes to improve the condition at grade along University Avenue by introducing a podium condition which extends to the University Avenue property limit. Currently, the building is set upon plinth-like base, with the ground floor uses accessible by a set of stairs, approximately 1 metre above-grade. The applicant proposes to extend the non-residential uses towards the University Avenue property limit and bring some of the entrances down to grade in effort to better animate the street at this location. The 3-storey base condition proposed by the applicant is designed in a manner which adds visual interest to the building at grade, while breaking up the existing massing of the 18-storey building.

Many main streets in the City face competing demands for space to accommodate a range of uses within the public right-of-way. These include sidewalks, street trees, marketing areas, vehicular lanes, on-street and dedicated transit lanes, bike lanes, on-street parking and utilities. New development provides an opportunity to achieve improved minimum standards for sidewalks through building setbacks. Staff have requested that the existing stairs at the corner of University Avenue and Dundas Street West be reduced in width in order to provide relief at the corner, and to allow for better pedestrian circulation at the intersection. The applicant has been able to notch out the stairs at the corner, providing for an enhanced sidewalk zone. In addition, the proposal provides a sidewalk zone of approximately 6 metres along University Avenue, and maintains the existing sidewalk zone of approximately 3 metres along Dundas Street West.

The proposed siting, massing of the proposed development is in keeping with the built form policies and the development criteria contained within the “*Mixed Use Areas*” designation.

Traffic Impact

The applicant submitted a Traffic Impact Study with their application. In that study, the consultant estimates that the proposal will generate 62 and 78 two-way trips during the AM and PM peak hours. These trips are in addition to those generated by the existing uses that will be retained. Given these estimated trips, the consultants study concludes that the proposal will have minimal impact on the area road network. No road improvements were recommended by the consultant in order to accommodate site traffic volumes. Engineering and Construction Services staff have reviewed the Traffic Impact Study and identified that they agree with the conclusions from the consultants, and find the traffic impacts of the development to be acceptable.

Parking

The applicant proposes to provide 158 parking spaces for this project which includes six dedicated car-share spaces. All parking spaces are proposed to be located within five levels of underground parking, and will be shared amongst the residential, retail, and office components of the proposal. The applicant proposes to provide valet parking services for the entire parking garage.

Engineering and Construction Services staff have reviewed the applicant's proposal and determined that the parking requirements for the site would be 379 parking spaces. Engineering and Construction Services staff require that the parking for the project be provided in accordance with this requirement. Performance standards contained within the draft Zoning By-law secure the parking requirement that would be acceptable to Engineering and Construction Services staff.

The applicant is proposing that 58 spaces be considered compact parking spaces. Engineering and Construction Services staff have identified that given the tight confines of the site, along with the fact that the entire parking garage will operate with a valet parking service, the sub-standard parking spaces are acceptable in this particular instance.

Driveway Access and Site Circulation

The applicant proposes to provide vehicular access to the site via three entrance driveways off Simcoe Street. The two most southerly driveways will provide general vehicular access to the site and will operate in a counter-clockwise direction with in-bound only and out-bound only movements. The most northerly driveway will provide access to the Type B and Type G loading spaces of the project. The two southerly driveways will be connected by an internal drive aisle which also provides access to the underground parking garage, the above and below-grade valet parking spaces and the below-grade Type C loading spaces.

Engineering and Construction Services staff have indicated that the proposed access driveways are generally acceptable. They have also advised that all existing driveways which do not form part of the access proposal for this project must be closed and restored to City standards.

Loading

The applicant proposes four loading spaces as part of this project. The applicant proposes to provide one Type B, two Type C, and one Type G loading space as part of the development. The Type B and Type G loading spaces will be located at-grade, immediately north of the ramp which leads to the underground parking area. The Type C loading space will be located in the P1 Parking Level. Engineering and Construction Services staff have indicated that the loading supply is acceptable.

Bicycle Parking

The Official Plan contains policies which encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies contained within the Plan attempt to increase the opportunities for better walking and cycling conditions for residents of the City.

Policy 2.4.7 states, “Policies, programs and infrastructure will be introduced to create a safe, comfortable, and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including... the provision of bicycle parking facilities in new developments”. The development will provide 362 bicycle parking spaces for the exclusive use of residents on levels P2 through P5. In addition, 91 visitor bicycle parking spaces will be provided in a secured visitor parking area located on level P1 of the building. The number and location of bicycle parking spaces proposed by this development is sufficient.

Toronto Transit Commission

The subject site is located on the University-Spadina subway line, at the St. Patrick subway station. The applicant proposes to connect this development directly to the St. Patrick subway station by way of a fully accessible entrance connection and entrance tunnel. Toronto Transit Commission staff have had discussions with the applicant regarding the provision of an accessible entrance connection from grade to the TTC concourse level.

The TTC has indicated that the provision of the accessible entrance connection through the development shall connect to the St. Patrick subway station, and shall be constructed at the sole cost and expense of the applicant. The entrance connection will include a fully accessible elevator to be built to TTC standards. The TTC has also indicated that the applicant is required to enter into an entrance connection agreement with the TTC for the construction, operation, maintenance of the St. Patrick Subway Station entrance connection. The entrance connection agreement will also set out the easement requirements for the connection to the St. Patrick subway station.

The applicant is proposing to provide the connection, as well as other transit improvements to the St. Patrick subway station as part of their Section 37 contributions. Staff will secure the obligations, agreements, and any necessary securities through the Section 37 agreement.

Large Dwelling Units

The applicant has identified that of the 453 dwelling units proposed as part of this application, 167 (37%) of the dwelling units will be two bedrooms, and 55 (12%) of dwelling units be three bedroom plus den.

Parkland Dedication

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provisions of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The application proposes 453 residential units on a site with a net area of 2,132 m². At the alternative rate of 0.4 hectares per 300 people specified in By-law 1020-2010, the parkland dedication requirement is 0.604 hectares, or 283.3% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% is applied to the proportionate area of the site that is proposed for residential use. In total, the parkland dedication requirement for the proposed residential component is 127 square metres.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as an on-site parkland dedication requirement of 127m² would not be of usable size.

The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-law will secure Tier 1 development features. Additional applicable TGS performance measures such as native plantings in landscape areas will be secured through the Site Plan Control process.

Section 37

Section 37 of the Planning Act allows the City to authorize increased density and/or height in return for the provision of services, facilities or matters. The Official Plan contains provisions authorizing these Section 37 matters, provided the density and/or height increase are consistent with the objectives of the Official Plan regarding building form and physical environment.

Given the increase in proposed height, the Official Plan would require the provision of Section 37 benefits. The applicant has agreed to the following Section 37 contribution. The benefits to be secured would be as follows:

- i. Prior to the issuance of the first above grade building permit, the owner shall provide to the satisfaction of the Chief Planner and Executive Director, City Planning Division, written acknowledgement from the Toronto Transit Commission that the owner has posted the necessary securities as required by the Toronto Transit Commission, and that the owner has completed the technical review of the proposed fully accessible entrance connection and entrance tunnel from 480 University Avenue to the Toronto Transit Commission concourse level at the St. Patrick

Subway Station, which shall be constructed at the sole expense of the owner, to the satisfaction of the Toronto Transit Commission.

Conclusion

The proposed 55-storey mixed use building at 480 University Avenue is appropriate for this site and is consistent with *Mixed Use Areas* Policies contained within the Official Plan. In addition, the proposed siting, massing and built form of the development is in keeping with the built form policies and the development criteria contained within the “*Mixed Use Areas*” designation. Planning staff recommend approval of this application.

CONTACT

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SIGNATURE

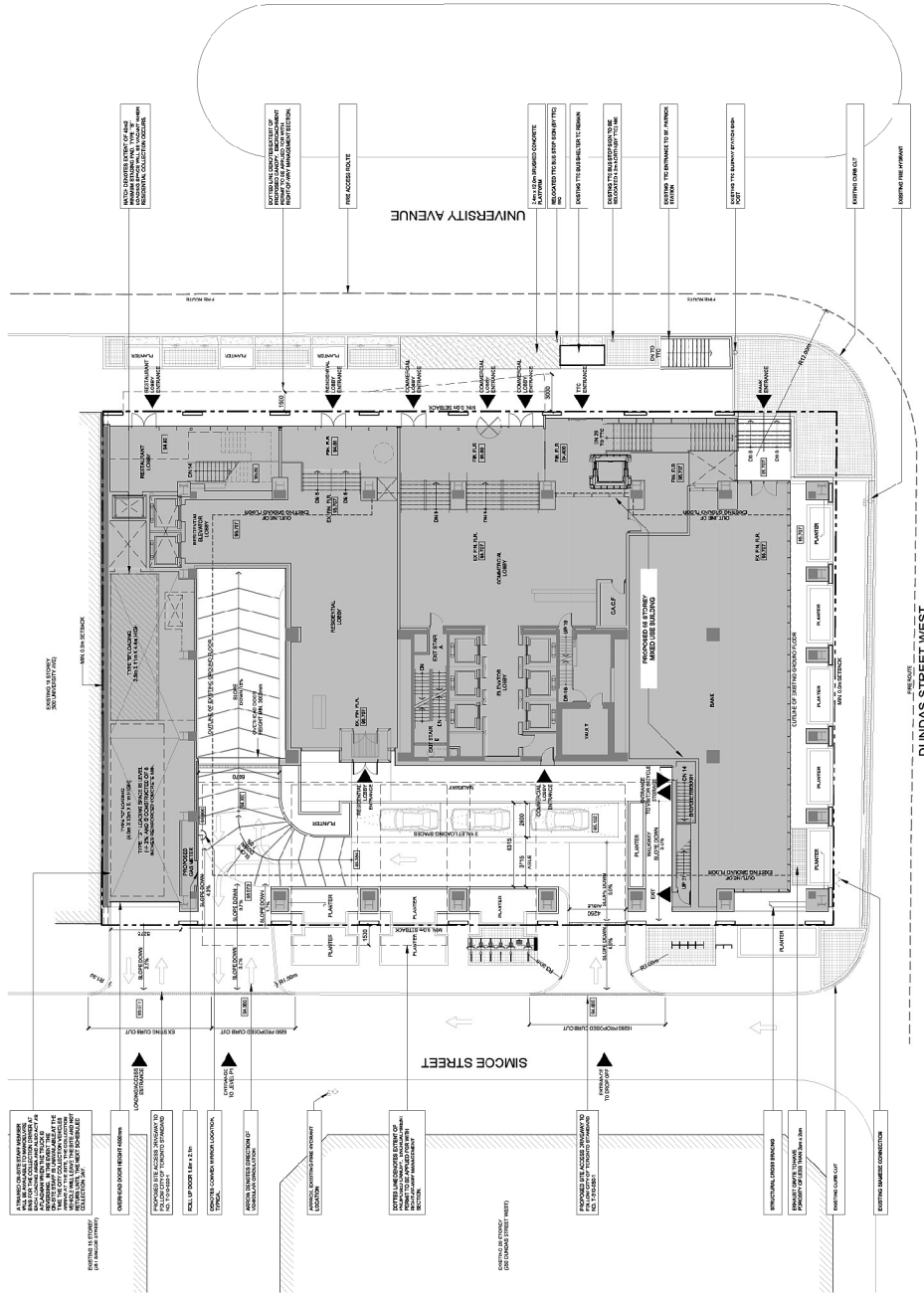
Gregg Lintern, MCIP RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Elevations
Attachment 4: Elevations
Attachment 5: Elevations
Attachment 6: Zoning
Attachment 7: Official Plan
Attachment 8: Application Data Sheet
Attachment 9: Draft Zoning By-law Amendment

Attachment 1: Site Plan



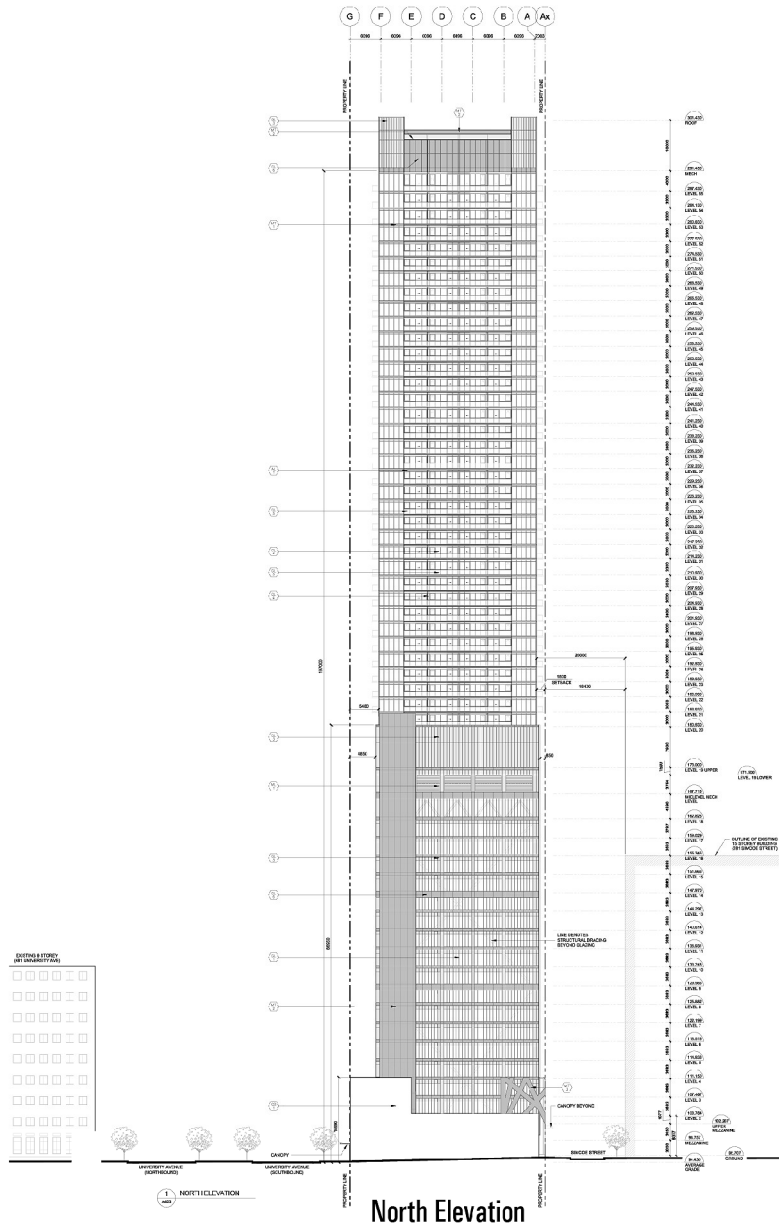
480 University Avenue

Site Plan
 Applicant's Submitted Drawing

File # 12 236896 0Z

Not to Scale
 08/16/2013

Attachment 2: North Elevation



Elevations

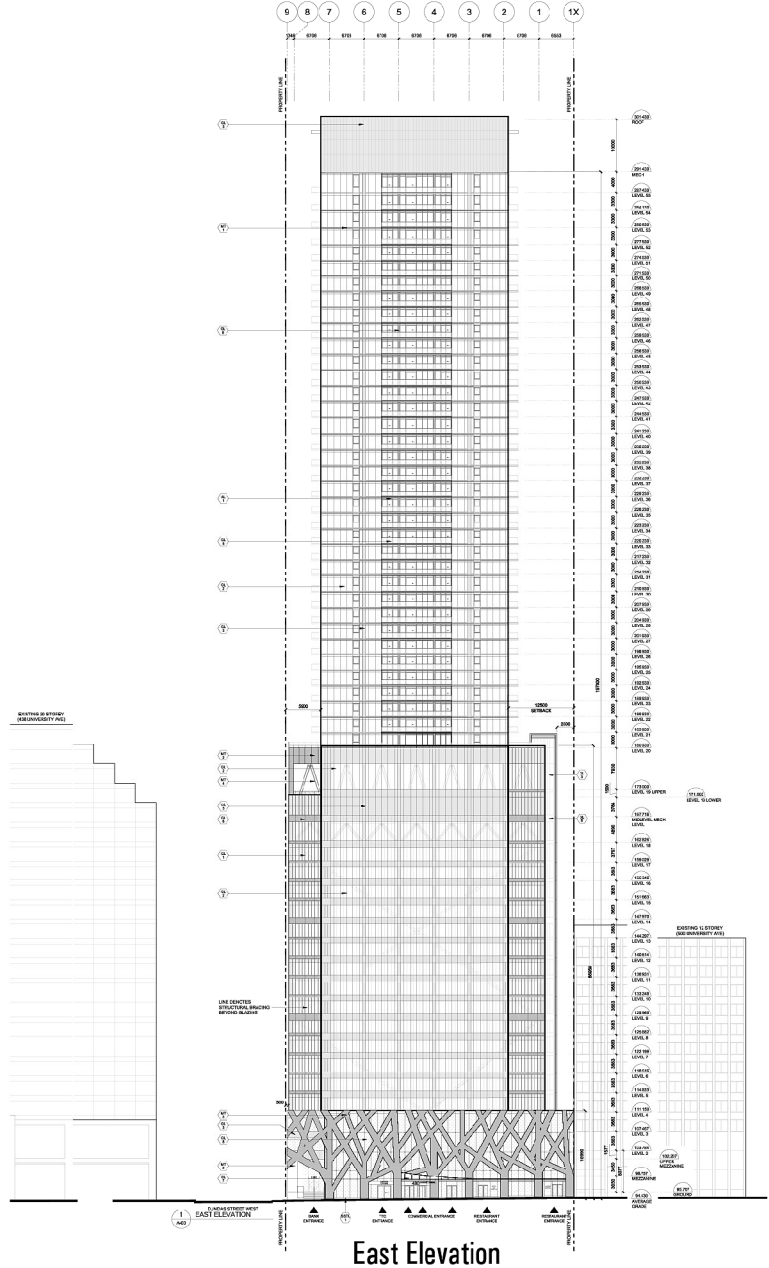
Applicant's Submitted Drawing

Not to Scale
08/16/2013

480 University Avenue

File # 12 236896 OZ

Attachment 3: East Elevation



Elevations

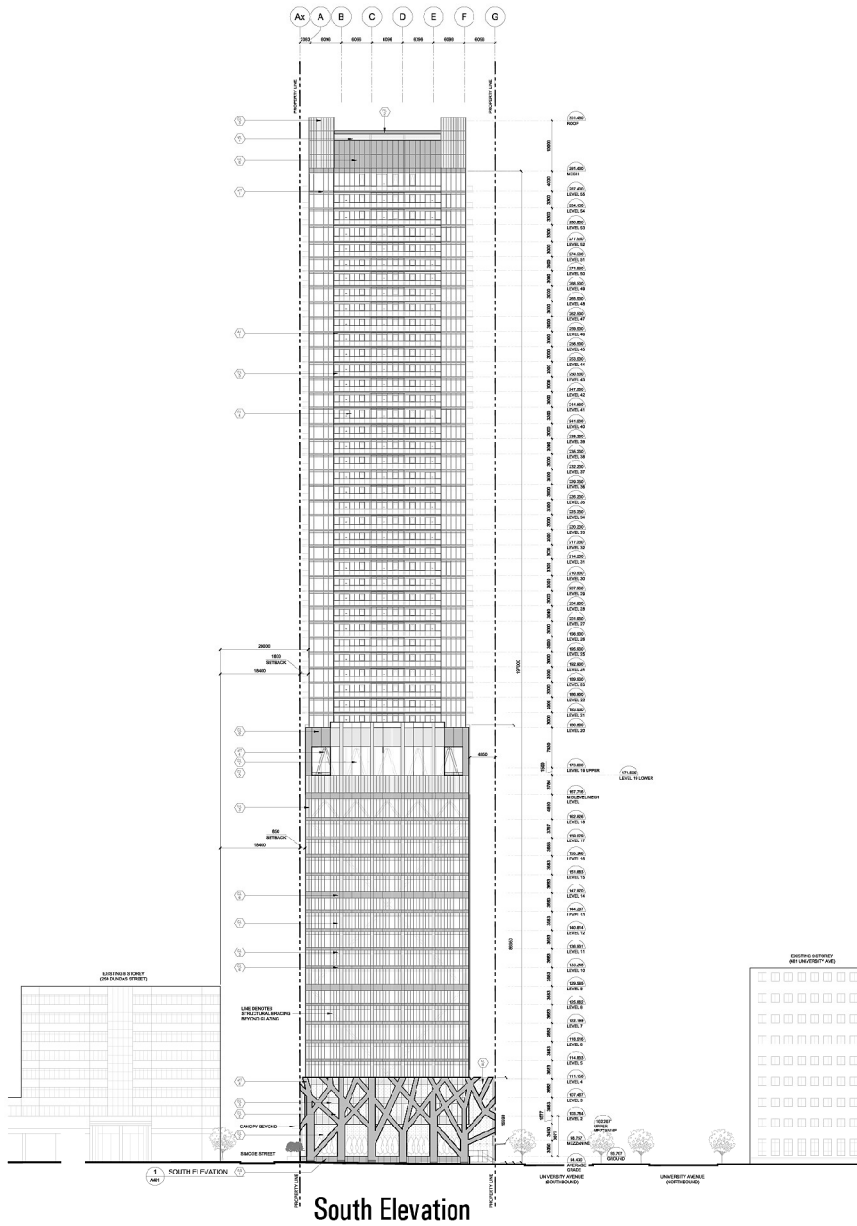
Applicant's Submitted Drawing

Not to Scale
08/16/2013

480 University Avenue

File # 12 236896 0Z

Attachment 4: South Elevation



Elevations

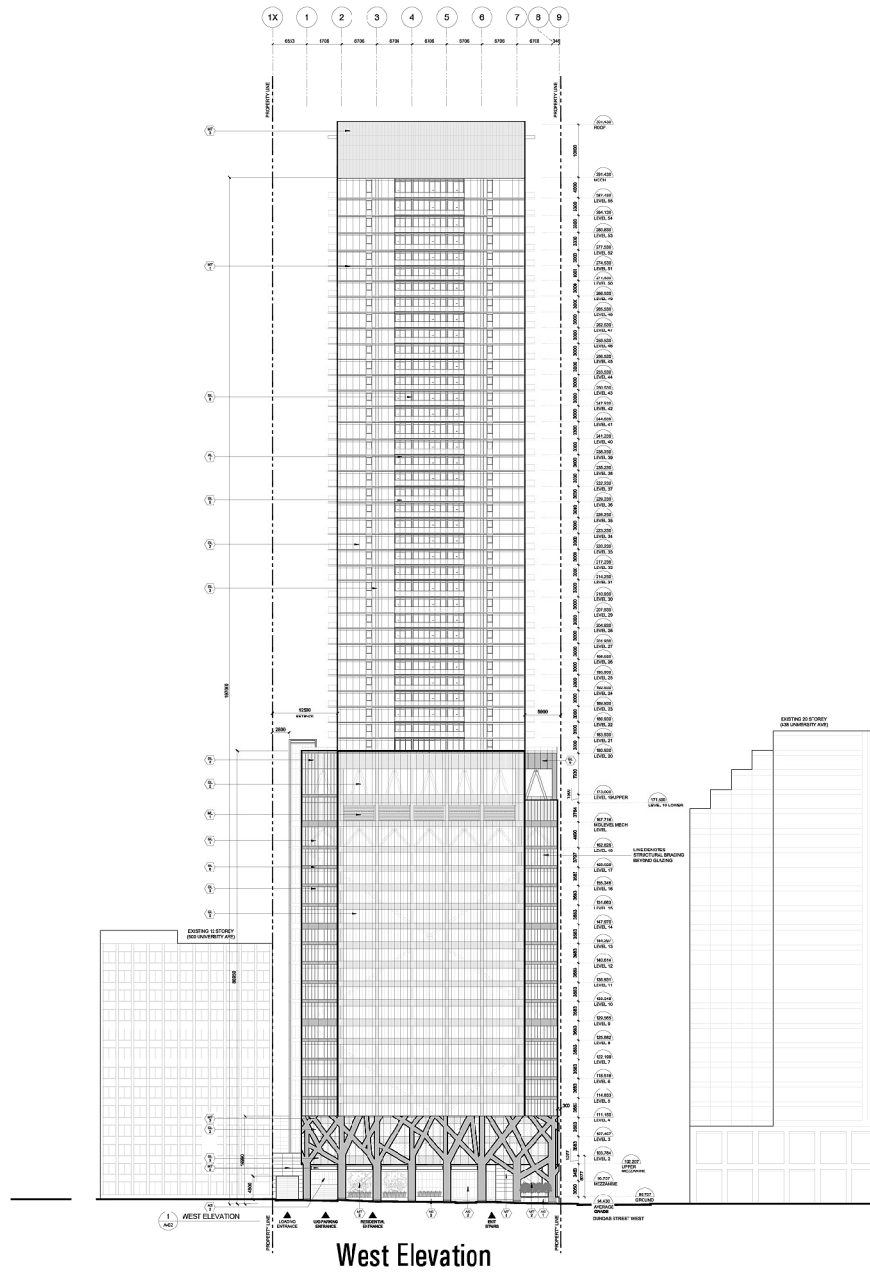
Applicant's Submitted Drawing

Not to Scale
08/16/2013

480 University Avenue

File # 12 236896 OZ

Attachment 5: West Elevation



Elevations

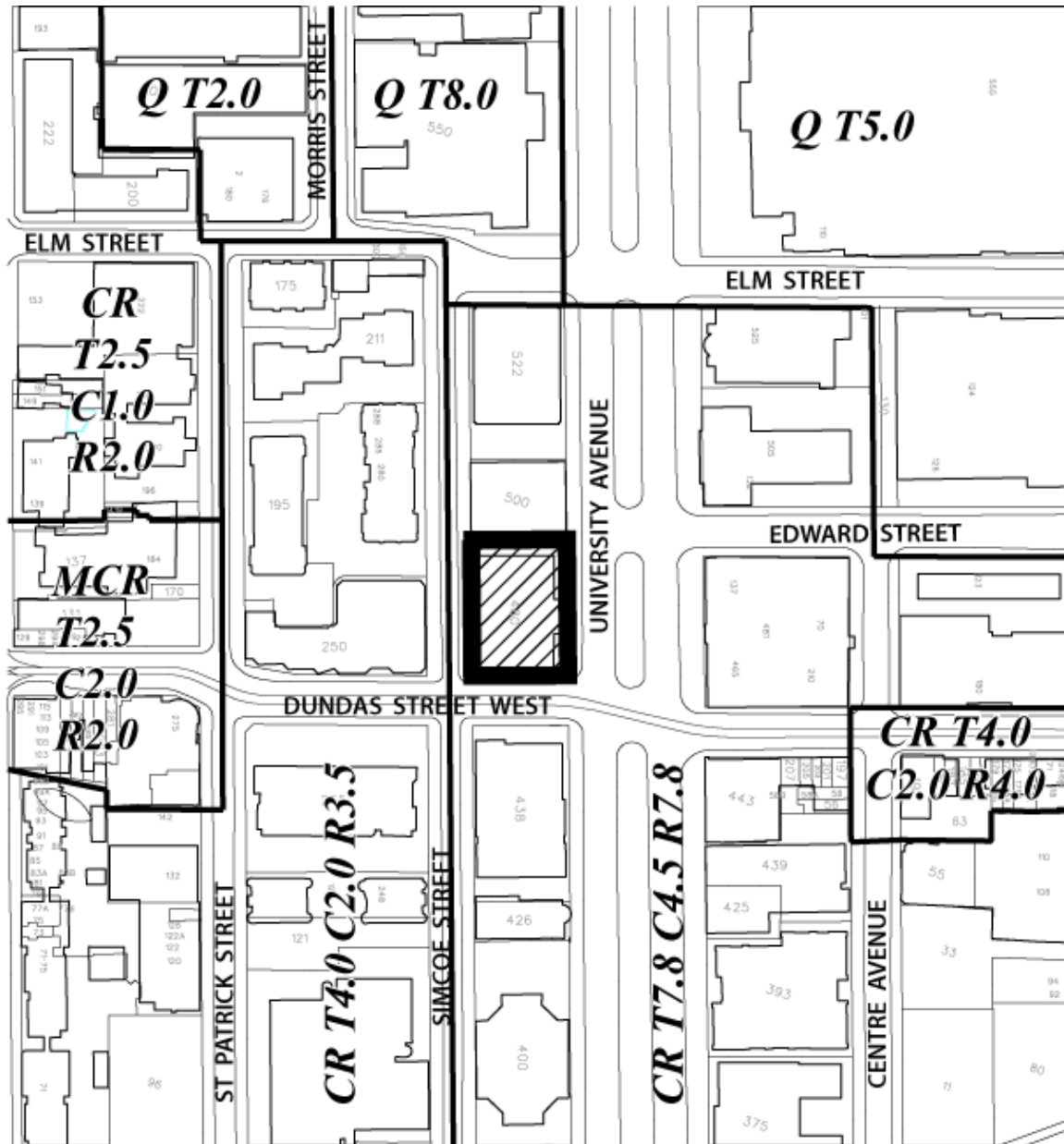
Applicant's Submitted Drawing

Not to Scale
08/16/2013

480 University Avenue

File # 12 236896 0Z

Attachment 6: Zoning



Zoning City of Toronto By-law 438-86

480 University Avenue

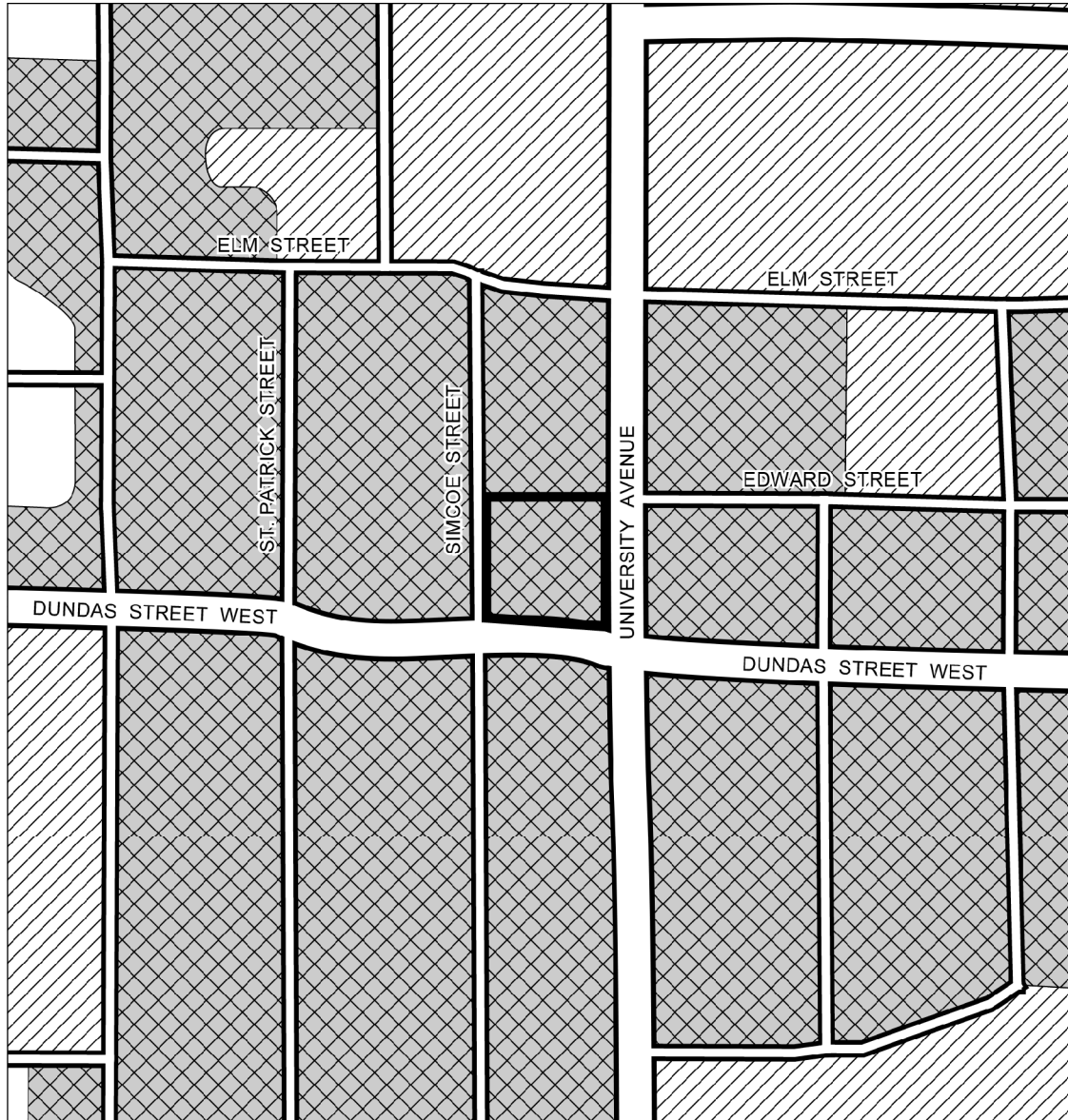
File # 12_236896_OZ

- CR Mixed Use District
- MCR Mixed Use District
- Q Mixed Use District



Not to Scale
Zoning By-law 438-86 as amended
Extracted 10/03/2012

Attachment 7: Official Plan



TORONTO City Planning
Official Plan

480 University Avenue

File # 12 236896 0Z

- Site Location
- Neighbourhoods
- Mixed Use Areas
- Institutional Areas

Not to Scale
 09/16/2013

Attachment 8: Application Data Sheet

Application Type	Site Plan Approval	Application Number:	13 118502 STE 20 SA
Application Type	Rezoning Application	Application Number:	12 236896 STE 20 OZ

Municipal Address: 480 UNIVERSITY AVE

Location Description: PL 133E LTS 1-12 & PASSWAY PL R883 PTS 1,3,4,PL 1 49,55 ,PT LT 27. EXEMPT IN PT PER THE U OF T ACT 1971. **GRID S2009

Project Description: Proposal to add 37 stories to existing 18 storey building with below grade parking. This proposal will add 38,714.88m² of residential space to the existing 25,816.63m² of office and 490.00m² of retail.

Applicant:	Agent:	Architect:	Owner:
GAGNON & LAW URBAN PLANNERS LTD			AMEXON PROPERTIES INC.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	438-86
Zoning:	CR T7.8 C4.5 R4.8	Historical Status:	
Height Limit (m):	0, 0, 0	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	2132.2	Height:	Storeys:	55
Frontage (m):	38.72		Metres:	197
Depth (m):	55.26			
Total Ground Floor Area (sq. m):	1506.3			Total
Total Residential GFA (sq. m):	38282.09		Parking Spaces:	0
Total Non-Residential GFA (sq. m):	26739.42		Loading Docks	4
Total GFA (sq. m):	65021.51			
Lot Coverage Ratio (%):	70.6			
Floor Space Index:	30.5			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	231
2 Bedroom:	167
3 + Bedroom:	55
Total Units:	453

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):		38282.09	0
Retail GFA (sq. m):		490	0
Office GFA (sq. m):		25634.81	181.82
Industrial GFA (sq. m):		0	0
Institutional/Other GFA (sq. m):		0	432.79

CONTACT:	PLANNER NAME:	Marian Prejel, Senior Planner
	TELEPHONE:	(416) 392-9337

Attachment 9: Draft Zoning By-law Amendment

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~ - 2013

To amend Zoning By-law No. 438-86, as amended, With respect to lands municipally known as 480 University Avenue

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 199, 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 conducted at least one public meeting in accordance with Section 34 the *Planning Act* regarding the proposed Zoning By-law Amendment; and

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

1. None of the provisions of Section 2 with respect to the definitions of lot, grade, height, residential amenity space, bicycle parking space – occupant, bicycle parking space - visitor, and Sections 4(2), 4(5), 4(8), 4(10)(a), 4(10)(d), 4(12), 4(13), 4(17)(a), 4(17)(d), 4(17)(e), 8(3) Part I, 8(3) Part II 1, 8(3) Part III , 8(3) Part IV 1, 8(3) Part XI 2 and 12(2) 259 of By-law No. 438-86 of the former City of Toronto, 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 land and the erection and use of certain buildings and structures in various areas of the City of Toronto”, as amended, shall apply to prevent the erection and use of a mixed-use building and accessory uses on the *lot* provided that:
 - a) The *lot* consists of the lands delineated by heavy lines on the attached Map 1 forming part of this By-law;
 - b) In addition to the uses permitted in Section 8(1)(f)(a) and 8(1)(f)(b), an *automobile car share use* is a permitted use on the *lot*;
 - c) The amount of *residential gross floor area* and *non-residential gross floor area* erected or used on the *lot* shall be as follows:
 - i. The *residential gross floor area* shall not exceed 39,000 m²;
 - ii. The *non-residential gross floor area* shall be at least 25,500 m²;
 - iii. The combined *residential gross floor area* and *non-residential gross floor area* shall not exceed 65,500 m²;

- d) No portion of the building above *grade* shall be located otherwise than wholly within the areas delineated by heavy lines on the attached Map 2, except for the following:
- i. Light fixtures, cornices, sills, eaves, mullions, canopies, awnings, parapets, trellises, ornamental and architectural elements, guardrails, balustrades, railings, stairs, stair enclosures, stair landings, terraces, platforms, wheel chair ramps, vents, air shafts, underground garage ramps and their associated structures, privacy screens and walls, fences, bollards, retaining walls, landscape features, lightning rods, transformer vaults and elements required for the functional operation of the building, window washing equipment, balconies and public art features.
 - ii. Notwithstanding 1.d)i. above, balconies above the 19th floor shall not encroach building setbacks and stepbacks as outlined on Map 2 more than 2.5 metres from the main wall face with the exception that balconies along the west elevation facing Simcoe Street shall not be located closer than 0.6 metres from the Simcoe Street *lot* line.
- e) No portion of the building or structure on the *lot* shall have a greater *height*, in metres above *grade*, than the height limit in meters above *grade* specified by the numbers following the symbol ‘H’, on the attached Map 2 except that:
- i. A stair tower, elevator shaft, chimney stack or other heating, cooling or ventilation equipment or window washing equipment on the roof of the building or a fence, wall, decorative feature or structure enclosing such elements may exceed the height limits on the attached Map 2 by no more than 10.0 metres provided that such elements or enclosures are within the mechanical area lines shown on Map 2;
 - ii. a structure on the roof of the building, used for outside or open air recreation, landscaping, architectural purposes, privacy, safety or wind protection may exceed the height limits shown on the attached Map 2 by no more than 3.0 metres;
 - iii. notwithstanding the provisions of By-law 438-86, as amended, ornamental and architectural elements, which are permitted on the may exceed the height limits shown on the attached map 2 by no more than 10 metres.
- f) i. residential *parking spaces* shall be provided on the *lot* in accordance with the following standards:

Unit Type	Minimum Parking Requirement	Maximum Parking Requirement
Bachelor Unit	0.3 spaces per unit	0.4 spaces per unit
1-Bedroom Unit	0.5 spaces per unit	0.7 spaces per unit

2-Bedroom Unit	0.8 spaces per unit	1.2 spaces per unit
3+ Bedroom Unit	1.0 spaces per unit	1.5 spaces per unit
Visitor Parking	0.1 spaces per unit	N/A

ii. *parking spaces* for the non-residential uses shall be provided on the *lot* in accordance with the following standards:

Use	Minimum Parking Requirement	Maximum Parking Requirement
Office	0.35 spaces per 100 square metres of gross floor area	0.80 spaces per 100 square metres of gross floor area
Retail	1.0 spaces per 100 square metres of gross floor area	3.5 spaces per 100 square metres of gross floor area

iii. *parking spaces* required under f (i) may be reduced at a rate of 4 residential parking spaces for each *car-share parking space* provided.

iv. notwithstanding f iii. above, to a maximum of 6 residential *car-share parking spaces* shall be permitted on the *lot*.

v. notwithstanding f i. and ii. above, a maximum of 45 *parking spaces* shall be permitted to be *compact parking spaces*.

g) The minimum number of loading spaces to be provided and maintained on the *lot* shall be:

- i. One (1) *loading space – type B*;
- ii. One (1) *loading space- type C*; and
- iii. One (1) *loading space – type G*.

h) *Amenity Space* shall be provided in accordance with the following requirements:

- i. A minimum of 1,800 m² of indoor *amenity space* shall be provided on the *lot*;
- ii. A minimum of 300 m² of outdoor *amenity space* shall be provided on the *lot*;
- iii. The indoor *amenity space* shall contain a kitchen and washroom; and

- iv. The outdoor *amenity space* shall be provided in a location adjoining or directly accessible from the indoor *amenity space*.
- i) A minimum of 453 *bicycle parking spaces* shall be provided and maintained on the *lot*, of which a minimum of 362 shall be provided for *bicycle parking spaces – occupant* and a minimum of 91 shall be provided as *bicycle parking spaces – visitor*.

SECTION 37 OF THE PLANNING ACT

- 2. Pursuant to Section 37 of the *Planning Act* and subject to compliance with this By-law, the increase in height and density of development on the *lot* is permitted in return for the Owner's election to provide, at the Owner's expense, the facilities, services and matters set out in Schedule "A" hereof which are secured by one or more agreements pursuant to Section 37(3) of the *Planning Act* that are in a form satisfactory to the City Solicitor and registered on title to the *lot*.
- 3. Where Schedule "A" of this By-law requires the Owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.
- 4. The Owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Schedule "A" are satisfied.
- 5. Definitions:
 - a) For the purpose of this By-law, the terms set forth in italics, subject to Section 5 of this By-law, have the same meaning as such terms have for the purposes of By-law No. 438-86 of the former City of Toronto, as amended
 - b) For the purposes of this by-law, the following definitions shall apply:
 - i. “amenity space” means a common area or areas within the *lot* which are provided for recreational or social purposes, and may be shared between all uses on the lot;
 - ii. “bicycle parking space – occupant” means an area that is equipped with a bicycle rack, locker or stacker for the purpose of providing parking and securing of bicycles, and
 - i. Where the bicycles are to be parked on a horizontal surface, has horizontal dimensions of at least 0.45 metres by 1.80 metres and a vertical dimension of at least 1.2 metres
 - ii. Where the bicycles are to be parked in a vertical position, has a horizontal dimensions of at least 0.60 metres by 1.20 metres and a vertical dimension of at least 1.90 metres

- iii. “bicycle parking space – visitor” means an area that is equipped with a bicycle rack, locker or stacker for the purpose of providing parking and securing of bicycles
 - i. Where the bicycles are to be parked on a horizontal surface, has horizontal dimensions of at least 0.45 metres by 1.80 metres and a vertical dimension of at least 1.20 metres
 - ii. Where the bicycles are to be parked in a vertical position, has a horizontal dimensions of at least 0.60 metres by 1.20 metres and a vertical dimension of at least 1.90 metres
 - iv. "car-share" means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing car organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometres driven, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or may not be refundable.
 - v. "car-share parking space" means a parking space that is reserved and actively used for car sharing.
 - vi. “compact parking space” means a *parking space*, accessed by a one-way or two-way drive aisle having a width of 6.00 metres or more, with the following dimensions measured at the entrance to the *parking space*:
 - i. Length - 5.60 metres
 - ii. Height – 2.00 metres
 - iii. Width – 2.45 metres,

and which may have obstructions such as, but not limited to, a wall, ceiling, column, bollard, fence or pipe that is situated within 0.30 metres of the *parking space*, measured at right angles;
 - vii. “grade” means the Canadian Geodetic elevation of 94.43 metres;
 - viii. “height” means the vertical distance between grade and the highest point of the roof except for the excluded elements prescribed in this By-law;
 - ix. “lot” means those lands outlined in heavy lines on Map 1 attached hereto;
 - x. “non-residential gross floor area” shall have the same meaning as provided in By-law No. 438-86 of the former City of Toronto, as amended, except that *amenity space* as defined by this By-law shall be excluded;
 - xi. “residential gross floor area” shall have the same meaning as provided in By-law No. 438-86 of the former City of Toronto, as amended, except that *amenity space* as defined by this By-law shall be excluded.
6. Except otherwise noted herein, the provisions of By-law No. 438-86, as amended, shall continue to apply to the *lot*.

7. None of the provisions of By-law No. 438-86 of the former City of Toronto, as amended, or of this By-law shall apply to prevent the erection or use on the lot for a temporary sales showroom.
8. Notwithstanding any existing or future severances, partition, or division of the lot, the provisions of this By-law shall apply to the whole of the lot as if no severance, partition or division occurred.

ENACTED AND PASSED this ~ day of ~, A.D. 2013.

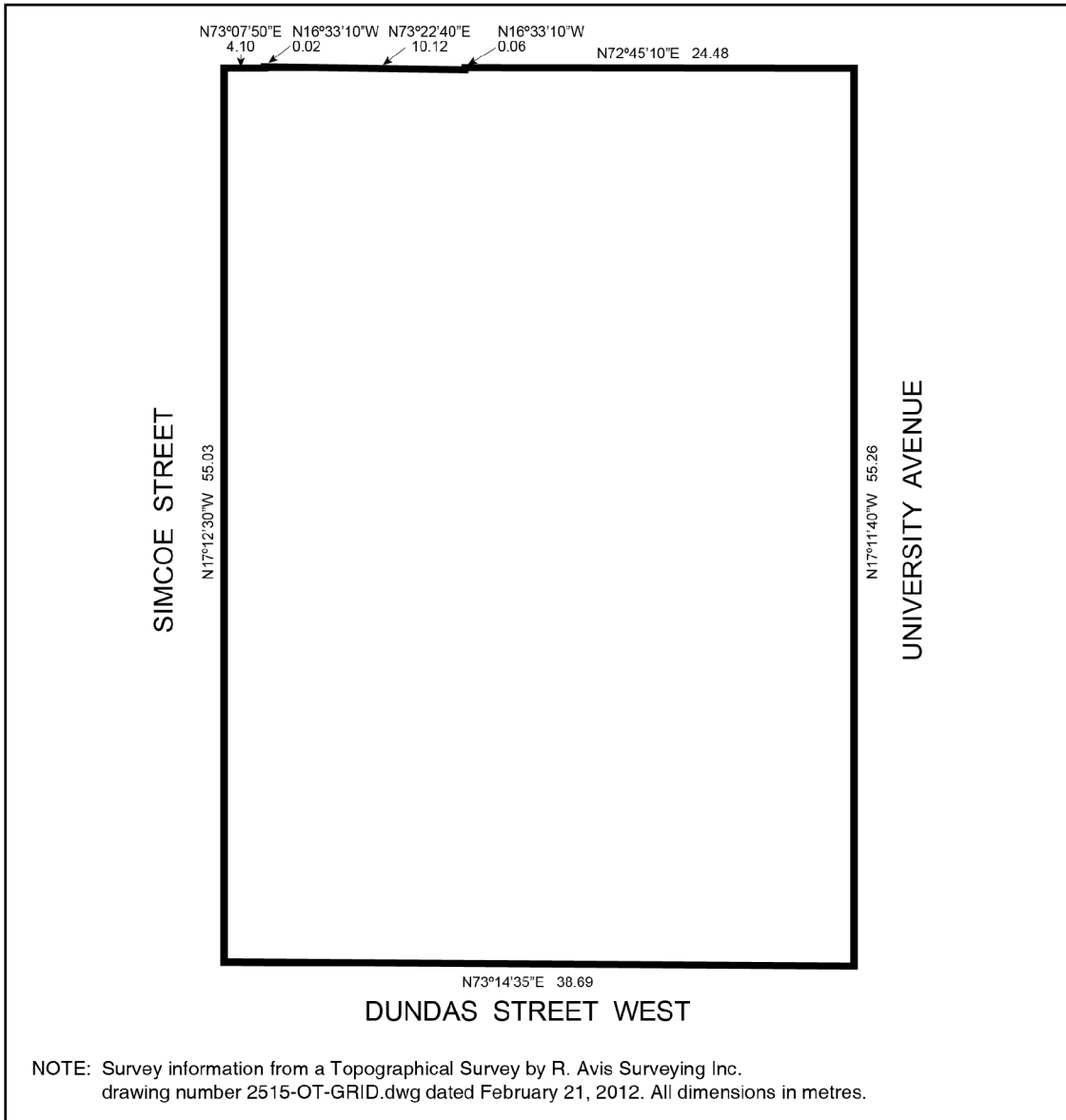
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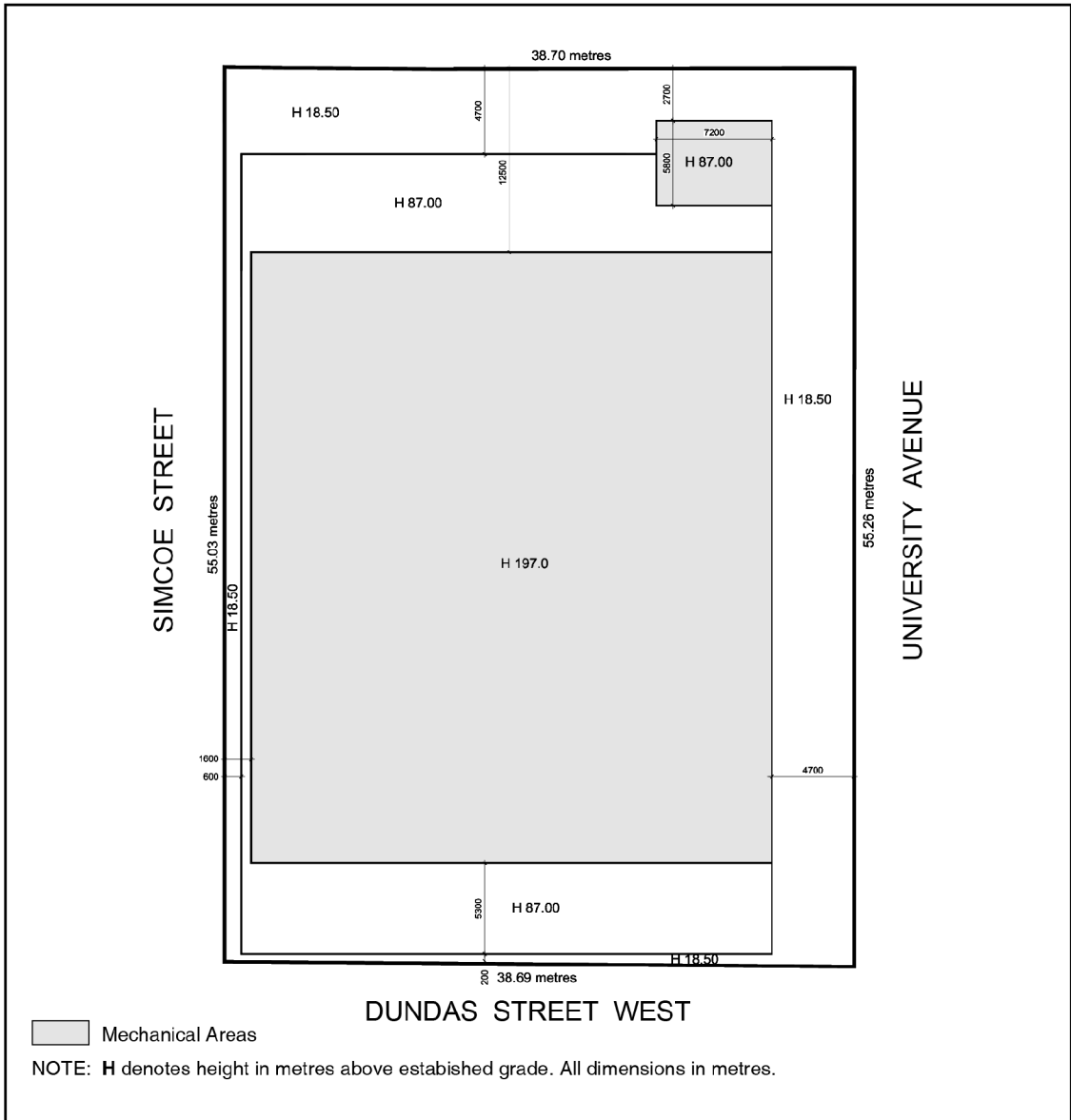
Mayor City

(Corporate Seal)

ULLI S. WATKISS

Clerk





SCHEDULE A

Section 37 Provisions

The facilities, services and matters set out below are required to be provided to the City at the Owner's expense in return for the increase in height and density of the proposed development on the *lot* and secured in an agreement or agreements under Section 37(3) of the *Planning Act* whereby the *owner* agrees as follows:

1. Prior to the issuance of the first above grade building permit, the owner shall provide to the satisfaction of the Chief Planner and Executive Director, City Planning Division, written acknowledgement from the Toronto Transit Commission that the owner has posted the necessary securities as required by the Toronto Transit Commission, and that the owner has completed the technical review of the proposed fully accessible entrance connection and entrance tunnel from 480 University Avenue to the Toronto Transit Commission concourse level at the St. Patrick Subway Station, which shall be constructed at the sole expense of the owner, to the satisfaction of the Toronto Transit Commission.