

**547-555 College Street – Zoning Amendment
Application- Final Report**

Date:	May 20, 2014
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 19 – Trinity-Spadina
Reference Number:	13 239577 STE 19 OZ

SUMMARY

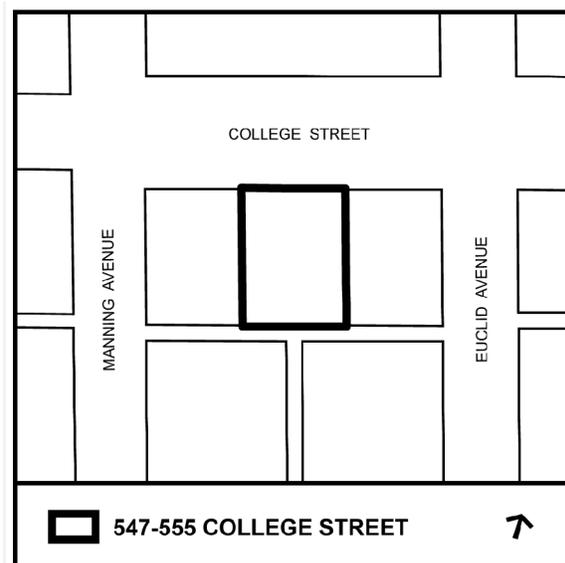
This application proposes to construct an 8-storey mixed-use building containing 77 residential dwelling units and ground floor retail at 547-555 College Street. A total of 48 parking spaces are proposed to be provided in 3 levels of underground parking, accessed of the rear laneway.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, as amended, for the lands at 547, 549, and 555 College Street substantially in accordance with the draft Zoning By-law Amendment to be available prior to the June 17, 2014, Toronto and East York Community Council.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 547,549, and 555 College



- Street substantially in accordance with the draft Zoning By-law Amendment to be available prior to the Toronto and East York Community Council.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
 4. 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 following matters are also recommended to be secured in the Section 37 Agreement to support development:
 - i. A minimum of 10% of the residential units be comprised of 3 bedrooms with a minimum gross floor area of 79 square metres.
 - ii. A minimum of 15% of the residential units be comprised of 2 bedroom units.
 - iii. Prior to the issuance of the first building permit, the owner will submit a Construction Management Plan, to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager of Transportation Services, and the Chief Building Official, in consultation with the Ward Councillor and thereafter in support of the development, shall implement the plan during the course of construction. The Construction Management Plan will include, but not limited to details regarding size and location of construction staging areas, dates of significant concrete pouring activities, measures to ensure safety lighting does not negatively impact adjacent residences, construction vehicle parking locations, refuse storage, site security, site supervisor contact information, and any other matters deemed necessary.
 5. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to addresses all outstanding comments in Part 1-A of Development Engineering's Memorandum dated April 9, 2014, to the satisfaction of the Executive Director, Engineering and Construction Services.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

A preliminary report was adopted by Toronto and East York Community Council on November 19, 2013 and can be found at the following link:

<http://www.toronto.ca/legdocs/mmis/2013/te/bgrd/backgroundfile-63427.pdf>

ISSUE BACKGROUND

Proposal

The application proposes to demolish the existing two-storey retail building and replace both the existing buildings and the commercial surface parking lot located on the west-half of the site with a new eight-storey (25.6 metres) mixed-use building with 77 residential units and grade-related retail. The building will contain a total of 5,219m² of residential gross floor area and 530m² of non-residential gross floor area, for a total of 5,749m², the total density for the site is 4.98 times the lot area. The overall height of the proposed building is 29.6 metres, including the mechanical penthouse.

Parking for 48 cars and 58 bicycle spaces will be provided in a 3 level underground parking garage. 43 parking spaces are proposed for residents and 5 for visitors. An additional 12 residential and 6 visitor bicycle spaces will be provided at grade. Loading and access to the underground garage is located off the public lane.

The building at 559 College Street is not part of the application, however, there is a one-storey entrance way to the building that is located on the commercial parking lot at 555 College Street. Retrofits to the main entrance of 559 College will need to be made including the removal and relocation the entrance way, in order to accommodate the proposed development. The entity that owns the property at 559 College Street, is under the same ownership of the proposed subject site, and the changes needed to be made to 559 College Street, will be undertaken by the owner.

Site and Surrounding Area

The subject property is located on the south side of College Street in the middle of the block between Euclid Avenue and Manning Avenue. The site is rectangular in shape with 30.30 metres of frontage on College Street, a depth of 38.10 metres, and an area of 1.144 square metres (0.11 hectares). The site slopes very gently from north to south.

The easterly half of the subject property, comprised of 547 and 549 College Street, is occupied by two, two-storey commercial buildings currently occupied by the Shiatsu School of Canada and an LCBO retail store. The westerly half of the subject property, 555 College Street, is occupied by a privately-operated surface level parking lot.

College Street in the vicinity of the subject property has a mix of commercial and residential uses in mostly two and three-storey buildings. The following uses surround the subject property:

North: The north side of College Street is occupied by three-storey mixed use buildings with retail and commercial uses on the ground floor and residential dwellings on the upper floors.

East: Adjacent to the subject property there is a row of four three-storey mixed-use buildings with ground floor retail uses and residential dwellings on the upper floors. Further east is Euclid Avenue.

South: A public laneway abuts the subject property, running east-west between Euclid Street and Manning Street. South of the laneway there are mainly two-storey houses fronting onto Manning Avenue and mostly three-storey houses fronting onto Euclid Avenue.

West: Directly adjacent to the subject property is a five-storey office building, the "Ladies Wear Building", which is a listed property in the City's heritage inventory. Further west is Manning Avenue.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. 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.

Official Plan

The subject property is located on an *Avenue* as identified on Map 2 – Urban Structure of the Official Plan.

The Official Plan's growth strategy is to direct growth to the Downtown, *Centres, Avenues, and Employment Districts*, which are well served by transit and other infrastructure. Section 2.2.3 states that *Avenues* are important corridors where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

The *Avenues* will be reurbanized incrementally on a site-by-site basis and over the course of several years. The framework for new development on each *Avenue* will be established through an Avenue Study, resulting in appropriate zoning and design guidelines created in consultation with the local community. The intended result of an Avenue Study is to create contextually appropriate as-of-right zoning that establishes permitted uses, maximum density and height, appropriate massing and scale, appropriate transitions to adjacent areas, limits on at-grade parking, and transit-supportive measures.

Development applications on the *Avenues* prior to an Avenue Study are required to be accompanied by an Avenue Segment Study, which discusses the implications for the portion of the *Avenue* resulting from the proposed development and whether the proposed development will have no adverse impacts within the context and parameters of the review.

Policy 2.2.3.3(b) states that the review of the segment will:

- include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods*;
- consider whether the proposed development is supportable by available infrastructure; and
- be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed meeting.

Development requiring a rezoning will not be allowed to proceed prior to completion of an Avenue Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review.

The subject property's land use designation is *Mixed Use Areas* in the Official Plan. This designation allows for a broad range of commercial, residential and institutional uses, in single use or mixed use buildings.

New development in *Mixed Use Areas* will "locate and mass new buildings to provide a transition between areas of different development intensity and scale...through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*." The location and massing of new buildings needs to frame the edges of the street, provide an attractive, comfortable and safe pedestrian environment, as well as limit the shadow impacts on adjacent streets and *Neighbourhoods*. Additional development criteria include providing good site access and circulation, locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residents, as well as provide indoor and outdoor recreation space for building residents.

The Healthy Neighbourhoods Section 2.3.1, identifies that intensification of land adjacent to *Neighbourhoods* will be carefully controlled and protected from negative impacts. The plan also states that developments in *Mixed use Areas* that are adjacent or close to *Neighbourhoods* will, among other matters, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density and, maintain adequate light and privacy for residents in those *Neighbourhoods*.

The Plan identifies that developments must be conceived not only in terms of individual building site, but how that site, buildings and facades fit within the existing and/or planned context of the neighbourhood and the City. Section 3.1.2. provides Built Form Policies for new developments that require the massing and exterior design of the building to fit harmoniously into its existing and/or planned context and limit its impact on neighbouring streets, parks, open spaces and properties. The Built Form section also identifies that the majority of new growth will take place in the areas of the City where intensification is appropriate. These areas include the *Downtown*, *Centres*, and along the *Avenues*.

Mid-Rise Buildings and Avenue Study

The Avenues and Mid-Rise Buildings Study provides design guidelines for new mid-rise buildings, particularly on the *Avenues* as identified on Map 2 of the Official Plan. The main objective of this study is to encourage future intensification along the *Avenues* that is compatible with the adjacent *Neighbourhoods* through appropriately scaled and designed mid-rise buildings. The Avenues and Mid-Rise Buildings Study provides a list of best practices, categorizes the *Avenues* based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The performance standards are intended to provide for a pleasant pedestrian experience and an appropriate transition between new mid-rise buildings in *Mixed Use Areas* and low-rise houses in adjacent *Neighbourhoods* through measures such as setbacks, building step-backs, and angular plans. The standards are intended to implement Section 2.3.1 of the Official Plan.

Zoning

The subject property is zoned Commercial-Residential (CR 3.0 (c3.0, r 3.0) SS2 (x2512)) under the new city-wide Zoning By-law 569-2013. The CR zone permits a wide range of residential, commercial and institutional uses, including apartment buildings and retail stores. The maximum density permitted is three times the lot area for any combination of residential and commercial uses. The maximum height is 18 metres.

The former City of Toronto Zoning By-law 438-86, as amended, also applies to the subject property. The zoning is Commercial-Residential (MCR T3.0 C3.0 R3.0) with a maximum density of three times the lot area and a maximum height of 18 metres, which matches the zoning under the new Zoning By-law 569-2013.

The Avenues Urban Design Study – College Street

An Avenues Study for College Street between Spadina Avenue and Ossington Avenue, entitled The Avenues Urban Design Study- College Street, was completed in 2004, and received by City Council at its meeting of April 12-14 2005. The study area included the properties fronting onto the north and south sides of College Street and abutting lanes. The consultants' studies included "The Avenues Urban Design Study- College Street", completed by Brook McIlroy/Pace Architects, and the College Street Urban Design Study Transportation report completed by Totten Sims Hubicki.

The key objective of the consultants' work was to recommend an urban design framework for new development and redevelopment on College Street in consideration of the existing built form, the operational characteristics of the street, and the comments and input of local stakeholders. Detailed considerations of amendments to the Zoning By-law and the public realm to support and implement the urban design recommendations did not form part of the consultants' studies.

The consultants' study identified specific sites and locations as appropriate for intensification and provided heights, setbacks, and step-backs recommendations based on surrounding conditions and characteristics, right-of-way width and lot depth. The consultants' report also identified that heights should transition down from these areas of intensification.

The study does not identify the subject property as a development site and does not provide a specific height for new development. The portion of College Street between Bathurst Street and Manning Avenue, which includes the subject property, is described as a healthy retail area with a 'mix of six to nine-storey buildings and two or three-storey main street type mixed-use buildings.'

Site Plan Control

A Site Plan Control application was submitted concurrently with the rezoning application, and is currently being reviewed.

Reasons for Application

The rezoning application is required because the proposed development exceeds the maximum height and density permitted by the existing Zoning By-law and other performance standards are not complied with.

Community Consultation

A community consultation meeting was held on January 16, 2014. City planning staff, the applicant, the local councillor and approximately 15 members of the public attended. At the meeting, the applicant presented a revised proposal for a 10-storey building, an increase from the proposed 8-storey concept that was submitted with the application.

A number of issues were discussed at the meeting including:

- **Rear lane**
 - Concerns with the current state of the laneway, deliveries to the LCBO, which does not have a loading area, and whether the new building would exacerbate the traffic in the laneway due to the additional delivery and garbage trucks, and residential vehicles entering and exiting the building.
 - Concerns raised regarding location of the bicycle spaces
 - Questions were raised about the likelihood of the laneway being fully widened in the future
 - Truck movements and manoeuvring in the laneway, safety issues and conflicts of trucks and cars entering and exiting building with pedestrians and cyclists
- **2nd Floor Outdoor Amenity Space**
 - Concern was raised about the location of the outdoor amenity space being too close to the residential neighbourhood, causing potential overlook and noise issues
 - Residents asked if amenity space could be relocated to a higher part of the building
- **Rear Balconies**
 - Concerns were raised about noise and overlook with balconies on the lower floors facing onto the residential houses to the south of the laneway.
- **Parking**
 - Little Italy BIA, local businesses and residents raised concern that the area is deficient in commercial parking for the businesses on College Street, and removing the existing at-grade parking lot will only increase the problem.
 - The local Councillor discussed that he has been in discussion with the Toronto Parking Authority to look at adding more commercial spaces to the area, with no success.
- **Adjacent Heritage Building**
 - The glass design at the top half of the proposed building did not respect the character of the adjacent listed Heritage building, nor the character of Little Italy
- **Large size of units**
 - Concern was raised about the tenure of the larger units, and the units turning into rental or rooming houses for university students
- **Construction Management**
 - Many residents were concerned about the construction phase, especially its effect on the local businesses, and access to the laneway for existing residents
 - Concern was raised regarding potential damage to the residential properties immediately adjacent to the construction site.
- **Commercial Units**
 - LCBO – many residents wanted to ensure that the LCBO would relocate to the new building or be relocated in the existing area

- **Height/Density**
 - concerns related to height, too tall for the area character
 - Too dense for lot size, too many people

As the proposal presented to the community on January 16th was for a larger 10-storey building, a second community meeting for the 10-storey proposal was held on March 24, 2014. City planning staff, the applicant and local councillor were in attendance. Approximately 30 members of the public were in attendance. At the meeting the applicant presented a revised proposal for a 9-storey building. Additional changes were made to the proposal that addressed some of the concerns heard at the first meeting regarding overlook, privacy and noise. The 2nd floor outdoor amenity space was relocated to the roof top of the building; balconies on the first four floors at the rear of the building were replaced with Juliette balconies; bicycle parking was relocated from the rear laneway; and the loading and parking entrance was reconfigured.

Although residents appreciated the changes they continued to raise the same issues noted above. New concerns were raised on the following items:

- **Outdoor Amenity Space**
 - Request that the location of the outdoor amenity space on the rooftop be moved to face College Street instead of facing towards the residential houses to the south
- **Commercial Units**
 - Concern with more restaurants uses and compatibility with neighbours to the south
- **Shadows**
 - Shadowing of College Street and also residential properties to the north and south of College Street

Following the meeting, additional communications with Planning staff were received through both verbal and written correspondences reflecting the following issues: truck manoeuvring in the loading areas; laneway safety; height of the building, privacy and overlook; maintaining the character of the adjacent heritage building and Little Italy; lack of commercial parking; canopies on College Street frontage; and garbage pickup and storage.

Since the last community meeting in March 2014, the applicant has been working with Planning staff and the local councillor to address concerns raised by staff as well the community. The noted concerns and issues are discussed in the Comments section of the 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 2014 and conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Land Use

The Official Plan identifies that *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining an 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, giving individuals an opportunity to be less dependent on their automobiles, while creating districts along transit routes that are animated, attractive and safe. Although *Mixed Uses 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 the *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 development has non-residential space at grade along College Street, which is in keeping with the commercial character of the *Avenue*, and residential units above.

Staff have determined that the proposed mid-rise development is appropriate for this site and complies with the *Mixed Use Areas* policies contained within the Official Plan.

Avenue Segment Study

The Urban Structure – Map 2 in the Official Plan, identifies the subject site as an *Avenue*, an area identified for growth. Policy 2.2.3.3(b) in the Official Plan, states that development may be permitted on Avenues prior to an Avenue Study, provided an Avenue Segment is reviewed and considered together with the rezoning application. Proposed development that is accompanied by a Segment Study will be considered on the basis of all of the policies of the Official Plan. Segment Studies are required to discuss the implications for the portion of the *Avenue* resulting from the proposed development and incremental development of a similar size on larger, underutilized lots (soft sites). New development along the *Avenues* is to be compatible with and not adversely affect adjacent *Neighbourhoods*.

The applicant was requested to prepare an Avenue Segment Study in order to update the 'The Avenues Urban Design Study-College Street' which was completed in 2004 and received by City Council at its meeting of April 12-14 2005, as a significant amount of time had lapsed, and additionally, the subject site was not identified in the study as a potential redevelopment site. The applicant submitted an Avenue Segment Study

(prepared by Zelinka Priamo Ltd) on February 26, 2014. The review included a three block stretch along College Street between Clinton Street and Palmerston Boulevard. The subject site is located in the middle of the three blocks.

The study provides a background review of relevant City policies and guidelines, transportation as well as an inventory of the existing built form. This study helps to inform the impacts that incremental development may have on the *Avenue* within the local area of the subject site. Three (3) "soft" sites were identified, in addition to the proposed subject site along the Avenue segment as potential opportunities for redevelopment in the near or long-term for similar heights and densities to the proposed application. The consultant identifies that due to the requirement to assemble parcels in order to create development sites, there are limited other sites available for redevelopment in the immediate area.

The first soft site location are the properties at 548 to 556 College Street which are directly across the street from the subject property, on the north side of College Street, between Manning Avenue and Euclid Avenue. The site comprises of 5 consolidated properties containing 3-storey mixed-use buildings with ground floor retail and residential above. The buildings have rear access to the public laneway from Euclid Avenue. The second site is 528 to 538 College Street, located on the north side of College between Euclid Avenue and Palmerston Boulevard, with rear access to the laneway from Euclid Avenue. The two attached, 3-storey mixed-use buildings with ground floor retail and residential above, have two owners, and therefore minimal land consolidation is required. The third soft site, comprised 531 to 533 College Street, is located on the south side of College between Euclid Avenue and Palmerston Avenue, with rear laneway access from both streets. The properties include a 3-storey mixed-use building and a 4-storey retail/commercial building on the southeast corner of Euclid Avenue. The Avenue Segment Study indicates that the development scenarios result in building heights of 7-9 stories.

Based on the consultant's analysis, it is staff's opinion that incremental development within the segment would not adversely impact adjacent *Neighbourhoods*. The consultant's soft site development scenario demonstrates a level of reurbanization that, in principle, is in keeping with the Official Plan policies for *Avenues*. Any future development applications submitted in the Avenue Segment will be evaluated on their own merit, with staff and the community having the benefit of reviewing full and detailed development proposal submission materials.

Mid-rise Building Guidelines

The main objective of the Mid-Rise Building and Avenue Study is to encourage future intensification along Toronto's Avenues that is compatible with the adjacent *Neighbourhoods* through appropriately scaled and designed mid-rise buildings. The study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's Avenues and Neighbourhoods policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance about the size, shape and quality of mid-rise buildings and are intended to respect Section 2.3.1 of the Official Plan.

The application has been reviewed against the Performance Standards contained within the Mid-Rise and Avenues Study. The applicant has been able to satisfy the majority of the 36 performance standards. Where they do not meet a specific standard, they satisfy the general intent, and there is no adverse impact on the surrounding properties.

Height and Angular Planes

Performance Standard 1 of the Mid-rise and Avenue Study identifies that the maximum allowable height on the *Avenues* will be no taller than the width of the *Avenue* right-of-way. At the location of the subject property, College Street has a right-of-way width of 30 metres. West of Manning Avenue, the right-of-way width of College Street is 20 metres. Many residents have raised concerns regarding precedents for an 8-storey building in this location, and that future developments to the west would build to this height. Since the right-of-way is 10 metres less immediately west of the site, the Mid-Rise Guidelines would suggest a 6-storey building.

Performance Standard 4A, identifies that an angular plane is required from a height equivalent to 80% of the right-of-way width and that subsequent stories must fit within a 45 degree angular plane from this point. This performance standard is identified to provide five hours of sunlight access on the opposite sidewalk as well as ensuring that the street wall height is proportional to the right-of-way width. The proposal provides a step-back to the 8th storey in order to adhere to the angular plane requirement.

Performance Standard 5B outlines that the angular plane to the rear of the building must ensure that an appropriate transition occurs to the adjacent low-scale residential neighbourhood and to mitigate against potential shadow, privacy and overlook concerns. The angular plane is determined based on a minimum setback of 7.5 metres from the public laneway and a 45 degree angular plane from the height above 10.5 metres above the 7.5 metre setback line. The angular plane provisions for the rear have been achieved.

The study also recognizes that building height is not the only aspect of regulating building design. Performance Standard 13 – Roofs and Roofscapes, identifies that mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate the angular plane. The Mid-Rise guidelines contemplate a maximum building height equivalent to the width of the street (in this case 30 metres) with a stepback at 80% of the right-of-way. The proposed building is 24.6 metres plus the mechanical roof top/amenity space projections of 5 metres. The overall proposed height of the building is 29.6 metres, with no projections above that height. The tallest portion of the building is located towards College Street, away from the residential properties to the south of the site.

In reviewing the application, staff have determined that a building with an overall height of 29.6 metres to the top of the mechanical penthouse would be acceptable, as it meets the general intent of the Mid-rise and Avenues Study provisions related to height and angular planes.

Built Form

The Official Plan identifies that developments may be considered not only in terms of the individual building and site, but also in terms of how that building and site fit within the context of the neighbourhood and the City. Section 4.5 of the Official Plan sets out criteria to evaluate development with 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 provide a transition between areas of different development intensity and scale. These objectives are 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 the mass of new buildings in a manner that is sensitive and limits the shadow impacts during the spring and fall equinoxes.

The proposed building is stepped back on the north facade to provide an appropriate pedestrian scale on College Street, and on the south façade to provide a transition to the *Neighbourhoods*. The step backs of the building create a situation where each floor leading up to the top floor has a smaller floorplate, with the tallest part of the building facing College Street.

The proposed building is to be built up to the party wall on both the east and west side. The first 7 storeys of the proposed building will be built up to the party wall to the west of the subject site at 559 College Street, with the 8th storey being setback, and aligned with the elevator shaft overrun of the adjacent building. To the east of the subject site, the building will be built past the third storey, and have 5- storeys of a blank wall condition from the east elevation. Through the site plan control process, staff will work with the applicant to ensure that the visual façade of the eastern wall above the 3rd storey, as well as the materiality is compatible with adjacent buildings as well as the area context.

Staff are of the opinion that the overall massing of the building is appropriate.

Traffic Impact, Access, and Parking

Parking for the building will be accessed from the public laneway south of College Street, and will be provided in three levels of underground parking. The applicant is required to provide parking in accordance with the ratio set out in the draft Zoning By-law contained in Attachment 9. Visitor parking will also be provided within the underground garage.

Commercial parking is not a requirement of the former City of Toronto By-law 438-86, and is not being provided on site for the proposed development.

As part of the development proposal, the applicant was required to submit a Traffic Impact Study. The consultant's study concluded that the projected site traffic would have minimal impacts on the area, and therefore could be acceptably accommodated on the adjacent road network.

Transportation Services have reviewed the proposal and have indicated that the proposal is acceptable.

Lane Widening and Loading

A public lane is located south of the property. The subject lane is approximately 3.66 metres wide. In accordance with City Council policy, the lane should ultimately be widened to a minimum width of 6.0 metres. As a result, the applicant is required to convey a 1.67 metres wide strip of land across the southern property limit.

The applicant is proposing two loading spaces, 1 Type B space that will be parallel the parking ramp, and 1 Type G space that will be located perpendicular to the public laneway. Concerns have been raised by the community regarding the current laneway conditions, the lack of loading space for the retail stores, and the possible exacerbation of the substandard conditions in the laneway once the development is built. As a result of the required lane widening, the loading areas on the proposed site must be contained within the property limits, and therefore will be pushed back farther than the existing lane widths, creating a much improved loading condition than currently exists.

Amenity Space

Section 3.1.2.6 of the Official Plan states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Additionally there are provisions in both the former City of Toronto Zoning By-law 438-86, and the new City-wide Zoning By-law 569-2013 for both indoor and outdoor amenity space.

The original application proposed both indoor and outdoor amenity space on the second floor of the building. At the first community meeting, residents were concerned that the outdoor amenity space would create conflict with the residential neighbourhood to the south, with issues such as noise and overlook. The outdoor amenity space is now proposed on the roof of the 8th storey, and only on the north half of the building, facing College Street, in order to limit any potential conflicts with the residents to the south.

On the second floor, two separate rooms will be allocated for indoor amenity space, one with 57.9m² and the other 28.5m² of space. The remainder of indoor amenity will be provided on the roof of the 8th storey next to the mechanical penthouse with 70m² of space. The indoor rooftop amenity space leads directly to the outdoor amenity area containing 160m² of space. This outdoor space will be provided wrapped around the mechanical penthouse and indoor amenity area, and be completely contained to the north half of the roof. The south portion of the roof will be restricted for the portion of the required green roof, in order to limit potential conflicts with the residential neighbourhood to the south of the building.

The combined total of 316m², meets both the indoor and outdoor residential amenity space requirements of both Zoning By-laws.

Mix of Unit Sizes

The proposed development is showing a full range of residential unit sizes. The proposed mix is: 1 studio (1%); 56 1-bedrooms (74%); 12 2-bedrooms (15%); and 8 3-bedrooms (10%).

The original application proposed 58 units with no 3-bedroom units. Staff requested there to be a mix of unit sizes with at least 10 percent of the units being 3-bedrooms, in order to allow for family sized units. Family units are defined as units having 2 or more bedrooms. The final unit mix provided is acceptable to staff.

While there has been concern raised by the community regarding the tenure of the 3-bedroom units, and the potential opportunities for the larger sized units to be rented out by university-aged tenants, which cause concern for some regarding noise, occupancy by students is not determined by the City.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0-0.42 ha of parkland per 1000 people, which is the lowest provision level. The site is in a parkland priority area, as per Alternative Rate Parkland Dedication By-law No. 1020-2010.

The application proposes 77 residential units on the 1155m² site. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 0.112 hectares or 105.16% of the net site area. For sites less than 1ha in size, a cap of 10% for the residential portion of the development applies. A 2% parkland requirement is applied to the non-residential portion. In total, the parkland dedication requirement is 0.0107 ha or 107 m². The applicant is requested to satisfy the parkland dedication requirement by cash-in-lieu and this is appropriate as the parkland requirement is too small to be of a useable size.

Heritage Building

The adjacent building to the west of the subject property at 559 College Street is a five-storey office building, the "Ladies Wear Building", which is a listed property in the City's Heritage inventory. The proposed development will be built up 19.15 metres along the west property line, with a 1.74 metre setback south from the College Street property line on the ground floor level. From the 2nd floor and above, the building wall along the west property line will be 17.65 metres. The proposed development will block windows for the entire 5-stories along the north side of the eastern wall that abuts the proposed development, where there are three sets of windows per floor of the building. Staff requested that the applicant submit floor plans of the building at 559 College Street, to determine how the proposed development would impact the loss of views due to window blockage. Reviewing the plans, there will be no essential views lost, due to the nature of the existing internal conditions in relation to window locations. The first row of windows closest to College Street faces into part of the staircase well, the second row is blocked by

a wall enclosure for the elevator shaft (currently acts as a dummy window), and the third row of windows faces an electrical storage closet on each floor, and does not have any views into the office building itself.

The existing windows on the south half of the office building will be preserved and respected with a 5.87 metre setback with the proposed development.

Heritage Preservation Services have commented that there needs to be distinction between the listed building and design of the proposed building, and the new building cannot obscure the stone details on the upper northeast cornice elevation. The material details will be dealt with at the Site Plan Control stage.

Tree Preservation

There are no existing trees on the subject property. There are four street trees on College Street in front of the subject property that are proposed to be retained.

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.

Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Construction Management Plan

Many concerns have been raised by the residents and local businesses about the construction phase. The local Councillor offered to initiate a community working group to work on a construction management plan with the developer. Planning staff are recommending that a Construction Management Plan be secured through the Section 37 Agreement in order to ensure that the development occurs in a manner that is least disruptive to the community.

A Construction Management Plan would be submitted prior to the issuance of the first building permit to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager of Transportation Services, and the Chief Building Official, in consultation with the Ward Councillor. The Construction Management Plan will include, but not limited to details regarding size and location of construction staging areas, dates of significant concrete pouring activities, measures to ensure safety lighting does not negatively impact adjacent residences, construction vehicle parking locations, refuse storage, site security, site supervisor contact information, and any other matters deemed necessary.

Section 37 Agreement

The application in its current form is under 10,000 square metres and a Section 37 contribution is not being requested for public benefits pursuant to the Official Plan Policy 5.1.1.4. However, through discussions with the applicant, local councillor and staff, it was agreed upon that the applicant would enter into a Section 37 Agreement in order to secure the mix of family size units as determined appropriate through the application review.

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

1. 10% of the residential units be 3-bedrooms
2. Each of the 3-bedroom units be a minimum of 79 square metres
3. 15% of the residential units be 2-bedrooms
4. Construction Management Plan

Conclusion

Planning staff recommend approval of the application at 547-555 College Street because it is an appropriate development for the site that is consistent with the policies of the Official Plan and the Mid-Rise Building Guidelines.

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: North Elevation

Attachment 3: East Elevation

Attachment 4: South Elevation

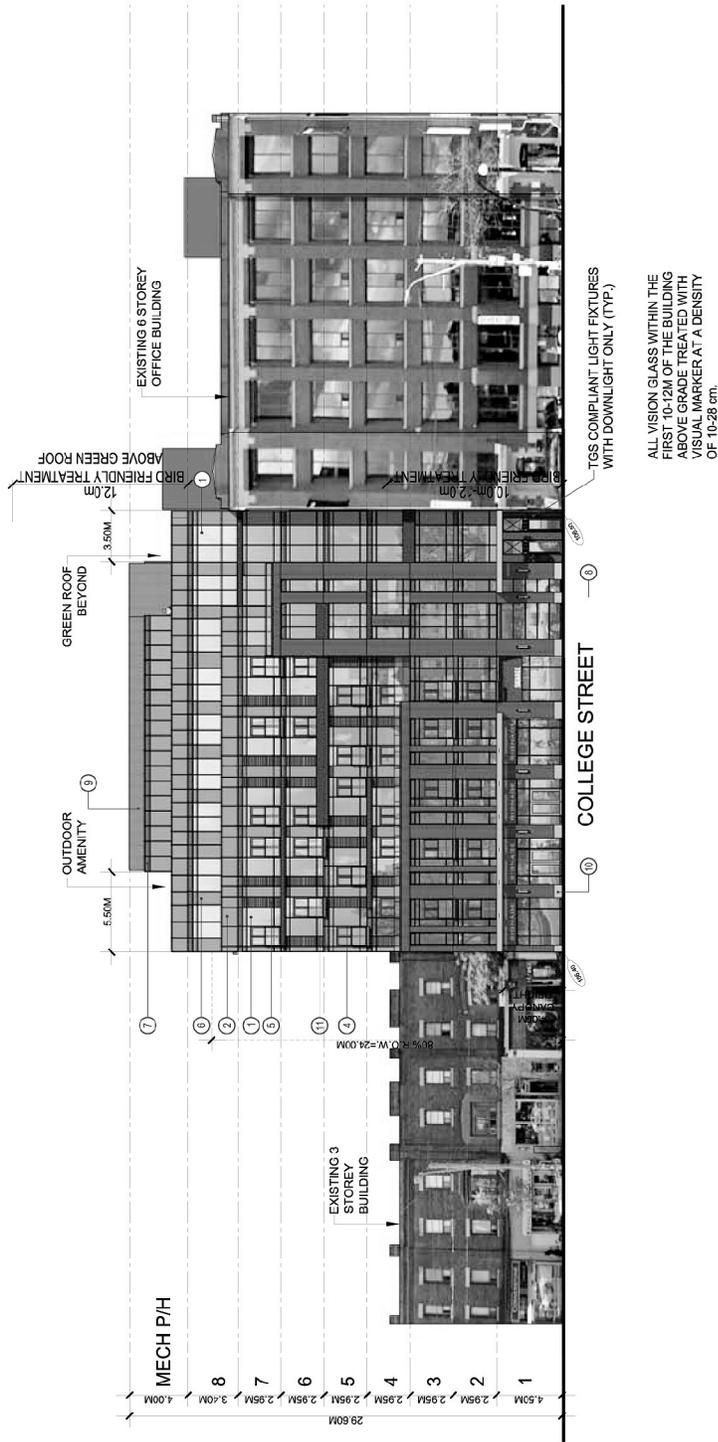
Attachment 5: West Elevation

Attachment 6: Zoning

Attachment 8: Application Data Sheet

Attachment 9: Draft Zoning By-law Amendment

Attachment 2: North Elevation



North Elevation

Elevations

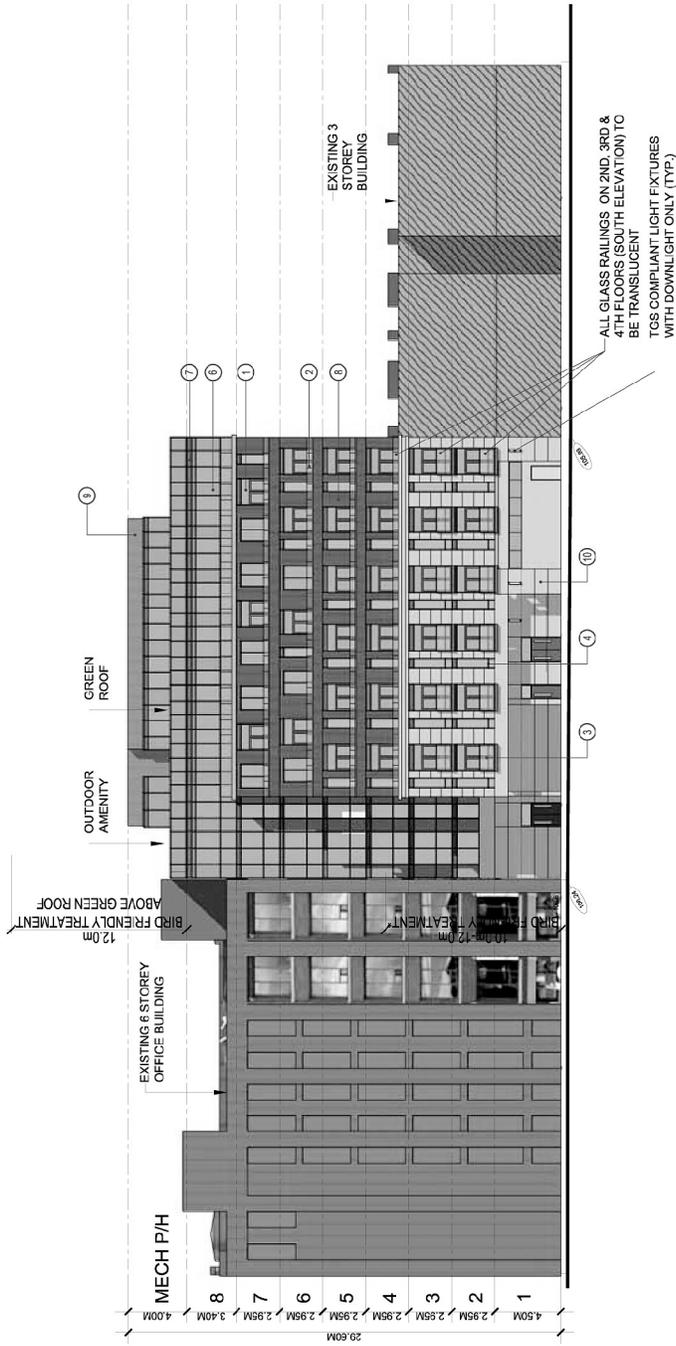
Applicant's Submitted Drawing

Not to Scale
05/12/2014

547-555 College Street

File # 13 239577 STE 19 0Z

Attachment 3: South Elevation



South Elevation

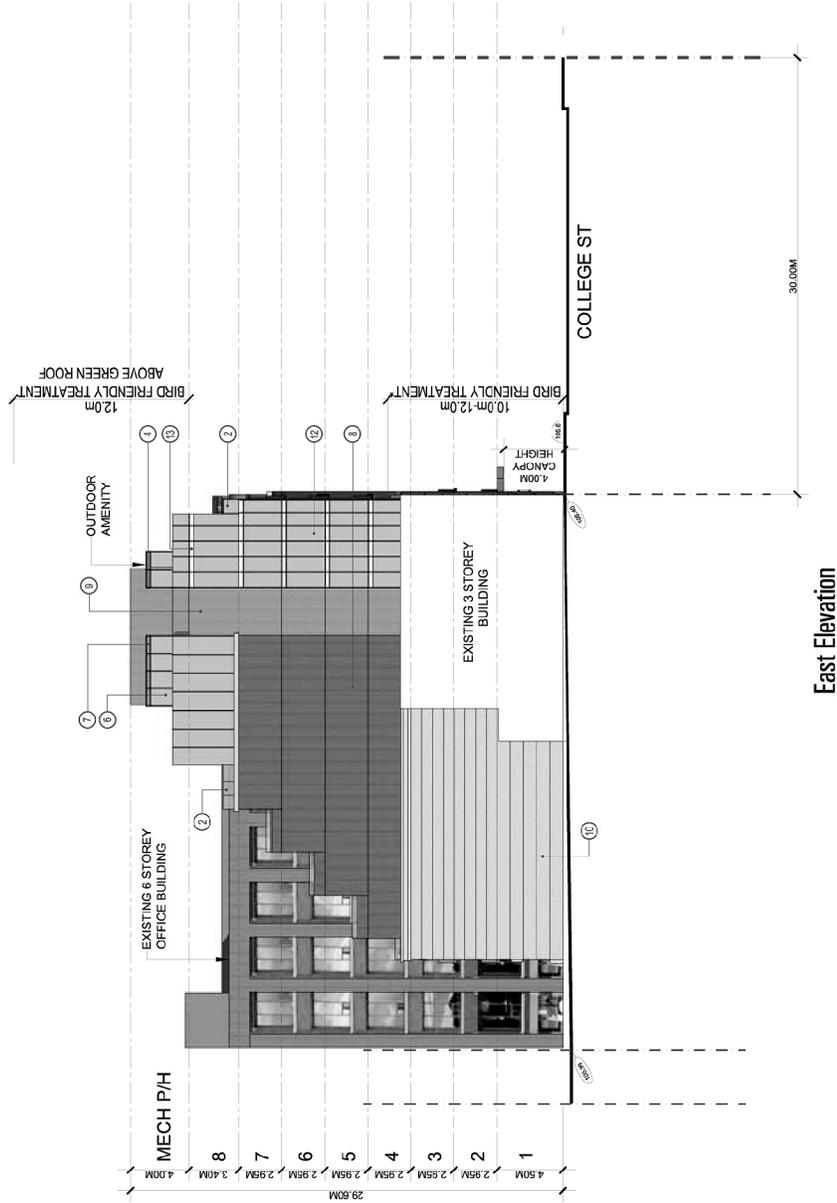
547-555 College Street

Elevations
Applicant's Submitted Drawing

Not to Scale
05/12/2014

File # 13 239577 STE 19 0Z

Attachment 4: East Elevation



East Elevation

Elevations

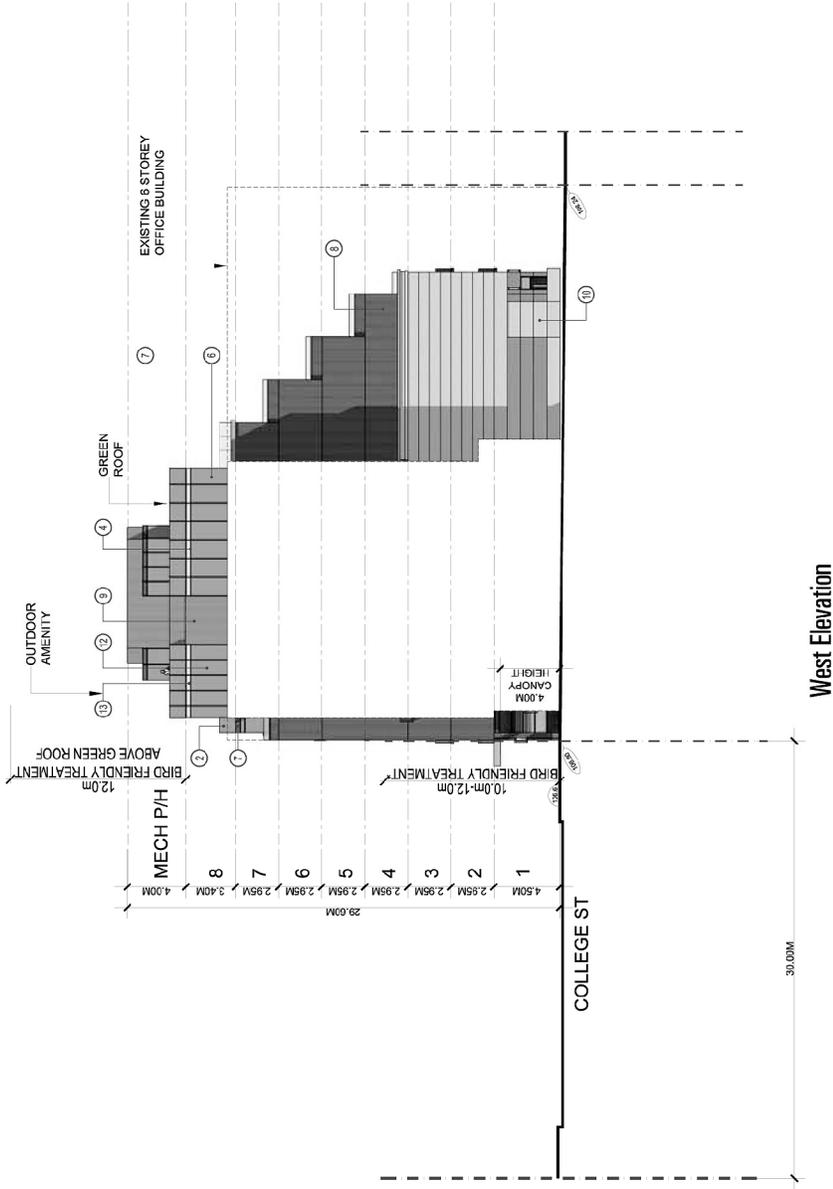
Applicant's Submitted Drawing

Not to Scale
05/12/2014

547-555 College Street

File # 13 239577 STE 19 0Z

Attachment 5: West Elevation



West Elevation

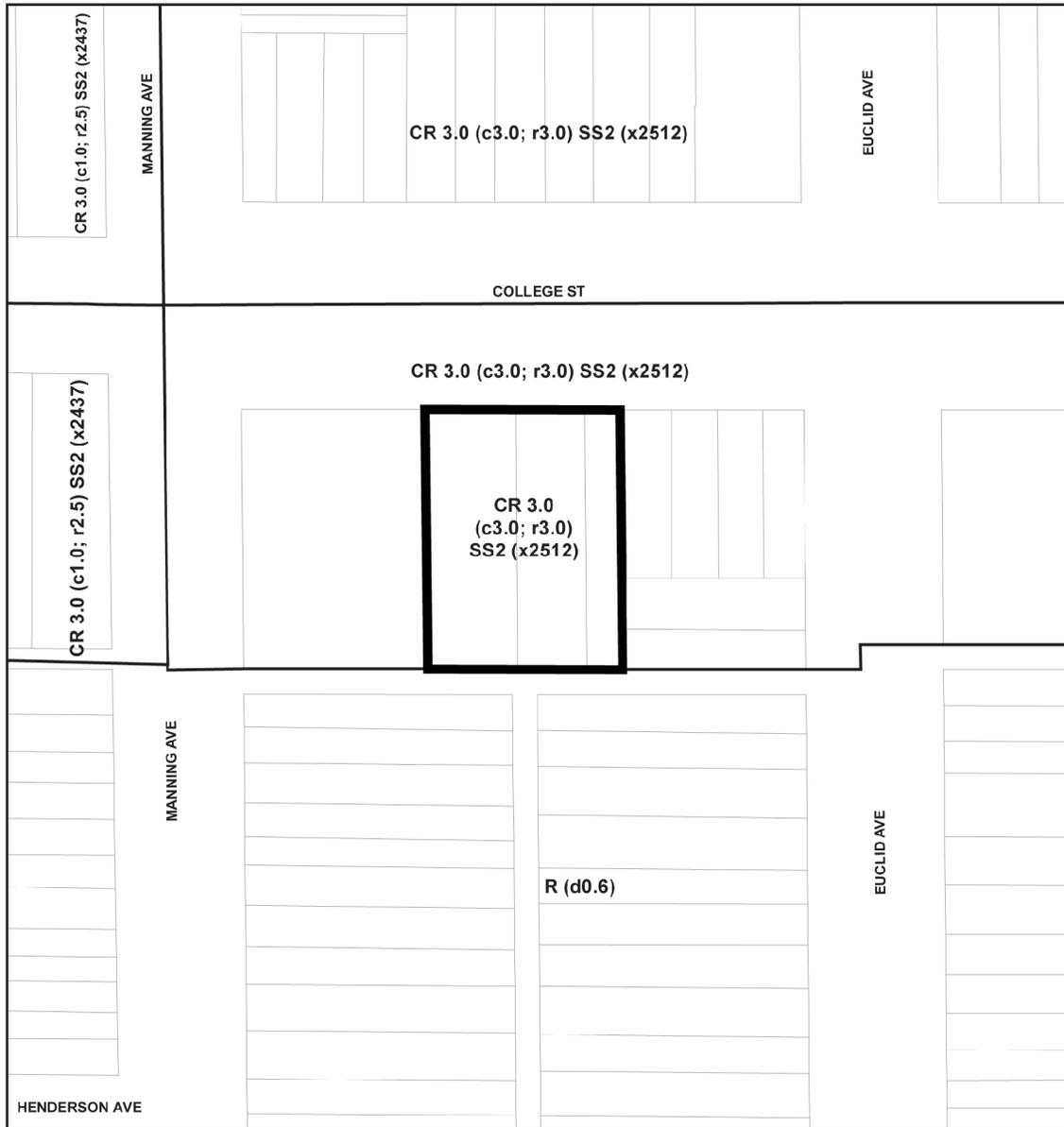
547-555 College Street

Elevations
Applicant's Submitted Drawing

File # 13 239577 STE 19 0Z

Not to Scale
05/12/2014

Attachment 6: Zoning



 **TORONTO** City Planning
Zoning By-law 569-2013

547-555 College Street
 File # 13 239577 STE 19 0Z

-  Location of Application
- CR Commercial Residential
- R Residential


 Not to Scale
 Extracted 10/22/2013

Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	13 239577 STE 19 OZ
Details	Rezoning, Standard	Application Date:	September 20, 2013

Municipal Address: 547 COLLEGE ST
 Location Description: PLAN 74 PT LOT 197 **GRID S1905
 Project Description: Proposal to demolish the existing two storey retail building and replace both the existing building and the commercial surface parking lot located on the west-half of the site with a new nine storey mixed use building with 84 residential units and grade related retail.

Applicant:	Agent:	Architect:	Owner:
ANNE BENEDETTI		TURNER FLEISHCHER	COLLEGE STREET (555-563) INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	569-2013
Zoning:	CR T3.0 C3.0 R3.0	Historical Status:	
Height Limit (m):	18	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1155	Height:	Storeys:	9
Frontage (m):	30.31		Metres:	30.45
Depth (m):	38.1			
Total Ground Floor Area (sq. m):	717			Total
Total Residential GFA (sq. m):	5878		Parking Spaces:	52
Total Non-Residential GFA (sq. m):	542		Loading Docks	2
Total GFA (sq. m):	6420			
Lot Coverage Ratio (%):	62			
Floor Space Index:	5.6			

DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	67
2 Bedroom:	9
3 + Bedroom:	8
Total Units:	84

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	5878	0
Retail GFA (sq. m):	542	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT: **PLANNER NAME:** **Aviva Pelt, Planner**
 TELEPHONE: 416-392-0877

Attachment 9: Draft Zoning By-law Amendment

To be distributed at the Toronto East York Community Council Meeting