



## STAFF REPORT ACTION REQUIRED

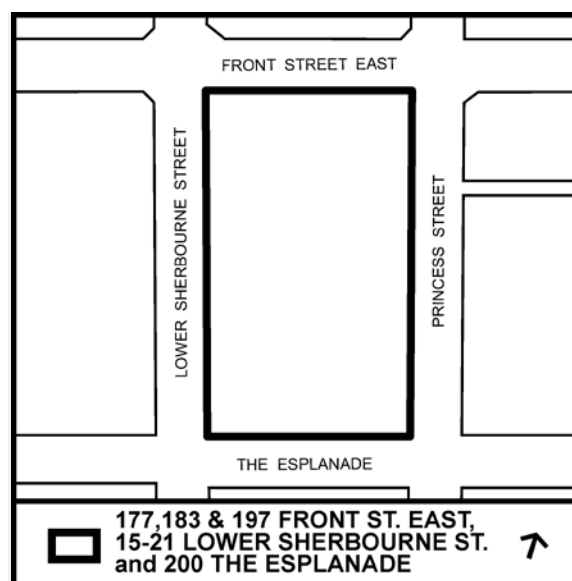
### 177, 183, and 197 Front Street East and 15-21 Lower Sherbourne Street and 200 The Esplanade – Zoning Amendment Application – Request for Direction

<b>Date:</b>	September 29, 2015
<b>To:</b>	City Council
<b>From:</b>	Chief Planner and Executive Director, City Planning,
<b>Wards:</b>	Ward 28
<b>Reference Number:</b>	P:\2015\Cluster B\PLN\City Council\CC15115

#### SUMMARY

On March 23, 2012, an initial Zoning by-law amendment application for the lands at 177, 183 & 197 Front Street East, 15-21 Lower Sherbourne Street and 200 The Esplanade was submitted. A revised proposal was submitted in October 2013 to permit the comprehensive redevelopment of the 1.13 hectare block. The 2013 proposal was for three 34-storey residential towers, including a base building portion which ranged from 8 to 10-storeys in height. The total proposed gross floor area was 118,013 square metres or 10.42 times the area with a total of 9,523 square metres of retail space and 1,349 residential units. On January 15, 2014, Toronto and East York Community Council meeting adopted a Preliminary Report that identified deficiencies and made recommendations based on the 2013 proposal.

The applicant appealed the Zoning By-law amendment application to the Ontario Municipal Board (OMB) on April 10, 2014 due to Council's failure to make a decision with respect to the applications within the time prescribed by the *Planning Act*. A pre-hearing was held at the OMB on March 17, 2015 and the OMB has scheduled a second pre-hearing for October 14, 2015 and a hearing for February 1-10, 2016. The OMB file number is PL140323.



On July 13, 2015, the applicant submitted revised plans to the City. This revised application proposes 4 towers (inclusive of 10 storey podium elements), with total tower heights of 33 storeys (110 metres) for the northwest tower (tower #1), 29 storeys (98.2 metres) for the northeast tower (tower #2), 27 storeys (93.45 metres) for the southwest tower (tower #3) and 25 storeys (87.55 metres) for the southeast tower (tower #4). The proposal would contain 1,679 residential units, and 1,913 square metres of ground floor retail along Front Street with additional elements located along the Lower Sherbourne Street frontage. On-site parking is located in a 1-level below-grade garage together with 10 levels of above-grade parking located within the podium structure of the north towers 1 and 2.

The 2015 revised proposal also includes a large privately owned publicly-accessible space (POPS) which is approximately 4,548 square metres or 40% of the site. It also includes a mid-block east-west pedestrian connection through the site between Lower Sherbourne and Princess Streets, a significant north-south court and pedestrian area, and expanded sidewalk spaces along Front Street and along Princess Street.

The purpose of this report is to seek Council's direction for staff representation at the OMB hearing. The report seeks Council direction to oppose the recently revised proposal and the proposal before the OMB in their current forms. It also recommends that City staff continue discussions with the applicant in an attempt to resolve the issues outlined in the report in order to reach a settlement if final revisions address the outlined issues to the satisfaction of the Chief Planner and Executive Director, City Planning.

Both the 2013 and 2015 development proposals, in their current forms, do not comply with policies of the Official Plan respecting built form and represent an overdevelopment of the property that is not consistent with the planning framework and evolving character of the area. The proposal's tower heights and massing do not achieve a compatible relationship with the built form context along The Esplanade or the St Lawrence neighbourhood context.

The report also outlines matters related to: a significantly increased tower setback from The Esplanade; a reconfiguration of massing; lowering each of the towers heights; improving the unit mix to include a minimum of 20% larger family-sized units, including 10% 3-bedroom units; the inclusion of both indoor and outdoor dog amenities; and Section 37 contributions. The report also advises there are a number of outstanding technical matters that still need to be resolved to the satisfaction of Engineering and Construction Services including Transportation Services.

## **RECOMMENDATIONS**

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

1. City Council instruct the City Solicitor, together with City Planning staff and any other City staff as appropriate, to attend the OMB hearing in opposition to both the October 2013 proposal before the OMB and the revised proposal submitted in July 2015 in its current form, concerning the Zoning Amendment application for the lands at 177, 183 & 197 Front Street East, 15-21 Lower Sherbourne Street and 200 The Esplanade.

2. City Council authorize City staff to continue discussions with the applicant in an attempt to resolve the issues outlined in the report in order to reach a settlement if the final revisions to the July 2015 proposal address the outlined issues to the satisfaction of the Chief Planner and Executive Director, City Planning.
3. As part of the continued discussions respecting the July 2015 proposal, the issues set out in this report shall be addressed, to the satisfaction for the Chief Planner and Executive Director, City Planning, including:
  - a) the reduction of the height of the northern towers to below 30 storeys and 95 metres, excluding mechanical penthouse and the reduction of height of the southern towers to below 20 storeys and 65 metres, excluding mechanical penthouse;
  - b) the increase of tower setback from The Esplanade to a minimum of 24 metres;
  - c) the reconfiguration of massing to accommodate the 24 metre tower setback from The Esplanade;
  - d) the increase of tower separation distance to 25 metres in the north-south alignment through recession of balconies on the associated building faces;
  - e) the revision of the unit mix to provide a minimum of 15% 2 bedroom units and a minimum of 10% 3 bedroom units;
  - f) the provision of two Type B loading spaces, one of which can be shared with a Type G loading space;
  - g) the submission of a parking utilization study to determine whether there is capacity in four Toronto Parking Authority lots in the area to accommodate the residential visitor requirement for 101 visitor spaces;
  - h) the provision and maintenance of a dedicated on-site "pet friendly" exercise and relief area with bag station and garbage disposal as well as a pet washing and grooming station, which is accessible to all future residents of the proposed development;
  - i) the provision and maintenance of both an indoor and outdoor amenity space that is designed to cater to families with children which is accessible to all future residents of the proposed development;
  - j) the requirement for an updated Pedestrian Wind Study in order to assess pedestrian level wind conditions with the proposed development, and determine what built form and other mitigative solution may be required; and

- k) the owner addressing the outstanding comments outlined in the memorandum dated August 9, 2015 from the Manager, Engineering and Construction Services, Toronto and East York District.
4. In the event that the Ontario Municipal Board allows the appeal on the Zoning By-law Amendment application in whole or in part, City Council authorize the City Solicitor to request the OMB to withhold its Order until such time as:
- a) An appropriate Zoning By-law amendment is prepared to the satisfaction of the Director, Community Planning, Toronto and East York District and the City Solicitor.
  - b) The Owner has entered into and registered an agreement with the City to secure community benefits pursuant to Section 37 of the *Planning Act* to the satisfaction of the Director, Community Planning, Toronto and East York District and the City Solicitor.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **APPLICATION HISTORY**

An initial zoning by-law amendment application was submitted on March 23, 2012. A revised proposal was submitted in October 2013 to permit three 34-storey residential towers, including the base building portion which ranges from 8 to 10-storeys in height.

A Preliminary Report dated December 2, 2013, identified a number of deficiencies including, but not limited to: height and overall massing of the proposed towers, given the prevailing character of the Secondary Plan area; contextual considerations, including the pattern of development and managing growth in areas north, south, east and west of the site; mix of unit sizes, particularly the provision of family sized units; and adequacy of community services in the area.

On January 15, 2014, Toronto and East York Community Council meeting adopted the Preliminary Report and directed staff to hold a community meeting. The clerk received an appeal prior to the scheduling of a community meeting.

The applicant appealed the Zoning By-law amendment application to the Ontario Municipal Board (OMB) on April 10, 2014, due to Council's failure to make a decision with respect to the applications within the time prescribed by the *Planning Act*. A pre-hearing was held at the OMB on March 17, 2015, and the OMB has scheduled a second pre-hearing for October 14, 2015 and a hearing for February 1-10, 2016.

The applicant submitted a revised application on July 13, 2015, proposing 4 towers (inclusive of 10 storey podium elements), with total tower heights of 33 storeys (110 metres), 29 storeys (98.2 metres), 27 storeys (93.45 metres) and 25 storeys (87.55 metres).

## **ISSUE BACKGROUND**

### **Appealed 2013 Proposal**

The revised proposal submitted in October 2013 (and the subject of the OMB appeal) is for three 34-storey residential towers, including the base building portion which ranged from 8 to 10-storeys in height. The proposed ground floor setback varied at each frontage. The proposed towers had typical floor plates of 850 square metres and were offset from each other with a setback of approximately 20 metres from corner to corner.

The total proposed gross floor area was 119,654 square metres or 10.57 times the area with a total of 9,523 square metres of retail space proposed. There were 1,349 residential units proposed consisting of a mix of unit types and sizes, including townhouse units fronting the Esplanade, Princess Street and Lower Sherbourne Street. Regarding private amenity areas for the development, 2,846 square metres of indoor and 2,967 square metres of outdoor amenity space was proposed.

A total of 708 parking spaces was proposed in a 3-level below-grade parking garage accessed from Princess Street. A separate loading and servicing area was proposed with access from Princess Street. A total of 1,378 bicycle parking spaces was also proposed.

### **Revised 2015 Proposal**

A revised application was submitted in July 2015, and represents the current proposal. It proposes a mixed-use building with a total of 1,679 residential units, and 1,913 square metres of ground floor retail along Front Street East, for a total gross floor area of 106,265 square metres or 9.39 times the area of the lot. The proposed development is comprised of a 10-storey podium with four residential towers above. The total tower heights (including mechanical) consist of 33-storeys (110 metres) for the northwest tower (tower #1), 29-storeys (98.2 metres) for the northeast tower (tower #2), 27-storeys (93.45 metres) for the southwest tower (tower #3) and 25-storeys (87.55 metres) for the southeast tower (tower #4).

Setbacks for the podium from the property lines are proposed at 8.1 metres along Sherbourne Street, 2.5 metres along Front Street East, 3.0 metres along Princess Street and 3.0 metres along The Esplanade. The towers are proposed to be stepped back from the podium zero metres on the Lower Sherbourne Street frontage, zero metres on Front Street East, and zero metres on Princess Street. The southerly two towers (3 and 4) on The Esplanade frontage are setback from the southern 10-storey podium edge by 12 metres. The 33-storey northwest tower (tower #1) is setback 12 metres from the northern building edge and steps down to 30-storeys. The 29-storey northeast tower (tower #2) is setback 12 metres from the northern building edge, and steps down to 26-storeys. The 27-storey southwest tower (tower #3) is setback 24 metres from the southern building edge, and steps down to 24-storeys with a 12 metres setback from the podium. The 25-storey southeast tower (tower #4) is setback 24 metres from the southern building edge, and steps down to 22-storeys with a 12 metres setback from the podium. The proposed separation distance between the two east and west towers is 30 metres and 21.5 metres between the two north and south towers. See Attachments 1-6 for proposed rendering site plan and elevations.

The proposed unit mix for the revised proposal is: 11 townhouses (2 bedroom) (1%); 1,338 one-bedrooms (80%) and 330 two-bedroom suites (20%). On-site parking is located in a 1-level below-grade garage together with 10 levels of above-grade parking located within the podium structure of the north towers 1 and 2. The above-grade parking spaces are lined on the exterior with residential dwelling units so that none of the above-grade spaces are visible from the exterior of the development.

Proposed common amenity space includes 3,913 square metres within the building and 3,628 square metres outdoors. There are 835 parking spaces proposed, 777 for residents and 58 for visitors. One thousand, six hundred and ninety-four bicycle parking spaces are proposed with 1,392 for residents, 292 for residential visitors and 10 for retail. All vehicular access is limited to Princess Street. Specifically, loading and servicing functions for the north portion of the site is from Princess Street through a combined parking and servicing access. Loading and servicing functions for the two southern towers are shared with a mid-block east-west pedestrian connection (detailed below) but with limited access from Princess Street and with surface treatments to ensure safe separation from pedestrian activity (similar to a woonerf).

The 2015 revised proposal also includes a large privately owned publicly-accessible space (POPS) (see Figure 1) which is approximately 4,548 square metres or 40% of the site and includes: an enhanced Lower Sherbourne sidewalk; a mid-block east-west pedestrian connection (with limited vehicular access) through the site between Lower Sherbourne and Princess; a significant north-south court and pedestrian area of approximately 1,868 square metres, for a length of 66 metres from The Esplanade to the mid-block connection; and expanded sidewalk spaces along Front Street and along Princess Street.

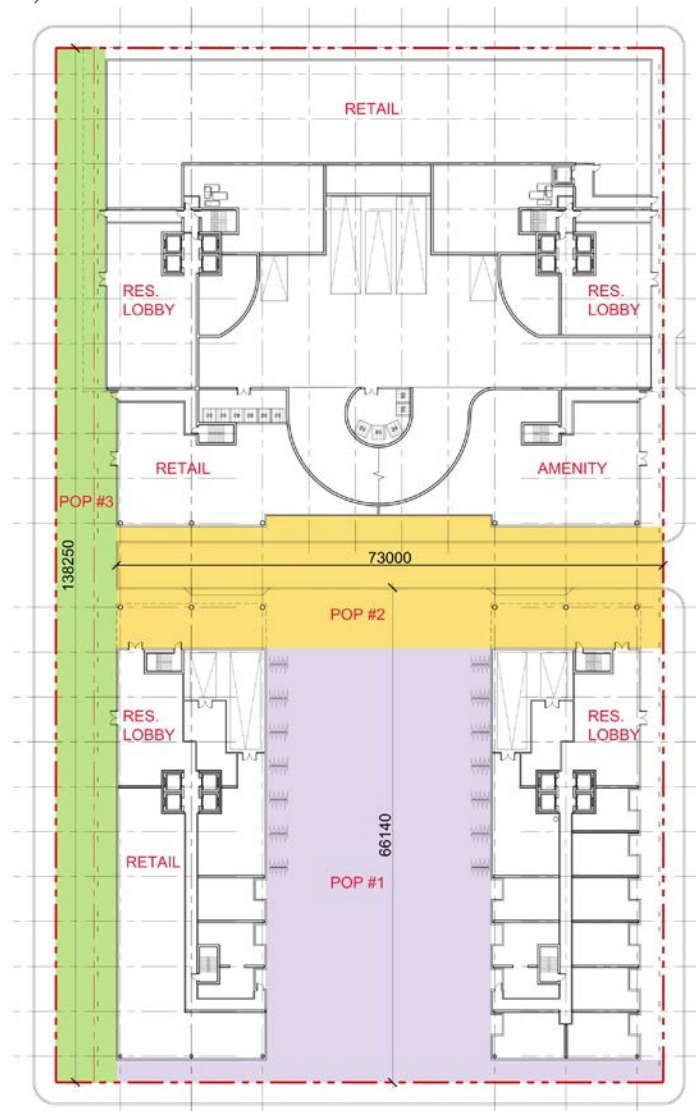
A general comparison table between the original March 2012 submission, the October 2013 re-submission, and the July 2015 re-submission is provided below.

## PROJECT STATISTICS

	March 2012 Submission	October 2013 Revised Submission	July 15, 2015 Revised Submission
Site Area (sq.m.)	11,323	11,323	11,323
Total Above Grade (A/G) Gross Floor Area (sq.m.)	142,227	119,654	106,265 (excludes A/G parking)
FSI	12.56	10.57	9.39
Number of towers	2	3	4
Height in Storeys	34 and 33	34 (all three towers)	33,29,27,25
Typical Floor Plate (sq.m.)	1,054	826	990.5
Total No. of Units	1,663	1,349	1,679
Indoor Amenity Area (sq.m.)	3,326	2,846	3,913
Outdoor Amenity Area (sq.m.)	3,326	2,967	3,628
Vehicular Parking	908 spaces	708 spaces	835 spaces
Bicycle Parking	1,685 spaces	1,378 spaces	1,694 spaces

Privately Owned, Publicly-Accessible Spaces (POPS)	none	740 sq m (7% of site)	4,548 sq m (40% of site)
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Additional site and development statistics from the original proposal are included in the Revised Application Data Sheet, Attachment 12.



**Figure 1: Proposed POPS**

## Site and Surrounding Area

This site is located on the south side of Front Street East and includes a full rectangular city block bounded by Front Street East, Princess Street, The Esplanade and Lower Sherbourne Street.

The site currently contains an automobile dealership with an associated surface parking area and a vacant Sobey's grocery store.

Surrounding uses include:

South: along The Esplanade are the linear David Crombie Park and St. Lawrence residences, including 9 to 10-storey residential buildings. Uses located to the southwest of the subject site include David Crombie Park, a Hydro substation, and the approved 33-storey tower at 18 Lower Jarvis.

West: along Lower Sherbourne Street include 4 to 8-storey residential uses, with retail at grade. Northwest of the subject site is the former Greyhound Terminal lands (154 Front Street East) that is now operating a surface parking lot and also received OMB approval for a 26-storey mixed use building on the site.

North: opposite the subject site, includes a gas station at the northeast corner of Sherbourne Street and Front Street East as well as an 8-storey commercial building. Uses located to the northeast of the subject site include the former Toronto Sun building, now converted for non-residential and retail uses.

East: along Princess Street there is a fire station at the corner of Princess and Front and an 11-storey residential buildings with retail at grade.

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

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to carrying out its responsibilities, including: the orderly development of safe and healthy communities; the conservation of features of significant architectural, cultural and historical interest; the adequate provision of employment opportunities; and the appropriate location of growth and development.

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 healthy communities. 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 in the *Downtown* on Map 2 - Urban Structure and is designated *Regeneration Areas* on Map 18 – Land Use Plan (See Attachment 8). It is also within the King-Parliament Secondary Plan area. As an area where growth is anticipated and encouraged, the Official Plan provides for new development in the *Downtown* that: builds on the strength of the area as an employment centre; provides for a range of housing opportunities; and supports and enhances speciality districts. The Official Plan directs growth to the *Downtown* in order to achieve multiple City objectives: it promotes the efficient use of municipal services and infrastructure; concentrates jobs and people in areas well served by transit; promotes mixed use development to increase opportunities for living close to work and to encourage walking and cycling; and promotes improved air quality and reduces greenhouse gas emissions by reducing reliance on the private automobile; all in keeping with the vision for a more liveable Greater Toronto Area.

This re-urbanization strategy recognizes that although growth is expected to be accommodated *Downtown*, the level of growth will not be uniform across the *Downtown* given its diversity. In the section on *Downtown*, Policy 2.2.1.6 identifies the requirement for design guidelines specific to districts of historic and distinct character to be developed to ensure that new development respects the context of such districts in terms of its fit with existing streets, setbacks, heights and relationship to landmark buildings.

The Official Plan recognizes that most of the City's future development will be infill and as such will need to fit in, respect and improve the character of the surrounding area. As a result, the Built Form policies seek to ensure that new development is massed and designed to fit harmoniously into its existing and/or planned context and will limit its impacts on neighbouring streets, parks, open spaces and properties. Among other things, this harmony is achieved by: massing new buildings to frame adjacent streets in a way that respects the existing and/or planned street proportion; creating appropriate transitions in scale to neighbouring existing or planned buildings; providing for adequate light and privacy; and adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets and properties. Ensuring adequate access to sky view for the proposed and future use of adjacent streets is a requirement for all new development and new development is to provide amenity for adjacent streets to make these areas attractive, interesting, comfortable and functional for pedestrians by providing landscaped open space within development sites.

Due to the larger civic responsibility and obligations associated with tall buildings, the built form policies of Section 3.1.3 provide additional direction on how they fit into the existing and planned context and how they are designed. The Plan states that although tall buildings are desirable in the right places they don't belong everywhere and are only one form of intensification. Policy 3.1.3.1 indicates that where a tall building is appropriate, it should have a base at an appropriate scale for the street that integrates with adjacent buildings, a middle portion with a floor plate size and shape having appropriate dimensions for the site in relationship to the base and adjacent buildings, and a top that contributes to the skyline character. Policy 3.1.3.2 requires new tall development to address key urban design considerations, including:

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

The Official Plan states that new buildings should locate and organize their vehicular parking in a built form that both minimizes its impact on the property and surrounding properties as well as improve the safety and attractiveness of adjacent streets parks and open spaces. Policy 3.1.2.2 directions new developments to achieve this by:

- a. using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- b. consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- c. integrating services and utility functions within buildings where possible;
- d. providing underground parking where appropriate;
- e. limiting surface parking between the front face of a building and the public street or sidewalk; and
- f. integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces.

## **Policies for Regeneration Areas**

A broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses are permitted within *Regeneration Areas* to promote reinvestment and revitalization.

The policies of Section 4.7.2 for *Regeneration Areas* require that the framework for new development in these areas be set out in a Secondary Plan. Section 5.2.1.1 provides that secondary plans are intended to apply to defined areas and adapt and implement the objectives, policies, land use designations, and overall planning approach of the Official Plan to fit the local context. Section 5.2.1.3 of the Official Plan provides that Secondary Plans will promote a desired type and form of physical development for the area, and plan for an appropriate transition in scale and activity between neighbouring districts.

Section 4.7.2 gives direction on the intent of Secondary Plans for *Regeneration Areas* and provides that they will guide revitalization through matters such as:

- urban design guidelines related to the unique character of the area;
- strategies to promote greening and community improvements;
- a heritage strategy identifying important heritage resources, conserving them and ensuring new buildings are compatible with adjacent heritage resources;

- transportation policies that encourage transit, walking and cycling in preference to private automobile use; and
- environmental policies that ensure that contaminated lands are cleaned up and appropriate for new development.

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

## **King-Parliament Secondary Plan**

As noted, the subject property is located in the King-Parliament Secondary Plan Area and within a sub-area of King-Parliament identified as the Jarvis-Parliament Regeneration Area (See Attachment 9). The King-Parliament Secondary Plan provides a framework for reinvestment and development, intended to encourage a wide range of uses that are mutually compatible and complement the existing built form character and scale of the area. Within this framework, the Jarvis-Parliament Regeneration Area is intended as an area targeted for significant growth providing for a mix of compatible land uses.

General Built Form Principles identified in Section 3.2 require that new buildings will be sited and massed to provide adequate light, view and privacy for neighbouring properties and achieve a compatible relationship with their built form context through consideration of such matters as building height, massing, scale, setbacks, step backs, roof line and profile and architectural character and expression. The Plan states that buildings adjacent to streets, parks or open spaces will be massed to provide appropriate proportional relationships and designed to minimize the wind and shadowing impact on the streets, parks or open spaces. Further requirements include new developments providing comprehensive, high quality, co-ordinated streetscape and open space improvements to promote greening and landscape enhancement within King-Parliament. These high quality open spaces are intended for the use of residents, visitors and area workers.

Heritage policies in Section 4.4 of the Plan reiterate the contextual built form provisos identified above, requiring new buildings to achieve a compatible relationship with heritage buildings in their context through consideration of such matters as, but not limited to; building height, massing, scale, setbacks, step backs, roof line and profile, and architectural character and expression.

Map 15-2 of the King-Parliament Secondary Plan identifies locations of building sites with a potential for building features or landscape treatments which identify view termini (See Attachment 10-11).

The King-Parliament Secondary Plan is available on the City's website at:  
[www.toronto.ca/planning/official\\_plan/pdf\\_secondary/15\\_king\\_parliament\\_dec2010.pdf](http://www.toronto.ca/planning/official_plan/pdf_secondary/15_king_parliament_dec2010.pdf)

## **King-Parliament Urban Design Guidelines**

In conjunction with the City's Official Plan and King-Parliament Secondary Plan policies, the urban design guidelines for King-Parliament seek to reinforce the physical character and identity of the area.

The King-Parliament Urban Design Guidelines are available on the City's website at: [www.toronto.ca/planning/urbdesign/pdf/14kingparliament.pdf](http://www.toronto.ca/planning/urbdesign/pdf/14kingparliament.pdf)

## **King-Parliament Community Improvement Plan**

The Community Improvement Plan (CIP) for King-Parliament provides a framework for streetscape improvements and building enhancements within the area to attract new investment. Areas of Special Identity such as the Old Town of York are noted as deserving special attention in order to highlight their heritage and historic importance. Potential 'gateways' and 'places' are highlighted on Map 7 within the CIP as area worthy of special consideration.

## **City-Wide Tall Building 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>

## **TOcore: Planning Toronto's Downtown**

On May 13, 2014, Toronto and East York Community Council considered a staff report regarding 'TOcore: Planning Toronto's Downtown', along with a related background document entitled 'Trends and Issues in the Intensification of Downtown'. These reports along with additional information are available on the study website at: [www.toronto.ca/tocore](http://www.toronto.ca/tocore)

TOcore is looking at how Toronto's Downtown should grow, with both a renewed planning framework and the necessary infrastructure to remain a great place to live, work, learn and play. TOcore is in its initial 'taking stock' phase, which involves an analysis of existing conditions, growth trends and priority issues in the Downtown. The study team will be reporting back to TEYCC by the end of 2015 on the results of Phase One and the priorities for Phase Two, "Planning and Analysis". The review of this application has been informed by the issues being considered under TOcore.

## **Zoning**

On May 9, 2013 Toronto City Council enacted City-wide Zoning By-law 569-2013, currently under appeal to the Ontario Municipal Board. The subject site was not included in the new by-law as there was a development application on the site and it remains under Zoning By-law 438-86 for the former City of Toronto.

The site is zoned Reinvestment Area (RA) in Zoning By-law 483-86 (Attachment 7). A wide range of residential, retail, commercial, institutional, recreational and industrial uses are permitted on the site.

On this site, a maximum building height of 30 metres is currently permitted with an additional 5 metres permitted for rooftop mechanical elements. Buildings are permitted to extend to the front lot line and to the side lot lines to a depth of 25 metres from a street. Beyond 25 metres, buildings are to be setback a minimum 7.5 metres from a side lot line. A minimum 7.5 metre setback from the rear lot line is also required. A minimum setback of 3 metres is required along street frontages for the portion of a building higher than 20 metres.

This site is subject to a site specific restrictive exception that requires a 3 metre step back after a building height of 20 metres. Along the Front Street East frontage, the building is to have a maximum base height of 20 metres, with an angular plane of 44 degrees after 20 metres with no building or structure penetrating outside the plane. Also, the properties with municipal addresses 177 Front Street East and 21 Sherbourne Street are subject to a site specific permissive exception that permits a commercial parking lot of up to 58 parking spaces. Other permissions and exceptions also apply.

### **Site Plan Control**

The proposed development is subject to site plan control. An application for Site Plan Control Approval has not been submitted but will be required.

### **Reasons for Application**

The proposed building heights (including the mechanical penthouse) of 98.2 metres, 93.45 metres, 87.55 metres, 87.55 metres, as identified by the Zoning examiner, exceeds the maximum height of 30 metres or 35 metres to the mechanical penthouse permitted in the zoning by-law by 63.2 metres, 58.45 metres, 52.55 metres and 52.55 metres. Additional areas of non-compliance with the zoning by-law as identified by the zoning examiner include:

- The maximum height at the street line is limited to 24 metres (the proposed height at the street line is 40.89 metres);
- The requirement that the building to be within a 44 degree angular plane projected over the lot from an elevation of 24 metres over the street line (the proposed building would penetrate this angular plane);
- The minimum number of residential parking spaces is 955 and an additional 101 for residential visitors for a total requirement of 1,026 spaces (the proposed number of residential parking spaces is 855 including 51 visitor spaces);
- deficiency in the percentage of roof space that will be green (56% proposed; 60% required); and
- the possibility of different zoning parameters if the non-residential use changes to include uses other than a retail store.

### **Community Consultation**

The applicant appealed to the Ontario Municipal Board prior to City Planning holding a community consultation in the spring of 2014. No public consultation meeting was held due to the appeal.

When the applicant informed City Planning that they intended to further revise their proposal, they also advised that the St Lawrence Neighbourhood Association (SLNA) had been in contact with them and had suggested a series of workshops to be held in the late spring of 2015. A working group was created with representatives from the Development Committee of the St Lawrence Market Neighbourhood Association, City Planning, Councillor McConnell's office and the applicant's team.

In April and May 2015, two workshops lead by the SNLA were held to discuss revisions to the proposal. The working group discussed concerns regarding the general vision for this area which includes but not limited to: having a high quality and animated public realm; reduction in parking and limiting access to one driveway; the desire for quality retail tenants; the great desire for high-quality and generous amount of open space and mid-block connections; the need for and lack of family-sized units; fit to streetscapes on Front St and The Esplanade; and a reduction to the height and massing of the towers. The applicant made specific changes based on the working group's comments in the July 2015 revised submission and presented these changes to SNLA at their monthly meeting in early August.

### **Agency Circulation**

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

## **COMMENTS**

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

The proposal is consistent with the PPS, as it represents intensification on an under-used lot in an area with existing servicing.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe, as the site is within an identified Urban Growth Centre, an area intended to accommodate future intensification that is transit and pedestrian-friendly.

### **City of Toronto Design Review Panel**

The 2013 proposal for a three tower scheme was presented to the City's Design Review Panel on February 11, 2014. Staff was seeking advice from the panel regarding the appropriateness of the built form given the special character of King-Parliament and the general proposals respond to the neighbourhood character and The City Wide Tall Building Guidelines. The Panel voted 5 to 1 for the applicant to redesign the building.

Comments provided by the Panel included:

- unanimous opinion that the proposed building form did not present a suitable fit in terms of responding to the regulatory framework nor to the emerging context;
- clustering of towers would create a "wall" effect that would have serious negative impacts on the public realm in terms of limiting views to the sky and sunlight on the street;
- consolidation of parking ramps;

- more modulated massing on the podium on the Lower Sherbourne St frontage to break up scale of base;
- welcomed generous 20 metre tower setback on The Esplanade as a means of reducing pedestrian perception of the tower;
- increasing the tower separation;
- proposal should strive to provide the very best possible pedestrian amenity around the building; and
- more required from the proposed internal court yard to suitably supplement the parks and open space network.

The current four tower proposal has addressed many of the comments made by the Design Review Panel. Towers are no longer clustered and achieve good separation. The parking and loading facilities have been consolidated to make the site functional for both vehicles and pedestrians though a vehicular only access ramp and a shared mid-block connection that has some restrictions on vehicles. The applicant has proposed widening sidewalks on the Lower Sherbourne St frontage, Princess St and Front St. A significant Privately-Owned Public-Accessible Open Space (POPS) approximate 30 metres by 66 metres on the ground level between the southern towers is proposed and connects with the east-west mid-block connection.

The proposal would need more revisions to address the comments regarding its fit to the King-Parliament and St Lawrence neighbourhood context and appropriateness of its built form given the general neighbourhood character.

## **Land Use**

The proposed mix of retail and residential condominium uses is consistent with the land use provisions of the Official Plan, King-Parliament Secondary Plan and Zoning By-law.

## **Built Form including Height & Massing**

The St Lawrence neighbourhood was revitalized in the 1970's transforming a declining industrial area into a new residential neighbourhood with a mix of low to mid-rise commercial and residential buildings that is socio-economically and culturally diverse. The planned context of the St. Lawrence neighbourhood is celebrated as a successful urban renewal project and consists of a uniformly scaled built form with David Crombie Park acting as a key "artery" for the neighbourhood. The predominance of low to mid-rise buildings creates a consistent and unique human scaled streetscape. There is a fined-grain urban fabric that characterizes much of the neighbourhood. The development site abuts the original ten blocks of the Old Town of York, an Area of Special Identity specifically noted as requiring new development to respect the historical significance of the area.

The proposal for four towers over 20-storeys which cover an entire city block is a departure from the prevailing character and human scale attributes of the neighbourhood. It is of the utmost importance, given the large scale of the proposed redevelopment, that the built form be further revised to: respond better to the historic and planned context; better achieve an appropriate level of compatibility with the surround neighbourhood and adjacent properties; transition down significantly to David Crombie Park; and be well-articulated to avoid appearing monolithic to

pedestrians. The issues set out below and recommended changes to the July 2015 submission provide a basis for achieving a settlement with the applicant.

The Official Plan requires new buildings to be designed to fit harmoniously into the area's existing/planned context. The King-Parliament Secondary Plan states that new buildings will achieve a compatible relationship with their built form context through consideration of, among other matters, height.

The existing maximum height permission is 30 metres (approximately 10-storeys). The proposed building heights (including the mechanical penthouse) of 98.2 metres (33-storeys), 93.45 metres (29-storeys), 87.55 metres (27-storeys), and 87.55 metres (25-storeys), as identified by the Zoning examiner, exceeds the maximum height permitted in the zoning by-law by 63.2 metres, 58.45 metres, 52.55 metres and 52.55 metres.

The subject property is surrounded by buildings ranging in height from two to eleven storeys. An exception is the building at 154 Front Street East which was approved by the Ontario Municipal Board for 26-storeys.

Staff recommend that the overall height of the proposal be revised to improve its compatibility with the scale of adjacent buildings and better relate to the historical significance of the Old Town of York.

The Downtown Tall Buildings Vision and Supplementary Guidelines state that streets that abut significant parks or have an existing context which does not contemplate tall buildings, may not be suitable for tall buildings (Policy 1.9). The site is within close proximity to David Crombie Park, a significant park, and the St Lawrence area where the existing context consists of low and mid-rise buildings. The proposed towers on the south portion of the site are very visible from the adjacent David Crombie Park, creating overwhelming views from the public realm. Although the southern towers are setback 12 metres from the podium, they remain visible from the pedestrian realm on the south side of the Esplanade close to the site.

Staff also recommend that the proposed heights of the four towers be reduced in order to: comply with the policies in the Official Plan, King-Parliament Secondary Plan and Downtown Tall Building policies; respect and reinforce the prominent and consistent character of the St Lawrence neighbourhood; and improve visual impacts from the pedestrian realm south of the site.

Staff recommend that the heights of the proposed northern towers should be less than 30-storeys and that the southern towers should be under 20-storeys. The tallest towers should be on Front St and there should be a significant stepping down of heights towards The Esplanade to the south. Staff also believe that a minimum 24 metre tower setback from The Esplanade is required in order to achieve a compatible relationship with the built form context along this street, limit the proposal's visual impact on David Crombie Park, and maintain the existing sight lines down The Esplanade. A reconfiguration of massing is recommended to mitigate impacts and achieve the above.



Tall buildings proposed should address key urban design considerations in the Official Plan, including the built form policies, site design and general fit within the existing and planned context, while providing a usable publicly accessible open space. It should be noted that the slab building typology is more prominent in the area than the point tower building typology.

The proposed base for all four buildings is acceptable. The base or podium for all buildings is 10-storeys and is designed to reflect the traditional height and slab typology of earlier buildings in the local area. As noted, the site is within the St Lawrence area where the existing context consists of low and mid-rise buildings. The scale of the base building is also designed to relate to the heights of the buildings along The Esplanade, adjacent to the site, which are approximately 6-storeys and 11-storeys. The proposed base conforms to the Official Plan which states that base buildings shall be massed to support the appropriate scale of adjacent streets, parks and open spaces, and to minimize the impact of parking and servicing uses.

The base generally extends the length of the site along all street frontages, except the Lower Sherbourne and Princess Street frontages which have a 16.25 metres wide mid-block connection that begins approximately 64 metres to the south of the northern lot line. The base building provides ground floor setbacks to provide for wider sidewalks, outdoor retail area and a publically accessible open space. The ground floor is set back at varying amounts along all four frontages with the widest setback of 8.3 metres from the lot line along portions of Lower Sherbourne, 3 metres along The Esplanade; with the narrowest setback of 1.5 metres along portions of Front Street East.

The Downtown Tall Buildings Design Guidelines state that the minimum spacing distance between two tall building towers on the same site will be no less than 25 metres, measured from the external walls of the buildings. The proposed towers have a separation distance of 30 metres in the east-west alignment and 21.5 metres in the north-south alignments. The 21.5 metres tower separation north-south alignments can likely achieve the required 25 metres separation distance by recessing the protruding balconies on both the southern and northern towers building face.

Staff encourage additional architectural articulation of the long facades on Lower Sherbourne St and Princess St in order to help break up the scale of the base.

The Official Plan states that the design, floor plate size and shape of the middle component shall have appropriate dimensions for the site. Towers shall be located and oriented in relation to the base building and adjacent buildings to fit within the existing and planned context. Staff find the middle tower component generally acceptable however outstanding issues of not achieving minimum tower separation between the north-south towers can easily be resolved by recessing balconies on the south façade of the northern towers and the northern façade of the southern towers.

Staff is recommending the City Solicitor and appropriate staff be authorized to continue discussions with the applicant in an attempt to resolve the outstanding built form issues, including height and massing, in advance of the hearing and work towards a possible settlement that is satisfactory to the Chief Planner and Executive Director, City Planning.

## **Unit Mix**

The ongoing character of the St. Lawrence residential neighbourhood is as a mixed-income, culturally and socio-economically diverse, and family-oriented community. This is reflected in the low-to mid-scale built form, historic sizes of units, variety of tenures and established neighbourhood parks, schools and facilities that support families in this area.

The proposed development contains a majority (80%) of units that are one-bedroom, with the only 20% being two-bedroom units and 1% being two-bedroom townhouses. There are also no three-bedroom units proposed. City Council, Planning staff and local residents have been encouraging developers to provide more larger sized, multiple bedroom units in an effort to attract families and more permanent or longer-term residents in residential condominium buildings throughout the City, and particularly in the Downtown area. The emerging practice is for buildings to contain a minimum of 25% two-bedroom units including 10% three-bedroom units. This application would need to be revised to achieve this mix, likely involving a lowering in the total unit count, which among things, would align with the goal of creating units for families.

Staff is recommending the City Solicitor and appropriate staff be authorized to continue discussions with the applicant in an attempt to improve the proposed unit mix by including 25% family-sized units, in advance of the hearing.

## **Sun/Shadow**

The shadow impact resulting from the proposed application is acceptable. The Downtown Tall Buildings Design Guidelines states that every effort will be made to design and orient tall buildings to minimize their shadow impact on all publically accessible parks, open spaces, natural areas and other shadow sensitive areas.

The Downtown Tall Buildings Design Guidelines states that no new net shadows will be cast by tall buildings on all other parks located within and adjacent to the Guidelines' boundary area, between 12:00 pm and 2:00 pm on September 21st. The proposal does not cast any new net shadow on David Crombie Park during these hours or at any time in the day.

## **Wind**

While a Pedestrian Wind Study was submitted for the October 2013 proposal, no updated study has been submitted for the July 2015 proposal. As such staff cannot determine whether the pedestrian level wind conditions are appropriate and whether built form or other mitigation measures are required.

Staff is recommending that the applicant conduct and submit an updated Pedestrian Level Wind Study so that staff can assess the wind conditions and determine what mitigation measure are needed.

## **Traffic Impact**

Transportation Services staff have reviewed an updated Traffic Impact Study (TIS) provided by MMM Group Ltd. and found the overall traffic impact resulting from the proposed development acceptable.

## **Access & Circulation**

The Official Plan states that new development will locate and organize vehicular access to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces. The location of the proposed driveway and intended access arrangement is acceptable.

Access to the proposed buildings will be provided by two driveways off of Princess Street. The northerly driveway will provide access to the below and above-grade parking garage and loading spaces for Phase 1 (northern towers). The southerly access will provide access to the loading spaces associated to Phase 2 (southern towers). The southerly access will act as a multi-use shared mid-block connection used by both vehicles for loading and drop off, and pedestrians.

## **Parking & Loading**

Transportation Services staff have determined that the proposed resident parking supply is acceptable. However, in their TIS report, the consultant identifies four Toronto Parking Authority lots in the area that can accommodate the visitor parking demand. Staff is recommending that the applicant conduct and submit a parking utilization study to determine if there is enough parking spaces to accommodate the residential visitor requirement for 101 visitor spaces.

The Official Plan states that new buildings should locate and organize their vehicular parking in a built form that both minimizes its impact on the property and surrounding properties as well as improve the safety and attractiveness of adjacent streets parks and open spaces. The Plan allows the integration of above-grade parking structures within the building design while having usable building space facing streets, parks and open space (3.1.2.2(f)). The proposed parking supply is located in both a 1-level below-grade garage across the entire site and a 10-level above-grade parking garage located within the podium structure of the northern towers 1 & 2. The applicant has advised that a key reason for the proposed above-grade parking is that the soil is contaminated from historical industrial uses on the site. The above-grade garage is not visible from the exterior of the building as it is lined with both the retail and residential units. Staff find that due to the contamination of the soil, the location of the parking in a combined below and above-grade parking structure, which is integrated into the building, is acceptable.

Official Plan policy requires service areas, ramps and garbage storage to be located and screened to minimize the impact on adjacent streets and residences. With respect to the loading supply, Transportation Services staff has determined that the estimated loading demand generated by this project is the same as what the By-law requires: a minimum of one Type G and two Type B loading spaces. Currently, the applicant has proposed nine loading spaces consisting of four Type G, four Type C, and one Type B space.

Given the surplus of Type G loading spaces provided, staff is recommending that one of the four Type G loading spaces be revised to allow sharing with a Type B loading space.

## **Servicing**

The applicant submitted a Functional Servicing Stormwater Management Implementation Report, Grading Plan and Servicing Plan with the application. The comments from Engineering and Construction Services (ECS) staff dated August 19, 2015 indicate that further revisions and/or information is required in order for City engineering staff to assess the application and complete its review.

## **Bicycle Parking**

The Official Plan contains policies that 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 proposes to provide a total of 1,694 bicycle parking spaces (1,392 residential; 292 residential visitors; and 10 visitor) which exceeds what is required in the By-law.

## **Indoor and Outdoor Amenity Space**

Policy 4.2.2(f) of the Official Plan requires that new development provide adequate indoor and outdoor recreation space for building residents. The Official Plan is not prescriptive as to the location or amount of open space rather each application is assessed based on its own merits and context. However, the new City of Toronto Zoning By-law 569-2013 requires indoor and outdoor amenity space be provided at a rate of 2.0 m<sup>2</sup> per unit.

The development proposes a total of 3,913 square metres of indoor amenity area and 3,628 square metres of outdoor amenity space which exceeds the By-law.

Given the size of the amenity areas proposed and the expectation that there will be a number of residents purchasing units in the proposed condominium towers who will have young children and/or dogs, staff encourages the provision and maintenance of both a pet relief and exercise area and a child-friendly space be provided within the amenity spaces for future residents.

## **Mid-Block Connections & Privately Owned Public Accessible Space**

The Official Plan states that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

This proposal is for a whole block redevelopment within the Downtown. Developments of whole blocks in the Downtown are rare and there is sufficient room in whole block developments to provide for significant improvements to the public realm including privately-owned publicly accessible open spaces (POPS).

The 2015 revised proposal includes a large POPS which is approximately 4,548 square metres or 40% of the site and includes: an enhanced Lower Sherbourne Promenade; a mid-block east-west pedestrian connection (with limited vehicular access) through the site between Lower Sherbourne and Princess; a significant north-south court and pedestrian area of approximately 1,868 square metres, for a length of 66 metres from The Esplanade to the mid-block connection; and expanded sidewalk spaces along Front Street and along Princess Street.

Staff recommend that consideration be given to providing suitable amenities as part of the design of the POP that caters to families with children and residents with dogs in addition to providing these facilities in the required amenity spaces.

### **Tree Preservation**

A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on City or private property. An arborist report and ground level plans were submitted with 2013 revised application. The report reveals there are seven qualifying trees on City property and that there are four privately owned trees on the subject site that meet the criteria for protection under the City's Private Tree By-law. Staff advise the removal of any privately owned tree may only occur upon receipt of a "Tree Removal Permit" issued by the General Manager of Parks, Forestry and Recreation and after the building and/or demolition permits have been issued.

Urban Forestry staff recommends that the applicant provide financial compensation in lieu of planting trees on private property and financial compensation to remove and/or injure the proposed private and public trees.

The requirements of Urban Forestry, Tree Protection and Plan Review will be dealt with through the Site Plan Approval process.

### **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 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

The application proposes 1,679 residential units and 1,769 m<sup>2</sup> of non-residential space on a site with a net area of 11,323 m<sup>2</sup>. At the alternative rate of 0.4 hectares per 300 units specified in By-law 1020-2010, the parkland dedication requirement is 2.23 hectares or 202 % of the site area. However, for sites that are 1 to 5 hectares in size, a cap of 15% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 1,673 m<sup>2</sup>.

Parks, Forestry & Recreation (PF&R) staff require the applicant to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as the proposed redevelopment site would be fully encumbered with a below-grade parking garage and there is an existing City owned park across the street from the proposed development.

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

### **School Infrastructure**

The Toronto District School Board has advised that there is insufficient space at the local schools to accommodate students anticipated from this proposed development. They have recommended that the developer advise potential purchasers that school space is not available in the immediate vicinity and that signage be erected within the development to advise of such. It was also recommended that the community be made aware that children from new developments will not displace existing students at local schools.

### **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 performance measures for the Tier 1 development matters related to Automobile Infrastructure and Cycling Infrastructure. Other applicable TGS performance measures will be secured through the site plan approval process. 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.

### **Section 37**

Staff have reviewed the Planning Assessment and Rationale Report Addendum dated June 26, 2015 prepared by Paul Stagl, Opus Management Inc.

Given the significant intensification proposed by the applicant, future Section 37 discussions will need to address the appropriate community benefits to serve the increased population generated by the subject development, which is located within an area of substantial growth in the downtown core. As part of the TOcore (Downtown) Study, a Community Services & Facilities (CS&F) Needs Assessment is currently underway to identify existing gaps and emerging priorities based on growth. The recommended CS&F priorities from the TOcore CS&F Study (to be finalized by November 2015), will help inform the appropriate Section 37 community benefits (e.g. growth-related capital facilities) for developments within the TOcore Study Area. These priorities will be required to address both existing gaps and service deficiencies due to increased population growth in the downtown core. To date, a number of priorities have been identified based on extensive outreach (e.g. City Division input, stakeholder consultations, surveys), including the need for additional community facilities such as library, child care, community recreation space along with multi-purpose community agency space.

It is recommended that staff be authorized to negotiate an appropriate package of Section 37 benefits, in consultation with the Ward Councillor, if this proposal is approved in some form by the Ontario Municipal Board. Staff would request that should the OMB approve the proposed development in some form, that it withhold its order until:

- Section 37 benefits have been agreed upon;
- Benefits have been appropriately incorporated into a Zoning by-law amendment; and
- a Section 37 agreement has been entered into between the applicant and the City and registered to the City Solicitor's satisfaction.

## **CONTACT**

Sipo Maphangoh, Planner  
Tel. No. 416-338-2478  
E-mail: smaphan@toronto.ca

## **SIGNATURE**

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Jennifer Keesmaat, MES ,MCIP, RPP  
Chief Planner and Executive Director  
City Planning Division

## **ATTACHMENTS**

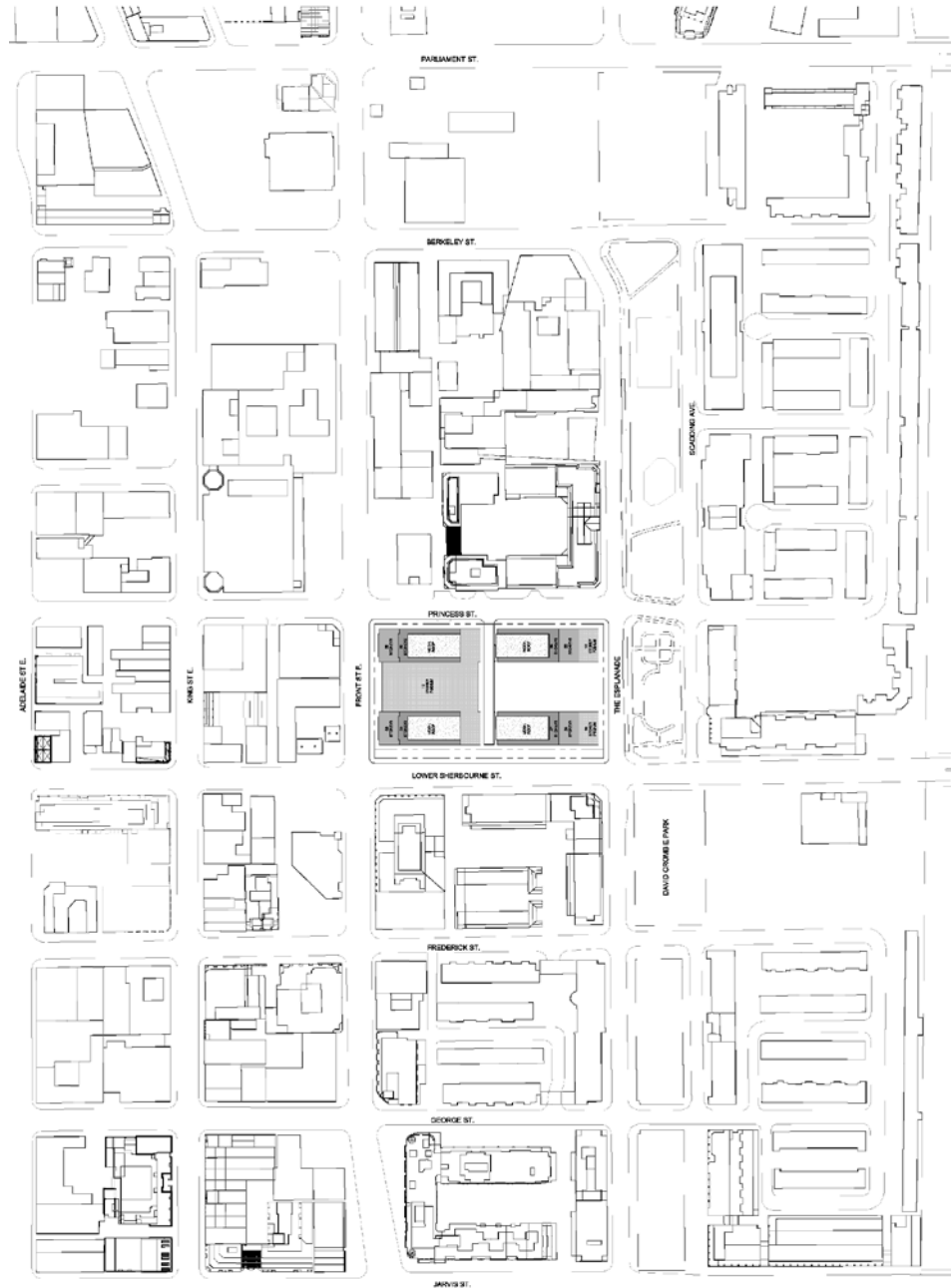
Attachment 1: Proposed Site Rendering  
Attachment 2: Site Plan  
Attachment 3: North Elevation  
Attachment 4: South Elevation  
Attachment 5: East Elevation  
Attachment 6: West Elevation  
Attachment 7: Existing Zoning  
Attachment 8: Official Plan  
Attachment 9: King-Parliament Secondary Plan Map 15-1  
Attachment 10: King-Parliament Secondary Plan Map 15-2  
Attachment 11: King-Parliament Secondary Plan Map 15-3  
Attachment 12: Application Data Sheet

### Attachment 1: Site Rendering





## Attachment 2: Site Plan



**177, 183 & 197 Front Street East**  
**15-21 Lower Sherbourne Street and 200 The Esplanade**

File # 12 141911 STE 28 0Z

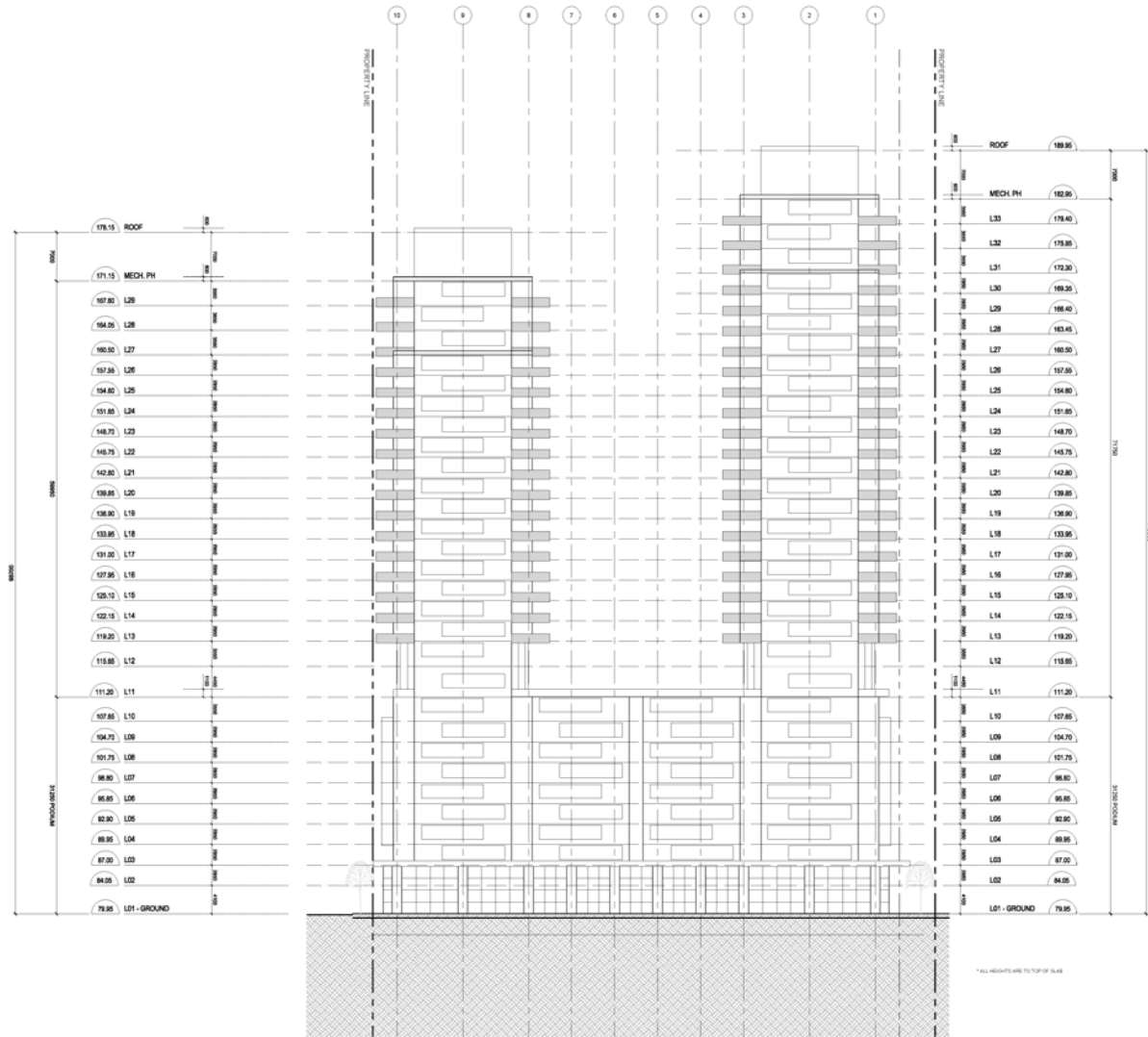
**Site Plan**

Applicant's Submitted Drawing

Not to Scale  
 07/23/2015



### Attachment 3: North Elevation



North Elevation

### Elevations

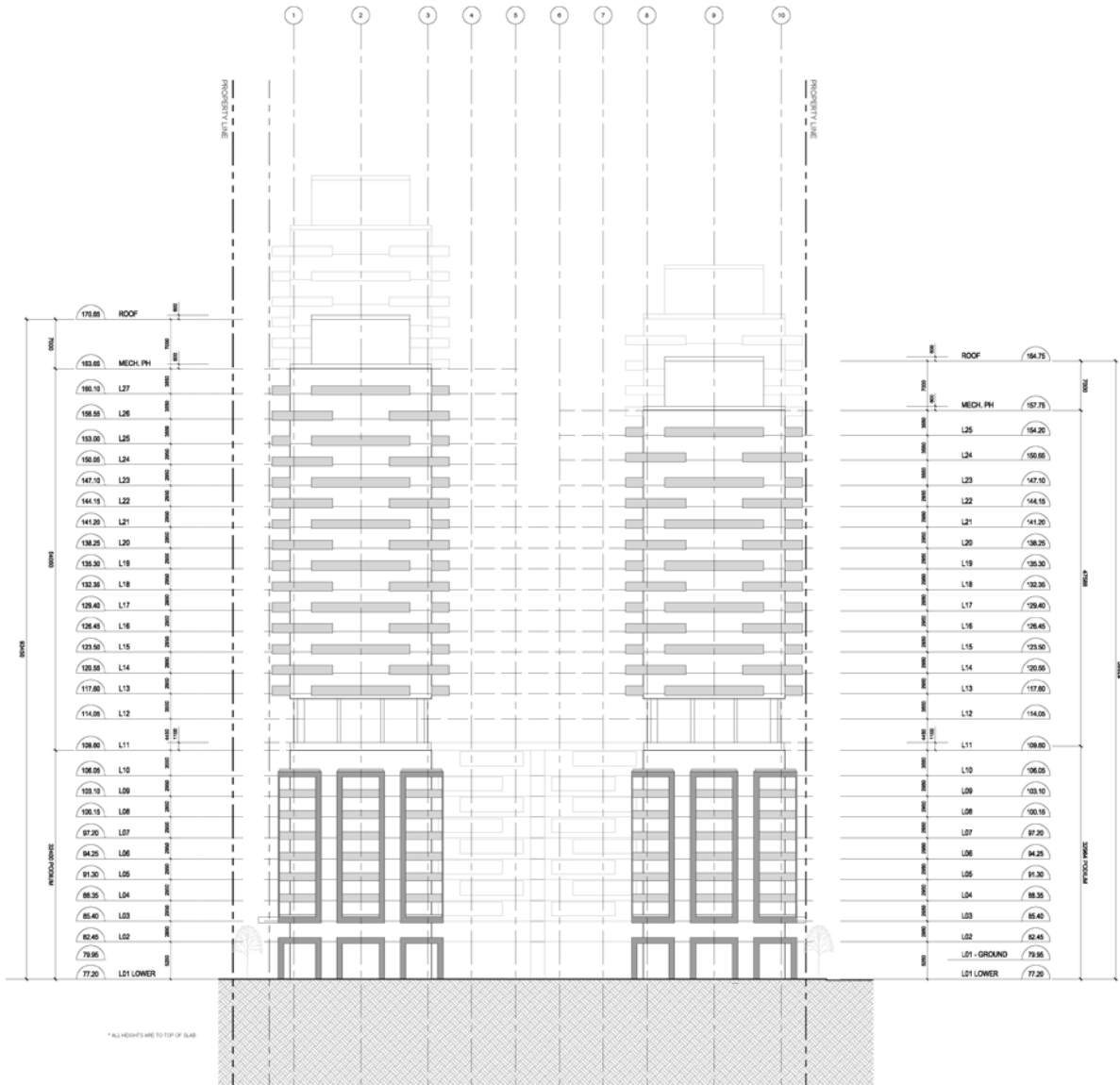
Applicant's Submitted Drawing

Not to Scale  
07/23/2015

177, 183 & 197 Front Street East  
15-21 Lower Sherbourne Street and 200 The Esplanade

File # 12 141911 STE 28 0Z

## Attachment 4: South Elevation



South Elevation

### Elevations

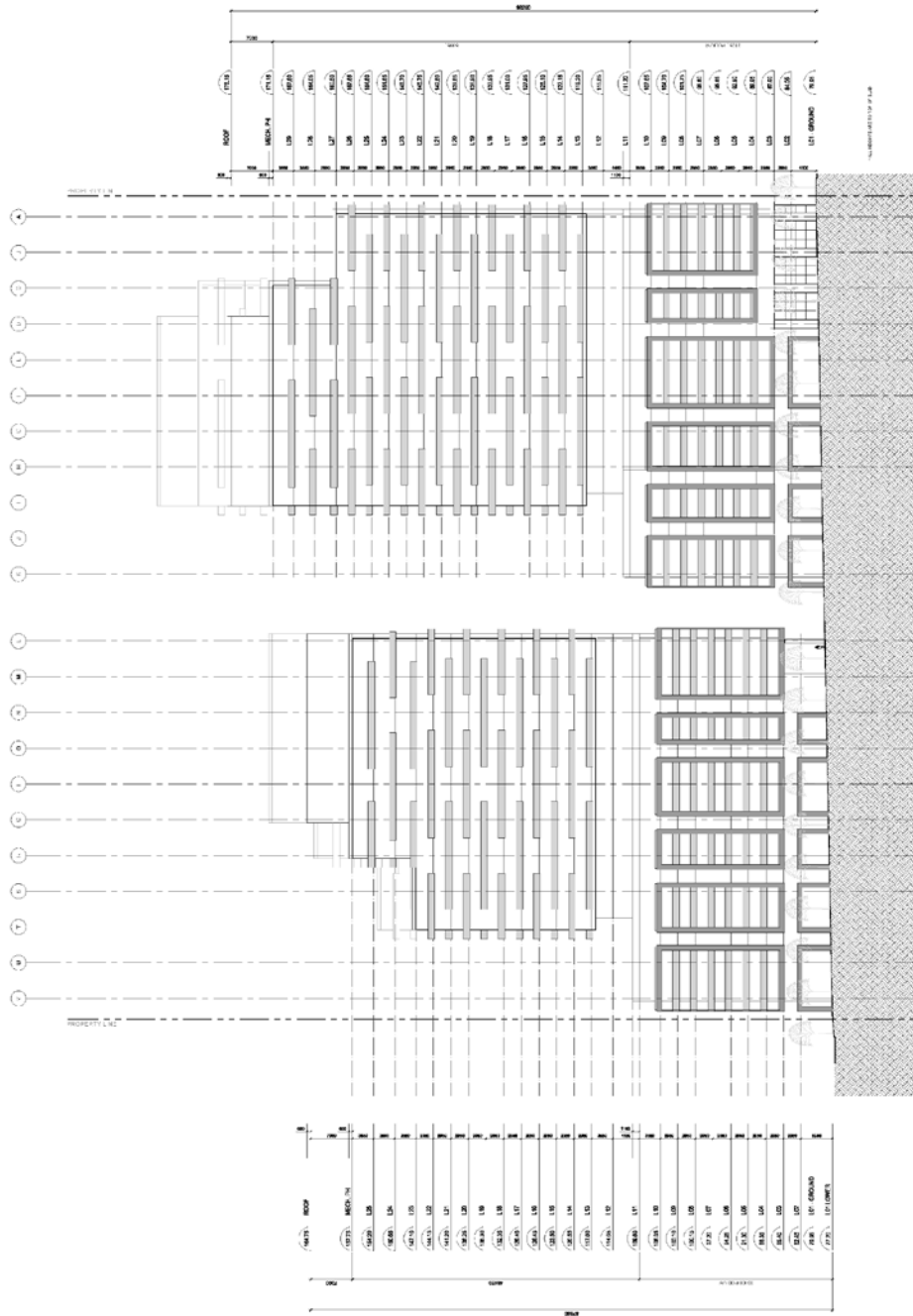
Applicant's Submitted Drawing

Not to Scale  
07/23/2015

177, 183 & 197 Front Street East  
15-21 Lower Sherbourne Street and 200 The Esplanade

File # 12 141911 STE 28 02

## Attachment 5: East Elevation



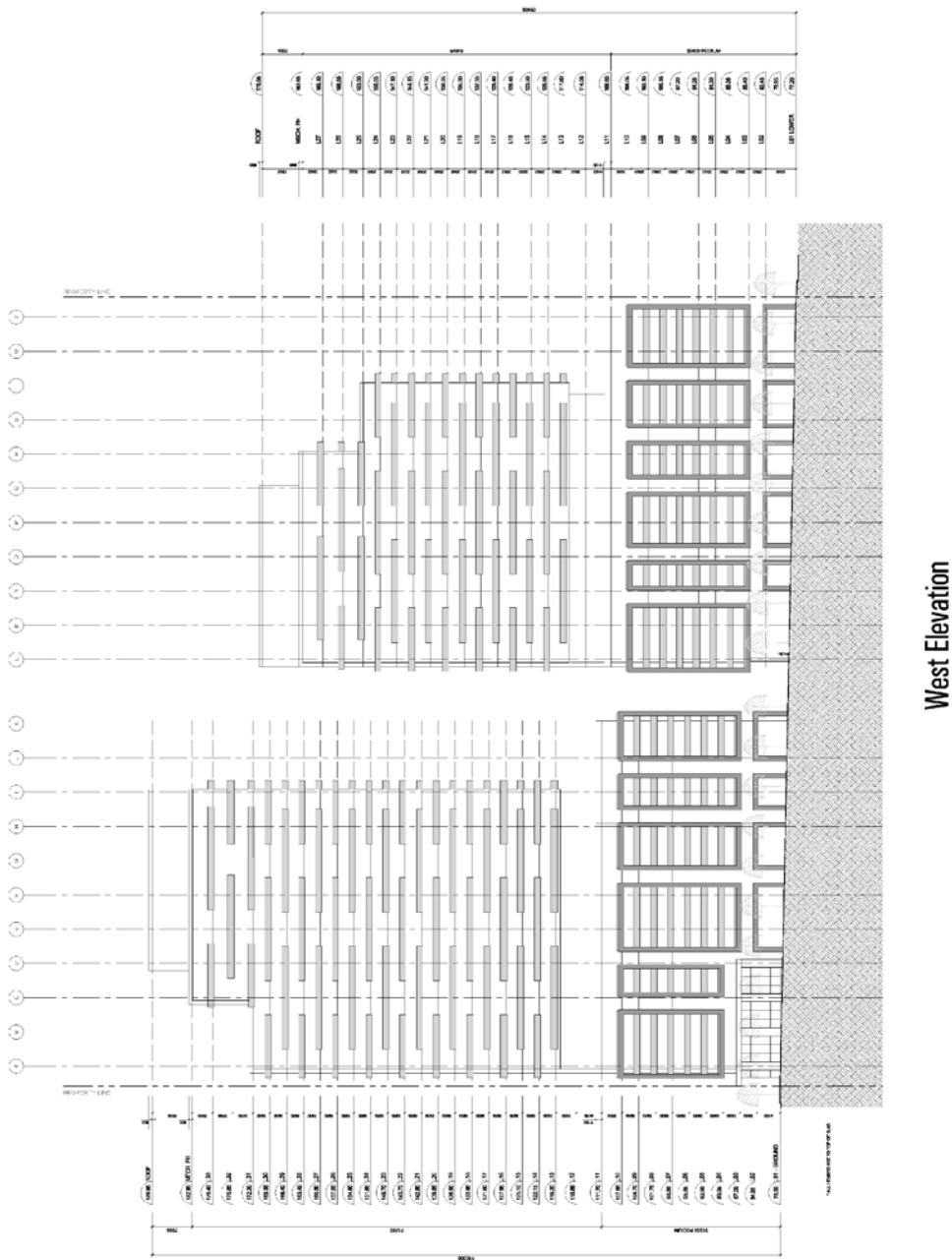
East Elevation

**Elevations** **177, 183 & 197 Front Street East**  
**15-21 Lower Sherbourne Street and 200 The Esplanade**

Applicant's Submitted Drawing

Not to Scale  
 07/23/2015  
 File # 12 141911 STE 28 0Z

Attachment 6: West Elevation

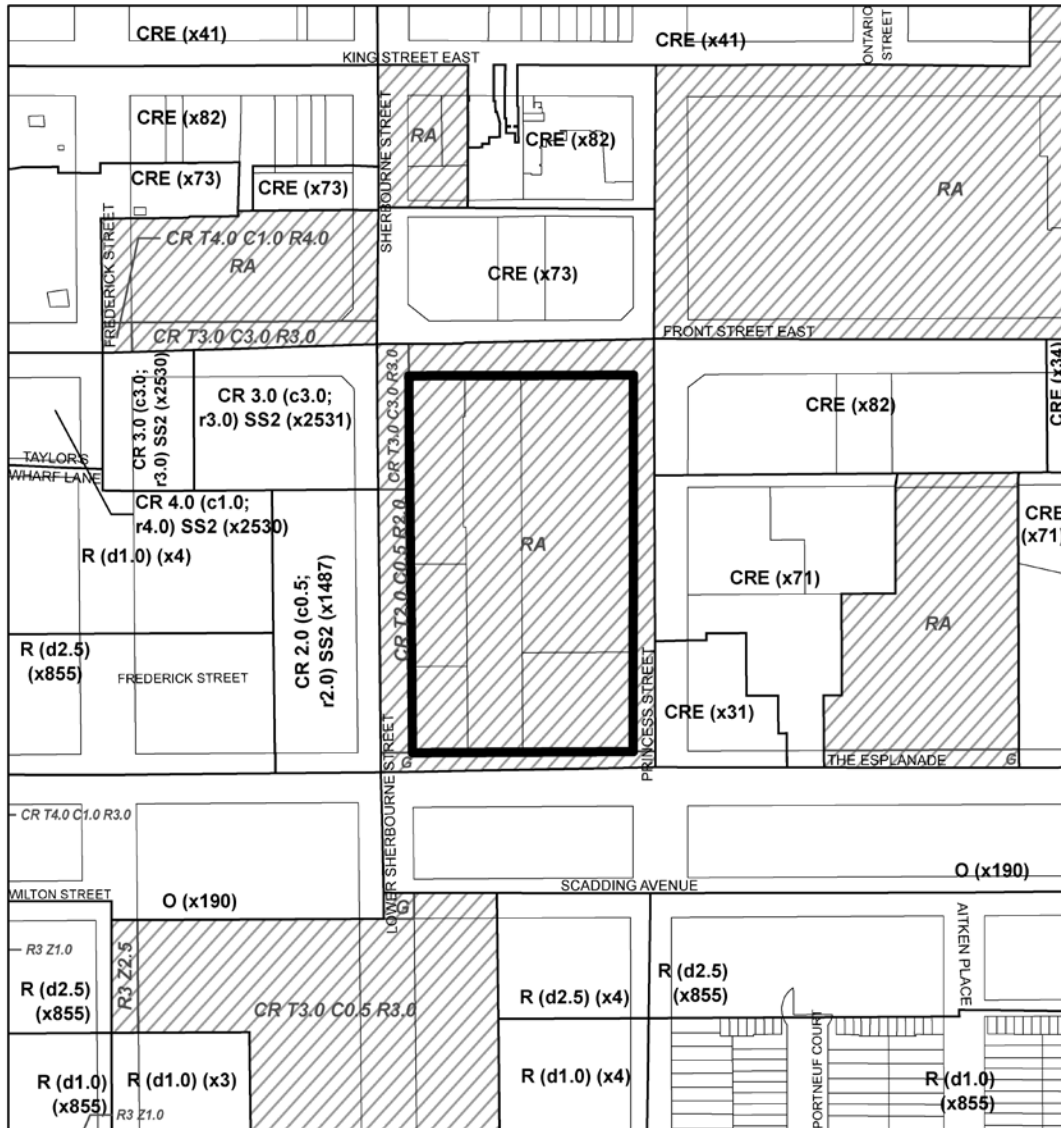


**Elevations**  
Applicant's Submitted Drawing  
Not to Scale  
07/23/2015

**West Elevation**

**177, 183 & 197 Front Street East**  
**15-21 Lower Sherbourne Street and 200 The Esplanade**  
File # 12 141911 STE 28 0Z

## Attachment 7: Existing Zoning



**Toronto** City Planning

**Zoning By-Law No. 569-2013**

177, 183 & 197 Front Street East  
15-21 Lower Sherbourne Street and 200 The Esplanade

File # 12 141911 STE 28 02



Location of Application

**R** Residential  
**CR** Commercial Residential

**CRE** Commercial Residential Employment  
**O** Open Space



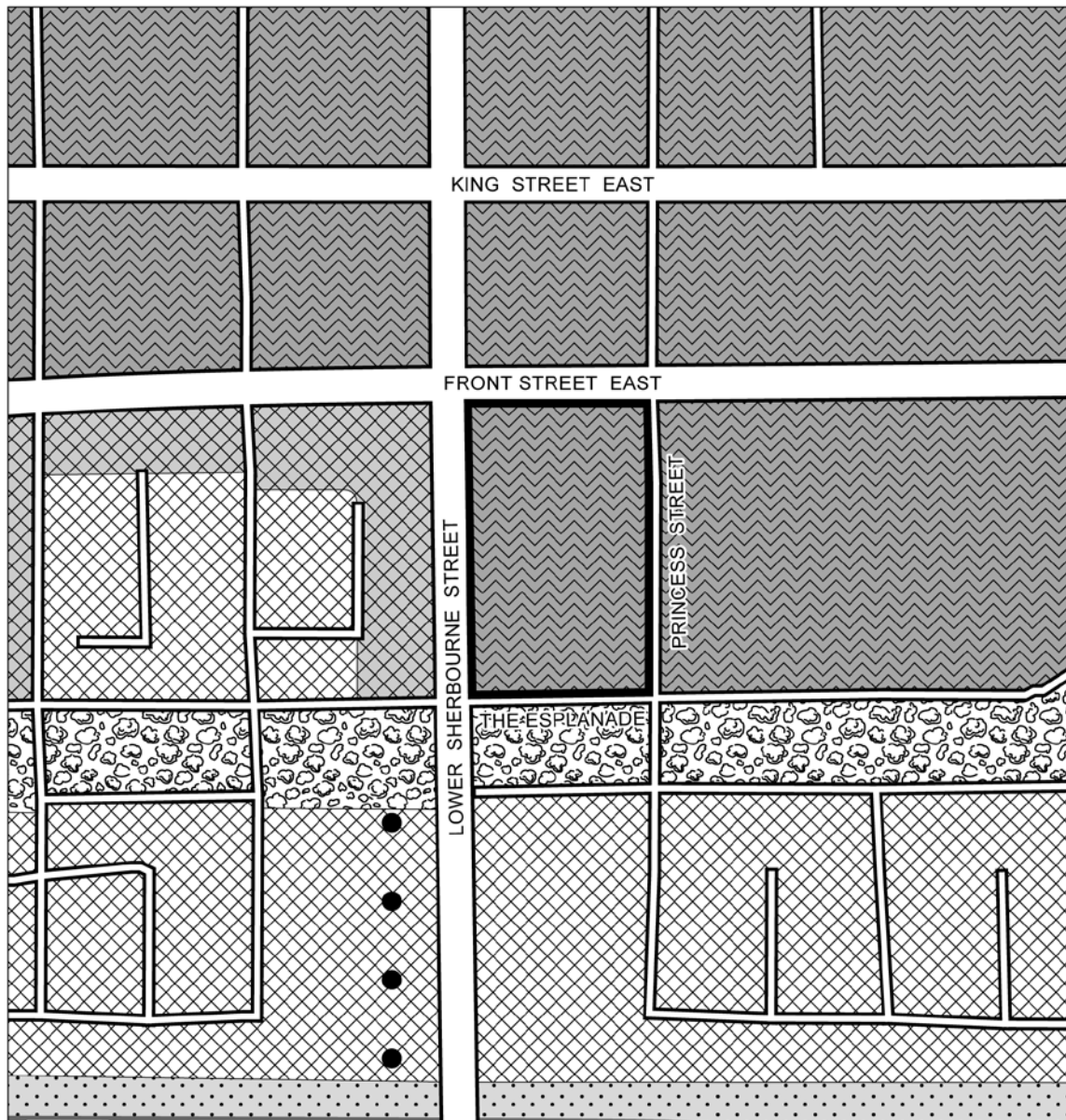
See Former City of Toronto By-Law No. 438-86

**R3** Residential District  
**CR** Mixed-Use District  
**RA** Mixed-Use District  
**G** Parks District



Not to Scale  
Extracted: 07/23/2015

## Attachment 8: Official Plan



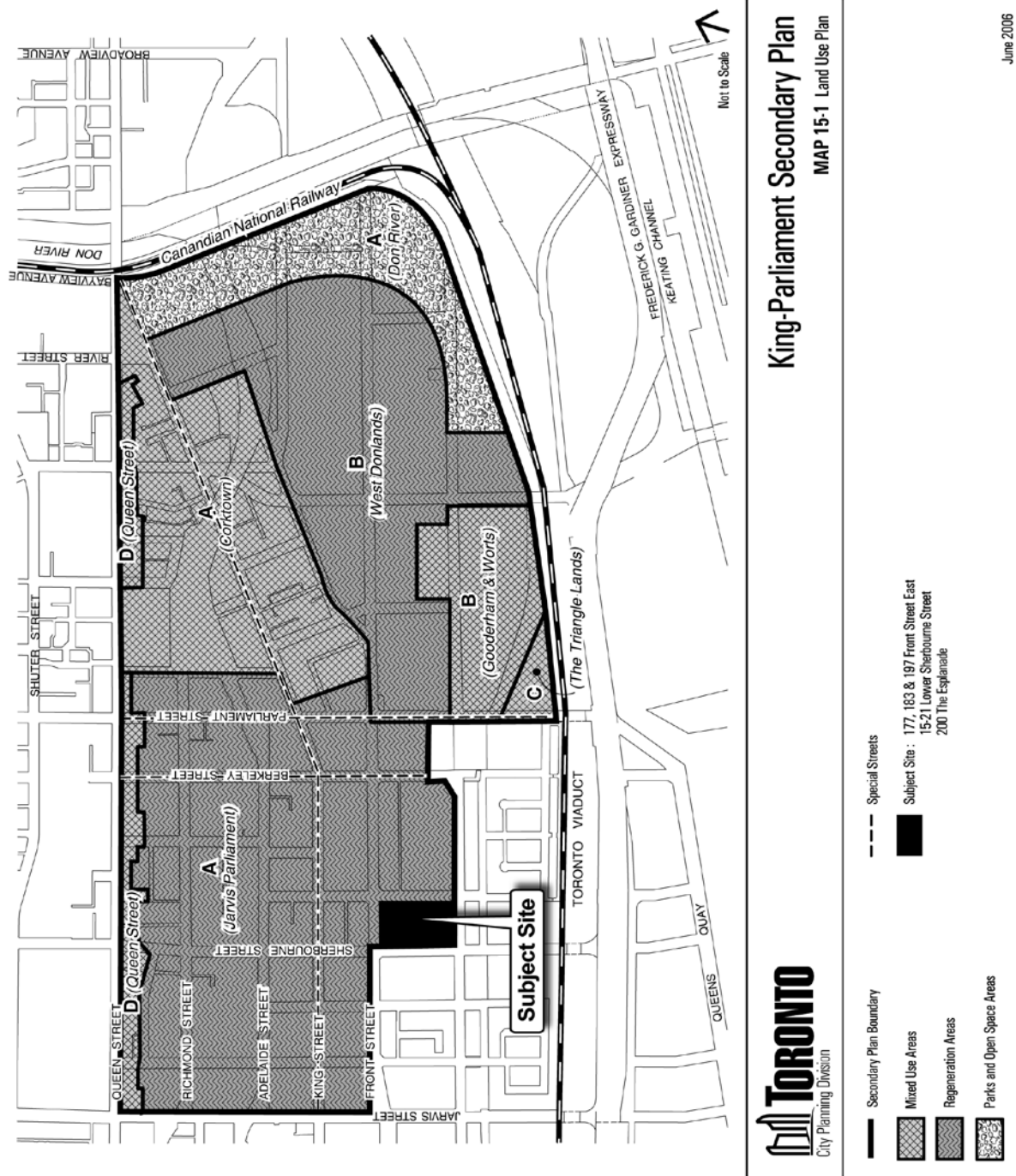
**Toronto** City Planning  
Official Plan

177, 183 & 197 Front Street East, 15-21 Lower Sherbourne Street  
and 200 The Esplanade  
File # 12 1419110Z



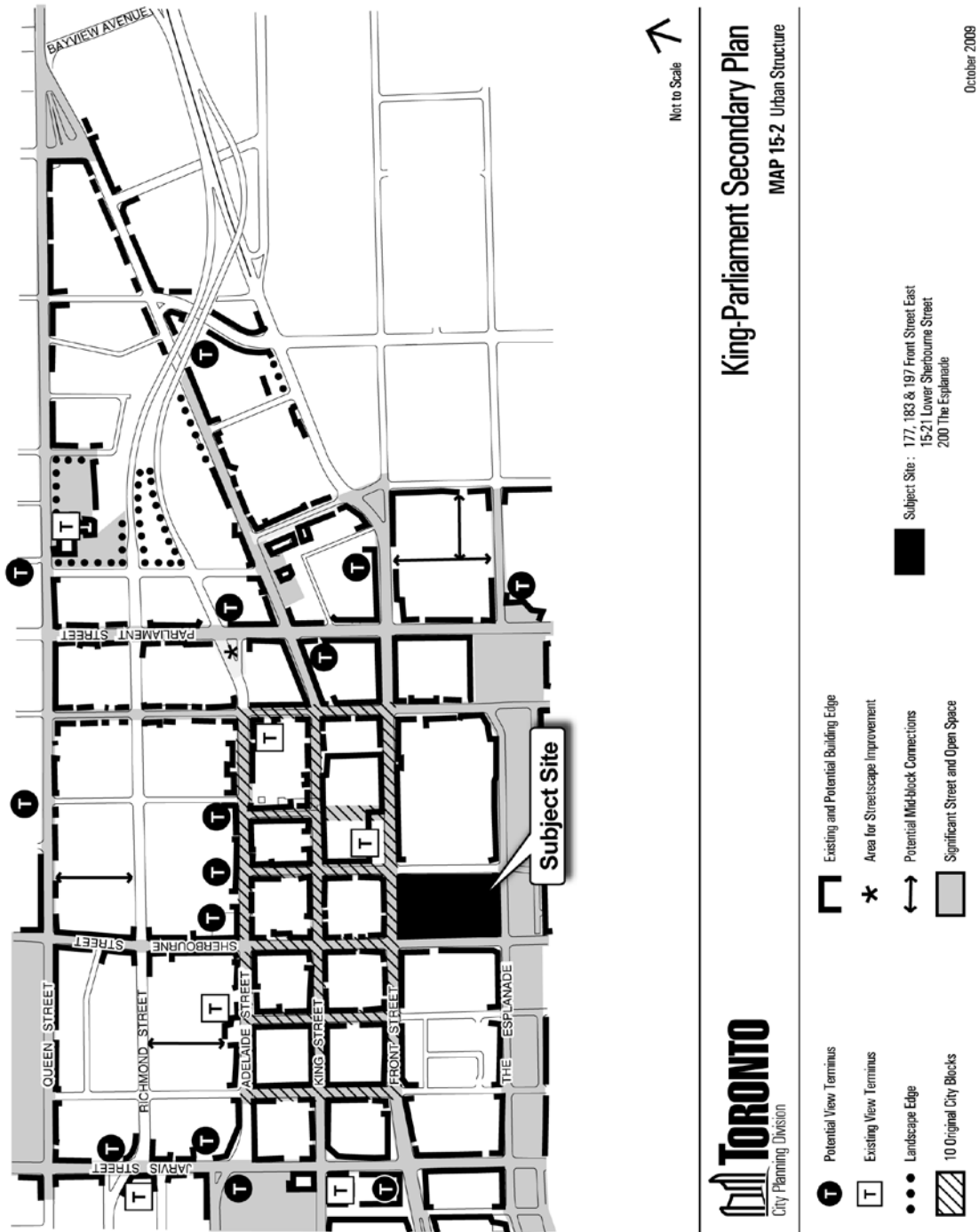
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07/23/2012

Attachment 9: King-Parliament Secondary Plan Map 15-1

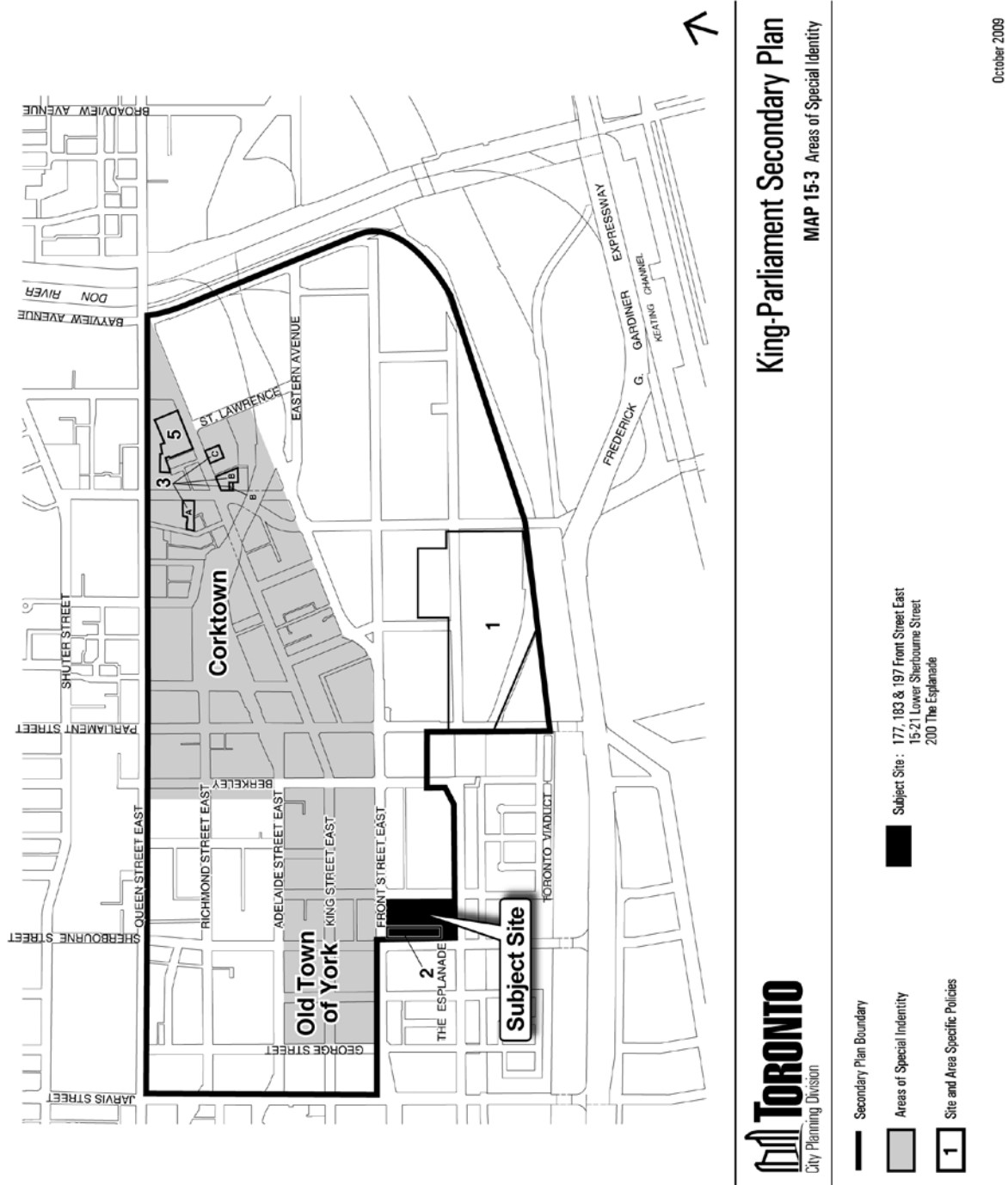




## Attachment 10: King-Parliament Secondary Plan Map 15-2



## Attachment 11: King-Parliament Secondary Plan Map 15-3



## Attachment 12: Application Data Sheet

### APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	12 141911 STE 28 OZ
Details	Rezoning, Standard	Application Date:	March 23, 2012
Municipal Address:	177 FRONT ST E		
Location Description:	PLAN 5A PT WATER LOT 10 PT WALKS AND GARDENS LANDS S FRONT ST PT STRIP BETWEEN TOP BANK AND WATER EDGE RP 64R13818 PART 1 **GRID S2808		
Project Description:	REVISED APPLICATION July 2015 - Rezoning application to permit the re-development of the block bounded by Lower Sherbourne Street, Princess Avenue, The Esplanade and Front Street East. The revised proposal is to permit four towers with heights of 33 storeys (100m), 29 storeys (98m), 27 storeys (94 m), and 25 storeys (88 m), on a 10-storey base podium building with residential and commercial uses. Proposed FSI is 9.35 and total GFA is 106,265 sq.m., with 1,679 residential units, 835 vehicle parking spaces. 4,548 sq m of public accessible privately owned space is proposed.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
PEMBERTON GROUP, 99 BROADVIEW AVE			SENTINEL (SHERBOURNE) LAND CORP

### PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:	
Zoning:	RA	Historical Status:	
Height Limit (m):	30 m & 24 m at street line	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	11323	Height:	Storeys:	33
Frontage (m):	82.61		Metres:	110
Depth (m):	138.39			
Total Ground Floor Area (sq. m):	6613			<b>Total</b>
Total Residential GFA (sq. m):	104495		Parking Spaces:	835
Total Non-Residential GFA (sq. m):	16748		Loading Docks	9
Total GFA (sq. m):	121243			
Lot Coverage Ratio (%):	58			
Floor Space Index:	10.7			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		<b>Above Grade</b>	<b>Below Grade</b>
Rooms:	0	Residential GFA (sq. m):	104495	0
Bachelor:	0	Retail GFA (sq. m):	1770	0
1 Bedroom:	1338	Office GFA (sq. m):	0	0
2 Bedroom:	341	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	14978	0
Total Units:	1679			