

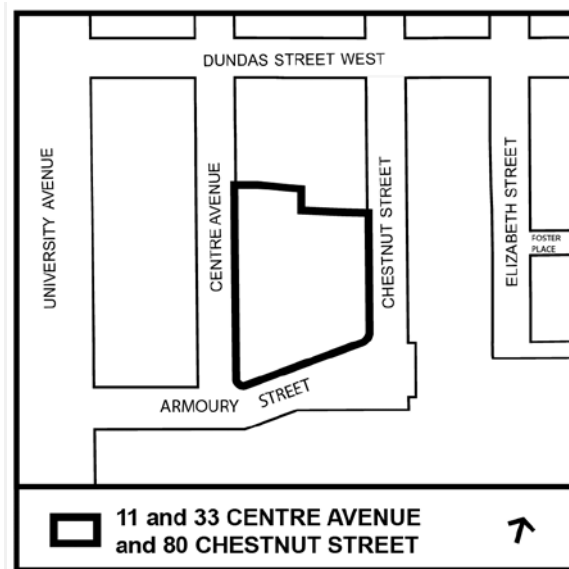
**11 and 33 Centre Avenue and 80 Chestnut Street –  
Zoning Amendment – Final Report**

<b>Date:</b>	May 18, 2016
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 27 – Toronto Centre-Rosedale
<b>Reference Number:</b>	15 244771 STE 27 OZ

**SUMMARY**

A Zoning By-law Amendment application has been submitted to permit the new Toronto Courthouse on the site located on the north side of Armoury Street, between Centre Avenue and Chestnut Street, immediately northwest of Toronto City Hall. The new building would include a number of courtrooms and associated courthouse operations, as well as ancillary office and café space. The zoning by-law amendment application has been submitted primarily to establish the building envelope and height of the proposed building. The proposed development's maximum zoning envelope includes a maximum height of 135 metres on the western portion of the site and a maximum height of 96.5 metres on the eastern portion. The height of the north wings of the building would range from 13 metres to 16 metres. A minimum 100 private parking spaces would be located in an underground parking garage.

This report reviews and recommends approval of the application to amend the Zoning By-law, subject to certain conditions as set out in this report.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, for the lands at 11 and 33 Centre Avenue and 80 Chestnut Street substantially in accordance with the draft Zoning By-law Amendment to be provided at the June 14, 2016 Toronto and East York Community Council Meeting.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 11 and 33 Centre Avenue and 80 Chestnut Street substantially in accordance with the draft Zoning By-law Amendment to be provided at the June 14, 2016 Toronto and East York Community Council Meeting.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. City Council approve, at no cost to the City, the alteration of Armoury Street, Centre Avenue and Chestnut Street, generally as shown in Drawing No. 421G-2157, dated May 2016, titled "Area Bounded by Chestnut St, Armoury St and Centre Avenue – Proposed Road Alteration" attached as Attachment No. 16 to report from the Director, Community Planning, Toronto and East York District dated May 18, 2016.
5. City Council direct the General Manager, Transportation Services to develop and report back to Toronto and East York Community Council on the appropriate traffic and parking regulations for Armoury Street, Centre Avenue and Chestnut Street, consistent with the above recommendation 4 and the ultimately approved site plan drawing.
6. City Council authorize the General Manager of Transportation Services and the Chief Planner and Executive Director, City Planning to permit, within the City boulevards immediately adjacent to the lands subject to the Zoning By-law Amendments, such encroachments as they deem appropriate for the improvements to the public realm and having regard to the safety/security requirements of the project as well as municipal infrastructure, transportation and utility requirements, on such terms and conditions as they also deem appropriate, the details of which shall be included on plans and drawings in the context of site plan approval and secured in a site plan agreement to the satisfaction of the City Solicitor.
7. Before introducing the necessary Bills for the Zoning By-law Amendments to City Council for enactment, City Council require Infrastructure Ontario (IO) and Ministry of the Attorney General to submit written confirmation to the Chief Planner and Executive Director, City Planning and Senior Manager, Heritage

Preservation Services that IO will commit to leading and assume full responsibility for the heritage interpretation requirements as outlined in the Site Plan Pre-approval conditions contained in the May 20, 2016 comment letter from Heritage Preservation Services and maintain all responsibility for the development and implementation of the Final Heritage Interpretation Plan, including project management and planning, curation of artifacts and associated materials and long term maintenance.

8. City Council authorize the City Solicitor and any other City staff to take such actions as necessary to give effect to the recommendations of this report.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

At its January 19, 2016 meeting, Toronto and East York Community Council received a Preliminary Report on the application. The Preliminary Report is available at: <http://www.toronto.ca/legdocs/mmis/2016/te/bgrd/backgroundfile-87086.pdf>

### **BACKGROUND**

In the past year, City staff have had a number of meetings with the consulting team and various Provincial Ministries, including Infrastructure Ontario and the Ministry of the Attorney General, regarding the proposed courthouse to help inform the development approval process from both the City and Provincial perspective, including the required submission materials for the subject application.

Given the proximity of the site to City Hall, there were a number of pre-application discussions regarding the importance of protecting views of the City Hall buildings. Various massing models were developed to evaluate any view impacts. Attachment 10 of this report illustrates the massing of the current proposal. Views to City Hall have been included in the submitted Urban Design Guidelines and developed to establish development principles for the proposed courthouse building, including building image, built form considerations, materials, ground floor and public realm and its relationship to its surroundings.

On October 29, 2015, a formal Zoning By-law Amendment application was submitted to the City for consideration to allow the proposed courthouse.

On December 5, 2015, the urban design guidelines developed for the proposed building were presented to the City's Design Review Panel for review and comment.

On February 25, 2016, City Planning staff held a community consultation meeting with the Ward Councillor and applicant, where the application was presented.

On March 14, 2016, a revision to the Zoning By-law Amendment application was resubmitted, along with a new Site Plan Control Approval application.

On April 5, 2016, the revised urban design guidelines development for the proposed building were presented to the Design Review Panel.

## **Proposal**

As referenced in the December 15, 2015 preliminary report from the Director, Community Planning, Toronto and East York District, this proposed courthouse is an Infrastructure Ontario project and is to be built under the Design, Build, Finance and Maintain Model and the Alternative Financing and Procurement (AFP) process established by the Province. Infrastructure Ontario, as a provincial entity, is not bound by legislative requirements in connection with the development process but has acknowledged the merit and benefit to following the established process for this project and is working collaboratively with City staff. A collaboration framework with the City has been established which includes a Planning Phase, Request for Proposals Phase (RFP) and Evaluation Phase. The zoning application has been submitted as part of the Planning Phase to establish the basic zoning permissions including building envelope and height. The final design of the building will be determined as part of the selection process, once a successful proponent has been selected through a bidding process and the site plans and drawings have been finalized. A Site Plan Agreement will ultimately be entered into with the City.

The proposed new Toronto Courthouse building will consolidate a number of courthouse facilities currently in Toronto. Although certain details of the proposed courthouse are still being developed, at this time certain elements are known, including: some of the intended uses within the building, number of private parking spaces required for the courthouse; and potential building envelope and height. Concept plans for the site have been submitted with the Zoning By-law Amendment application, some of which have been attached to this report.

The proposed development's maximum zoning envelope includes a maximum height of 135 metres on the western portion of the site and a maximum height of 96.5 metres on the eastern portion, which has been increased from the 95 metres originally requested. The height of the north wings of the building would range from 13 metres to 16 metres. The tower portion of the courthouse would have a 12.5 metre minimum setback to the northern property line and minimum setbacks of 3.2 metre and 4.7 metre minimum from Centre Avenue and Chestnut Street respectively.

Security requirements will play a major role in the design and accessibility of the site and building. No public parking underground or adjacent to the site on-street would be permitted due to security requirements.

The main pedestrian entrance will be accessed via a civic plaza along Armoury Street. To enhance the existing pedestrian realm it is proposed that the sidewalk be extended into portions of the existing Armoury Street right-of-way by removing the existing curb lane (currently used as a temporary on-street motor coach parking zone and previously used for City of Toronto pay and display parking). The large plaza area would consist of a variety of hard and soft landscaping, as well as a mix of landscape security features, including, but not limited to, bollards and seat planters. In response to public realm comments from the Design Review Panel, City staff have been consulting with Infrastructure Ontario regarding the possibility of extending the public realm area. A detailed discussion is included in the Public Realm section of this report.

A minimum of 100 parking spaces are being provided to pre-authorized courthouse staff. Vehicular access/egress for pre-authorized staff is proposed on the northern edge of the site along Centre Avenue. In-custody transport and loading would each access from Centre Avenue, while vehicular egress is conversely located on Chestnut Street. Staff vehicular access, in-custody transport and loading access are not intended to be shared for security reasons.

Pick up/drop-off space is proposed on Centre Avenue, adjacent to the courthouse's short-term bike parking. A Wheel-Trans pick up/drop-off is proposed to be located on Chestnut Street. Minor modifications will be required to the respective streets to accommodate these pick-up/drop off areas.

## **Site and Surrounding Area**

The subject site is located directly northwest of City Hall at the northwest corner of Chestnut Street and Armoury Street. The site area is 6,600 sq.m. (71,300 sq.ft. or 1.63 acres). It has three frontages with a frontage of 100 metres on Centre Avenue, 70 metres on Chestnut Street and 75 metres on Armoury Street.

As referenced in the Stage 1 Archaeological Assessment prepared by Timmins Martelle Heritage Consultants Inc., the subject site rests north of the former Toronto Armouries complex and Osgoode Hall, in the historic St. John's Ward. This was an area of early Black settlement and both 19th and 20th century ethnic enclaves associated with first generation Irish, Italian, Jewish and Chinese settlement in Toronto. While there has been a surface parking lot on the site for many years, the subject property once contained both permanent and tenant housing, as well as a number of religious buildings (including the British Methodist Episcopal Church, Russian Congregation Synagogue and Centre Avenue Mission) and early factories. This aspect is discussed further under the subheading "Heritage Commemoration and interpretation" in the Comments section of this report.

South: To the south is the Superior Court of Justice building and Osgoode Hall.  
Southeast of the site is City Hall.

- East: To the east of the site is Chestnut Residence (89 Chestnut Street), a University of Toronto undergraduate and graduate student residence, and a 15-storey Toronto Community Housing apartment building (111 Chestnut Street).
- West: To the west are a number of government and office buildings with frontage on University Avenue.
- North: To the north of the site is the DoubleTree by Hilton Hotel (108 Chestnut Street), and a condominium tower (55 Centre 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. A provincial courthouse can be considered a Public Service Facility which is a defined term in the PPS. Policy 1.1.1 g) refers to ensuring that Public Service Facilities are or would be available to meet current and projected needs. Policy 1.1.3.6 refers to development that allows for the efficient use of Public Service Facilities to meet current and projected needs. This is also reflected in Policy 1.7.1 b) which refers to optimizing the long-term availability and use of Public Service Facilities.

The PPS also include polices regarding Cultural Heritage and Archaeology.

2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

2.6.4 *Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.*

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 Official Plan places the site with the Downtown and Central Waterfront on Map 2 "Urban Structure". The commentary section for Section 2.2.1, Downtown: the Heart of the City, identifies that the Downtown offers opportunities for substantial employment and residential growth, but the growth will not be spread uniformly across the whole of the Downtown. Rather, it is expected that the physical setting of many areas will remain unchanged and that design guidelines specific to districts of historic or distinct character will be developed and applied to ensure that new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, and heights and relationship to landmark buildings, (refer to Policy 2.2.1.6).

In Chapter Three – Building a Successful City, Policy 3.1.1 – Public Realm promotes quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm. Policy 3.1.1.12 states that public buildings will be located and designed to promote their public status on prominent, visible and accessible sites, including street intersections, and sites that end a street view or face an important natural/cultural feature. Open space associated with public buildings will be designed to enhance the quality setting for the building and support a variety of public functions associated with its program.

In the commentary section of Section 3.1.2, Built Form, it is identified that most of the City's future development will be infill and redevelopment sites and, as such, will need to fit in, respect and improve the character of the surrounding area. It also states that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its facades fit within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of the Official Plan.

Policy 3.1.2.1 states that new development will be located and organized to fit with its existing and/or planned context and frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development through various strategies, including locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk.

Policy 3.1.2.2 states that new development will locate and organize vehicle parking, vehicular access, service areas and utilities 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 by, using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts; consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;

integrating services and utility functions within buildings where possible; providing underground parking where appropriate; limiting surface parking between the front face of a building and the public street and sidewalk; and 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.

Policy 3.1.2.3 states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by, massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion; incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development; creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan; providing for adequate light and privacy; adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2.4 states that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future uses of these areas.

Policy 3.1.2.5 states that new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing, improvements to adjacent boulevards and sidewalks respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities; co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms; weather protection such as canopies, and awnings; landscaped open space within the development site; landscaped edges of surface parking lots along streets, parks and open spaces to define the street edge and visually screen the parked autos; safe pedestrian routes and tree plantings within the surface parking lots; and public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

The Policies of Section 3.1.3 also makes it clear that Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, additional built form principles will be applied to the location and design of tall buildings.



Policy 3.1.3.1 requires that Tall buildings should be designed to consist of three parts, carefully integrated into a single whole:

- a. base building – provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and servicing uses;
- b. middle (shaft) – design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the provisions of this Section; and
- c. top – design the top of tall buildings to contribute to the skyline character and integrate roof top mechanical systems into the design.

Policy 3.1.3.2 requires Tall building proposals address key urban design considerations, including, meeting the built form principles of the 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/or planned context; taking into account the relationship of the site to topography and other tall buildings; providing high quality, comfortable and usable publicly accessible open space areas; and meeting other goals and objectives of the Plan.

In the commentary section of Section 3.1.5, Heritage Conservation, it recognizes that Toronto's cultural heritage can be seen in the significant buildings, properties, districts, landscapes and archaeological sites found throughout the city. As stated, their protection, wise use and management demonstrate the City's goal to integrate the significant achievements of our people, their history, our landmarks, and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

Section 3.1.5 includes a number of policies, including development and protection of Heritage Conservation Districts, raising heritage awareness, incentive for conservation and maintenance of heritage properties, heritage impact assessment and development on properties on or adjacent to properties on the heritage register. For this site, emphasis has been placed on policies related to archaeological resources, heritage register adjacency impacts and views of heritage properties in Section 3.1.5.

With respect to archaeological resources, development and site alteration will be permitted on lands containing archaeological resources where the archaeological resources have been assessed, documented and conserved. Preservation in situ is the preferred conservation strategy for an archaeological site, however, where mitigative measures and/or alternative development approaches would not feasibly allow for in situ conservation, archaeological resources may be subject to excavation whereby the information and artifact assemblages are safeguarded in an alternative location, to the City's satisfaction. Archaeological discoveries, and their cultural narratives, should be

interpreted for the public through innovative architectural and/or landscape architectural design, public art installations, or other public realm projects associated with the site.

Policies related to the potential impact of development on adjacent heritage properties, which include 3.1.5.5 and 3.1.5.26, state that new construction adjacent to a property on the Heritage Register (in this case the heritage designated City Hall) will be designed to conserve the cultural heritage values and attributes and character of that property and to mitigate visual and physical impact on it. Mitigation of identified physical and visual impacts may be achieved by including considerations such as scale, massing materials, height, building orientation or location relative to a heritage property.

The policies for the protection of views of heritage properties should be read with specific regard to the view policies in Section 3.1.1- Public Realm Section of the Official Plan, which includes Policy 3.1.1.9 which states that views from the public realm to prominent buildings, structures, landscapes and natural features area an important part of the form and image of the City. Public works and private development will maintain, frame and, where possible through project design, create views from the public realm to important natural and human-made features as identified on Maps 7a and 7b in the Official Plan.

Policy 3.1.5.45 of the Heritage Conservation Section identifies the Queens Park Legislative Assembly, Old City Hall and City Hall as public ceremonial sites of exceptional importance and prominence. Protection of views from the public realm to these three properties, identified on Maps 7a and 7b in the Official Plan, will include the prevention of any further intrusions visible above and behind the building silhouette, as well as protecting the view to the buildings for any further obstruction. The identified views from the public realm, to and beyond these properties, will be conserved.

The subject site is designated *Mixed Use Areas* on Map 18 – Land Use Plan in the Official Plan and is subject to Policy 4.5. This land use designation permits a range of residential, commercial and institutional uses. The Official Plan includes criteria that directs the form and quality of development in this land use designation, including, creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community; provide for new jobs and homes for the Toronto's growing population on underutilized lands such as in the *Downtown*; locate and mass new buildings to provide a transition between areas of different development intensity and scale, such as providing appropriate setbacks and/or a stepping down of heights; locating and massing new buildings to frame the edges of streets and parks with good proportion and maintain the sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces; provide an attractive, comfortable and safe pedestrian environment; take advantage of nearby transit services; provide good site access and circulation and an adequate supply of parking for residents and visitors; locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

## **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. On a site-specific basis where adequate tower separation, setbacks, and stepbacks are achieved, flexibility in the maximum floor plate size of 750 sq.m. may be considered for the tower, or a portion thereof, to make the interior layout of commercial-only buildings, economically viable. The city-wide Guidelines are available at:  
<http://www.toronto.ca/planning/tallbuildingdesign.htm>

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City Building, the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment and other policies within the Plan related to the design and development of tall buildings in Toronto.

This project is located within an area that is also subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council in July 2012 and consolidated with the city-wide Tall Building Design Guidelines May 2013). This document identifies specific Downtown streets that are most suitable for tall building development, establishes a height range along these streets and provides a set of supplementary Downtown specific design guidelines which address Downtown built form and context.

The subject site is located on "Secondary High Streets" on Map 2- Downtown Vision Height Map with a Tower-Base Form or Residential Landscaped Setback Form typology on Map 3 – High Streets Typologies Map. The Downtown Tall Buildings Guidelines are available at  
<http://www.toronto.ca/planning/tallbuildingstudy.htm#guidelines>

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

On December 29, 2015, City Council adopted a staff report entitled 'TOcore: Planning Toronto's Downtown – Phase 1 – Summary Report and Phase 2 Directions'. The report outlined the deliverables of TOcore which will be a renewed planning framework through a Downtown Secondary Plan and a series of infrastructure strategies. The work for TOcore began on May 13, 2014, when Toronto and East York Community Council adopted a staff report regarding "TOcore: Planning Toronto's Downtown" along with a related document entitled 'Trends and Issues in the Intensification of Downtown'.

TOcore is looking at how Toronto's Downtown should grow, with both a renewed planning framework and the necessary physical and social infrastructure to remain a great place to live, work, learn, play and invest. TOcore is in its second phase, which involves drafting policies, plans and strategies. A report back to Toronto and East York Community Council is targeted by the end of 2016 on the results of the second phase and the next steps of implementation. The TOcore website is [www.toronto.ca/tocore](http://www.toronto.ca/tocore)

## **Zoning**

In By-law 569-2013 the subject lands are zoned CR 7.8 (c 4.5, r 7.8) SS1 (x2309) and the maximum permitted height of 61 metres. The CR zoning permits a variety of commercial and residential uses including: retail, commercial, offices, and courts of law. The site's current zoning permits a maximum non-residential density of 4.5 times the lot area, a total GFA of approximately 31,776 square metres (342,000 square feet), and residential density of 51,636 square metres (555,800 square feet).

In the former City of Toronto By-law 438-86, the subject lands are zoned CR T7.8 C4.5 R7.8 with a maximum height of 61 metres.

## **Site Plan Control**

A site plan control approval application has been submitted to the City, and is identified as a Stage 1 site plan submission. The site plan drawings demonstrate a conceptual organization and general layout for the site, based on and informed by all of the background work done to date. Due to the unique nature of this project and specifically the detailed design coming at a later stage, the Stage 1 site plan submission is understood to be conceptual. A detailed site plan submission will occur later, with the successful Project Co. consortia and will be circulated for comment in the usual course. A Site Plan Agreement will be entered into.

## **Reasons for Zoning Amendment**

The application was submitted as amendments were required to the existing development standards on the site, generally related to height, density, setbacks and parking requirements, to allow a courthouse building that meets the building space and program requirements of the Ministry of the Attorney General.

The site specific zoning by-law primarily establishes the permitted uses and the building envelope and height of the proposed building. The maximum height of the tower portions of the building would be 135 metres for the western portion and 96.5 metres for the eastern portion. The northern portion of the building would range from 13 metres to 16 metres in height. A minimum of 100 private parking spaces would be provided in an underground parking garage.

## **Design Review Panel**

The urban design guidelines submitted with the Zoning By-law Amendment were presented to the Design Review Panel on December 5, 2015 and on April 5, 2016.

In the absence of detailed plans, it was important that the Design Review Panel be given the opportunity to comment on the urban design guidelines which will inform proponents when developing detailed building designs for the courthouse.

At the first meeting on December 15, 2015, City staff outlined the project history, planning framework, context and built form design principles in the draft Urban Design Guidelines. Staff sought the Panel's feedback on the overall guidelines and in particular the sections that deal with the Image of the Building and Materiality; input on the subject site in conjunction with the heritage context; and comments with respect to the proposed public realm spaces including how the security measures should be integrated. The consultant presented the draft Urban Design Guidelines and key principles, outlined the background, process, inventory and analysis done to date, and responded to questions from the Panel.

The Panel emphasized the importance of the site for the City of Toronto and as the last vacant development site in the civic precinct, the proponent was strongly advised by the Panel to be a leader of the highest quality architecture, public realm and sustainability design. As exemplified by the other civic buildings in the precinct, it will be a legacy for future generations and should similarly lead by example.

The Panel commended the quality of the clear and concise guidelines, however, it was also recommended that additional guidance is needed on public realm, context, built form, sustainability and interior-exterior relationships.

In summary, every design should move to lead by example, providing a civic building that portrays the highest benchmark of quality and creativity. Examples include:

- Sustainability strategy goals proposed are set far too low. Provide a standard strategy that is future-relevant.
- Proposed design constricted within project boundaries. Extend design beyond those boundaries to achieve a spacious public realm; matching and integrating with the extent and quality of the existing adjacent civic precinct.
- Proposed design keeps all existing streets active. Rethink this limiting street-bound context to reduce vehicular routes and significantly increase pedestrian realm.
- Without compromising necessary security optimize physical accessibility, spaciousness and transparency of the public spaces of this key institution.

The Panel commented that it appreciated that the creation of a new courthouse is a rare and vital moment in the growth of Toronto, and the process of design review and discourse must match the occasion. Given the importance of the courthouse to the City, and the obligation to lead by example that a landmark of this magnitude carries, the Panel indicated that they were ready and willing to immediately work with the proponent and City to set a schedule of further design reviews throughout the course of the project process.

At the second meeting on April 5, 2016, City staff outlined the project history, existing and future context, and planning framework. Staff updated the Panel on the Guidelines and future process for review and sought Panel's general advice.

The proponents provided background information, process to date, design rationale and responded to questions. They outlined the following:

#### AFP Process

The project will be implemented through an AFP process, "Alternate Financing and Procurement". This will facilitate the selection of design teams that will be responsible for design, construction and maintenance.

#### Documents that Design Teams will be required to respond to:

The Ministry of the Attorney General design principles and Architectural Design Standards (ADS) are documents that will be included in addition to the Urban Design Guidelines for the bidding teams to be scored against.

The Urban Design Guidelines are intended to be part of the PSOS document (Project Specific Output Specifications).

#### Design Scope for the bidding teams:

The key principles will likely not vary much between open space, soft surfaces, entry areas, and streetscape, but the details will vary in materials, paving and landscape design etc. The building envelope from the rezoning process will be defined.

#### Involvement of the Design Review Panel

Additional opportunities and the process for involvement by the Design Review Panel at various stages of the project development were discussed.

The Panel was appreciative of the efforts of the City and Infrastructure Ontario to undertake full engagement with the Design Review Panel for this significant site. They were supportive of the proponents' progress to date in responding to previous comments from the first review in December 2015. A focus of discussion was on the public realm expansion as per previous comments and refinements to the Urban Design Guidelines. Further emphasis was placed on crafting the documents to allow for creativity by the design teams to achieve the best possible outcomes.

## **Community Consultation**

City Planning, Urban Design and Heritage Preservation Services staff held a community consultation meeting with the Ward Councillor on February 25, 2016.

Approximately 20 area residents and interested parties were in attendance, as well as representatives from Infrastructure Ontario and the Ministry of the Attorney General and their consulting team. The meeting included an informal open house format with presentation boards and a full presentation from City staff regarding the application, including the massing analysis against City Hall and the cultural heritage value of the site. The applicant's consulting planning firm presented the courthouse proposal and explained the Design, Build, Finance and Maintain Model and the Alternative Financing and Procurement (AFP) process established by the Province.

Safety of the area at night was raised by an area resident and whether or not there were any opportunities for the proposed development to incorporate lighting along Centre Street. There were concerns raised by Hilton DoubleTree Hotel that the proposed height of the building would block their signage located at the top of the hotel. There was also a request that the applicant look at alternative locations for the access to the site. The concept plans presented at the meeting and attached to this report have the proposed vehicular access and service areas over the foundation of the British Methodist Episcopal (BME) Church that still remains on the site.

## **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. There has been direct involvement from staff in City Legal, Transportation Services, Engineering and Construction Services, Urban Design, Public Realm, Urban Forestry, Facilities Management, among others, as well as input from the Design Review Panel.

## **COMMENTS**

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

The proposal is consistent with the Provincial Policy Statement (PPS). The PPS sets the policy foundation for regulating development and use of land. The PPS promotes additional density through intensification and redevelopment to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years.

In regards to the efficient use of infrastructure and transportation systems, the PPS promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes. The proposed development is within walking distance to the Osgoode and St. Patrick subway stations. The proposed courthouse will also ensure that a Public Service Facility is available to meet current and projected needs and is considered an efficient use of a Public Service Facility in accordance with Policies 1.1.1 g) and 1.1.3.6. The courthouse building will also optimize the long-term availability and use of a Public Service Facility, as per Policy 1.7.1 b). Cultural Heritage

and Archaeology has been evaluated by City staff during the review the subject application. Given the significant cultural heritage and archaeology on the site, there will be ongoing involvement from Planning and Heritage Preservation Services for this project.

This proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The Growth Plan provides a framework for managing future growth in order to build strong prosperous communities. The Growth Plan directs a significant portion of new growth to built-up areas of the community through intensification to ensure and maximize the viability of existing and planned infrastructure.

## **Land Use**

The subject is designated *Mixed Use Areas* which includes a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, similar to the proposed courthouse building. The proposed courthouse will provide for more jobs on an underutilized *Mixed Use Areas* parcel in the *Downtown*, in accordance with Official Plan Policy 4.5(b).

## **Courthouse Urban Design Guidelines and Official Plan Conformity**

As mentioned, detailed plans for the courthouse building have yet to be prepared and rather than having a set of plans to review to confirm compliance with the various Official Plan policies, staff must rely on the urban design guidelines, which will provide guidance for the new Courthouse design by the proponent, to ensure that Public Realm, Built Form, Heritage Adjacency, Heritage Commemoration and Interpretation and the applicable Official Plan development criteria are taken into account. Site Specific guidelines for the courthouse are appropriate given the significance of the building and its existing context with Toronto City Hall and the adjacent provincial buildings. Policy 2.2.1.6 of the Official Plan calls for design guidelines specific to districts of historic or distinct character to ensure that new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, and heights and relationship to landmark buildings.

The Urban Design Guidelines are also an important document as they are intended to be included in the PSOS document (Project Specific Output Specifications), which is also being prepared by the Province for guidance for future proponents bidding on the project.

Staff have been working with Infrastructure Ontario and their consultants on the development of the urban design guidelines and are satisfied that there is sufficient guidance in the document to ensure that the proposed building takes into account the Official Plan policies related to Built Form, Heritage Adjacency, Heritage Commemoration and Interpretation and applicable development criteria.

The proposed building will be required to fall within the heights and building envelope established by the site specific zoning by-laws, which provides more than sufficient flexibility for a building to conform to the Official Plan.



The urban design guidelines for the new Toronto Courthouse Building has been organized in five key design principles, as follows:

- 1) Image - "The image of the courthouse shall be designed to be a dignified, contemporary contextual building that reflects the stature and importance of the court in the community."
- 2) Built Form – "The design, massing, articulation and materiality of the courthouse will respond to its context and support the predominance of City Hall as an iconic landmark in Toronto."
- 3) Materials – "The courthouse and public plaza will utilize high quality, sustainable and enduring materials that have local significance and reinforce the court's stature and ensure the legibility of City Hall."
- 4) Ground Floor – "The scale of the courthouse will be inviting, with a high degree of transparency where appropriate, and a prominent main entrance projecting a sense of arrival within an important public plaza."
- 5) Public Realm – "The public realm will be designed to be an open, safe, accessible and comfortable pedestrian environment, including a significant courthouse plaza with elements of archaeological and heritage interpretation."

#### Public Realm

In accordance with Official Plan Policies 3.1.1 and 3.1.1.12, the new courthouse is to enhance the public realm and is located and designed to promote its public status on a visible and accessible site that faces City Hall, an important cultural feature in the area.

To enhance the existing pedestrian realm it is proposed that the sidewalk be extended into portions of the existing Armoury Street right-of-way by removing the existing curb lane (currently used as a temporary on-street motor coach parking zone and previously used for City of Toronto pay and display parking). The large plaza area would consist of a variety of hard and soft landscaping, as well as a mix of landscape security features, including, but not limited to, bollards and seat planters.

In response to comments from the Design Review Panel to further improve the public realm in the area, City staff have been consulting with Infrastructure Ontario regarding the possibility of extending the south curb line an additional metre by reducing Armoury Street to two lanes, (a westbound lane and eastbound lane) and include bump outs at Centre Avenue and Chestnut Street. As well, improvements to the vehicular entrance of the City Hall and adjacent sidewalks on the east side of Chestnut Street have been discussed. Discussions with Infrastructure Ontario have also included opportunities for landscaping features which may also have security elements to be contained within the City boulevard rather than on site in order to increase the perception of an expanded public realm.

These boulevard enhancements are expected to achieve several key objectives related to the site's development, improving the pedestrian environment and enhancing pedestrian connection immediately surrounding the site, enhancing the plaza in front of the future courthouse, and in addition providing an opportunity to address the site's unique security concerns. A copy of the proposed road alterations of Armoury Street, Centre Avenue and Chestnut Street, as generally shown in Drawing No. 421G-2157, dated May 2016 "Area Bounded by Chestnut St, Armoury St and Centre Avenue – Proposed Road Alteration" attached to this report.

These road alterations and public realm improvements are encouraged by Official Plan Policy 3.1.2.5, which requests that new development provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians.

Most of the improvements within the contemplated boulevard area will include those for which approval has been previously delegated to the General Manager, Transportation Services through the encroachment provisions of the Municipal Code (Chapter 743 Article IV). These may include encroachments such as fences, ornamental retaining walls greater than 0.9 meters, railings, arbours, pergolas, bollards, public art and historical markers, decorative street lights, planter boxes and planting beds, wayfinding/directional signage, private street furniture (such as benches, bike stands, solid waste receptacles), hard landscaping not identified in, or that exceeds City Standards, access ramps for physically disabled, fountains, snow melting and vegetation sprinkler systems. Due to security requirements, some of the boulevard improvements contemplated may have characteristics not contemplated by the delegated encroachment provisions set out in the Municipal Code. For example, the depth of some elements may exceed allowed footing depths of 1.2 meters. To allow for flexibility and determinations of encroachments that are appropriate, feasible and desirable in the context of this development, the recommendations of this Report include delegation of authority to the General Manager, Transportation Services and the Chief Planner, Executive Director, City Planning, to permit such encroachments within the boulevards immediate adjacent to the site as are deemed appropriate. It is contemplated that the details would be included in plans and drawings in the context of site plan approval and secured in a site plan agreement.

### Built Form

The urban design guidelines recognize the importance of this civic precinct and has incorporated guidance throughout the document to ensure that the proposed building will fit in, respect and improve the surrounding area, and that the building and its facades will fit within the existing context, in accordance with Official Plan Policy 3.1.2.

The proposed zoning by-law has taken into account the existing buildings to the north of the site. A minimum setback of 12.5 metres is proposed from the tower portion of the new courthouse building to the north property line and the adjacent residential and hotel buildings. To respect the base building scale of these buildings, the height of the northerly portion of the courthouse would range from 13 metres to 16 metres. The height

of the proposed courthouse has taken into account the impact on views of City Hall, as discussed in the Heritage Adjacency section of this report.

As stated in the guidelines, the number of secure vehicular access points and driveways entering and exiting the site is to be minimized and islands are to be provided for pedestrian safety, where necessary. Secure access points will be integrated within the building to minimize any impact on the public realm experience.

### Heritage Adjacency

The urban design guidelines explicitly address the relationship between the new courthouse building and City Hall. Official Plan Policy 3.1.5.45 of the Heritage Conservation Section, identifies City Hall as a public ceremonial site of exceptional importance and prominence. It also identifies protection of views from the public realm to City Hall. In response, the urban design guidelines note that the design of the new courthouse building should support the predominance of City Hall as an iconic landmark, and explicitly states that the eastern portion of the courthouse will not breach the silhouette of City Hall's western tower. The guidelines also encourage the sky view between the new courthouse and City Hall be maximized as seen from vantage points within Nathan Phillips Square and along Queen Street West.

A number of views were evaluated to determine an appropriate maximum height for the east tower adjacent to City Hall's west tower, which is reflected in the zoning by-law amendment application.

The subject lands are in a civic precinct featuring a number of significant heritage buildings in addition to City Hall, including Osgoode Hall and the Ontario Superior Court of Justice at 361 University Avenue. The importance of heritage adjacencies is reflected in various sections of the urban design guidelines and consideration is to be given to individual design characteristics of adjacent heritage buildings, relationship of architectural lighting for the courthouse on adjacent heritage buildings and built form considerations, including a high quality public realm and scale of a base building component in relation to the adjacent heritage buildings.

### Heritage Commemoration and Interpretation

Heritage Preservation Services staff (HPS) has received and reviewed the development application the new Toronto Courthouse building.

HPS has reviewed the urban design guidelines, and has received electronic copies of the Stage 1, Stage 2-3 and Stage 4 preliminary archaeological reports completed by Timmins Martelle Heritage Consultants Inc. They are also in receipt of a letter dated May 10, 2016 from the Ministry of Tourism, Culture and Sport confirming that no further archaeological assessment is recommended for this site.

Through the archaeological assessment process, the heritage significance of the property has been confirmed and documented for the 1.6 acre parcel. As previously mentioned in this report, the property falls within the historic St. John's Ward and is part of the poorest district within St. John's Ward, known as "The Ward". The Ward provided housing for waves of immigrants from countries throughout the world. It was the centre of settlement for the earliest Black, Irish, Italian, Jewish and Chinese populations in Toronto. Settlement patterns were documented through the assessment process and residential lots belonging to individuals of note, including Cecilia and Benjamin Pollard and Francis G. Simpson (a shoemaker with a reported connection to the Underground Railroad) were discovered and documented. Physical remains of the British Methodist Episcopal (BME) Church, a centre of abolitionist activity in Toronto, as well as a place of worship and congregation were located in the NE quadrant of the property.

The remains of the BME church represent a significant archaeological and heritage resource as an important place of worship and advocacy for the abolition of slavery. The church served as a platform for political activism, was one of the last stops on the Underground Railroad, represents the struggle for freedom for people of African descent and remains an important tangible reminder of the presence of a sizeable, early Black community in Toronto.

IO has provided terms of reference for a Heritage Interpretation Working Group established to provide input into the interpretive process. The group is comprised of community interest groups/stakeholders, City of Toronto staff and the project team staff.

HPS requires a comprehensive interpretive programme for the project and will be requiring a Heritage Interpretation Plan (HIP) as a condition of the site plan approval for the new courthouse building.

HPS requests that Infrastructure Ontario and the Ministry of the Attorney General commit to and lead the HIP process from inception to final design thereby ensuring that the heritage interpretation is fully implemented as a core design attribute of both the building and the interior and exterior public realm. This will ensure that key messaging and appropriate interpretive planning is reflected in the final product prepared by the design team.

The urban design guidelines speaks to Heritage Commemoration and Interpretation, and the opportunities for public recognition, and interpretation of historic aspects of the site, including but not limited to important individuals, buildings, events and archaeological artifacts or materials, as part of the design of the new courthouse building.

### **Traffic Impact, Access, Parking and Loading**

Transportation Services staff have reviewed the Transportation Impact, Parking and Loading Study, dated February 2011, prepared by BA Group in support of the proposed development. The consultant estimates that the proposed development will generate approximately 125 and 85 two-way trips during the weekday AM and PM peak hours, respectively. Given that the estimated trips are similar to the site traffic generated by the existing surface parking lot, the change in traffic volumes on the road network in the vicinity of the site is expected to be minimal. Staff concur with this conclusion.

The Applicant's transportation consultant had also submitted a memorandum dated May 18, 2016 "Traffic Assessment and Review: Proposed Roadway Reconfiguration (Armoury Street, Centre Avenue, and Chestnut Street)", evaluating the impact of proposed road configurations including a narrowing of Armoury Street (along the frontage of the subject site) to a two-lane cross section (one travel lane per direction), pedestrian related road intersection modifications at the Armoury Street/Chestnut Street intersection, in addition to bump outs/boulevard widening along the Centre Avenue and Chestnut Street frontages of the site, which are the public realm improvements previously referenced in this report. The analysis indicates that these proposed changes will not have a significant impact on the operation of the modified intersections. Staff concur with this conclusion.

When built out, the redevelopment of the site, and proposed boulevard widening will result in the elimination of Motorcoach Parking areas along the west and north sides of Chestnut Street and Armoury Street, respectively, as well as the removal of on-street pay-and-display parking on the east side of Centre Avenue, along the frontage of the site. Transportation Services staff will report back to Toronto and East York Community Council on the appropriate traffic and parking regulations related to this proposal further to Site Plan Control review.

Ingress and egress to the parking and loading will be provided from separate access driveways from Centre Avenue and Chestnut Street. The arrangement of the access system is generally acceptable, specifics will be addressed at the Site Plan Control stage.

The proposal includes a parking supply of 111 parking spaces, which includes 15 spaces for the police. The proposed parking supply does not comply with Zoning By-law 438-86, as amended (which requires 758 parking spaces), nor does it comply with Zoning By-law 569-2013 (which requires 367 parking spaces). However, given the site constraints and unique security requirements of the site, the proposed parking supply is generally acceptable. In order to accommodate any future design changes at the Site Plan Control stage, the Site Specific By-law secures a minimum of 100 parking spaces on the lot.

The typical dimensions of the proposed parking spaces and drive aisles are generally satisfactory as they comply with the Zoning By-law. However, the plans identify some parking spaces that are deficient in width due to obstruction on one side and are designated as small-car spaces. Transportation Services staff can accept small-car spaces, provided that their number does not exceed 10 percent of the proposed parking supply.

City Zoning By-law 569-2013 does not specify loading requirements for a courthouse use. Given that there is a significant office component to the proposed courthouse development, the loading requirements for an office use have been reviewed. Application of the Zoning Bylaw 438-86, as amended, will require two Type B loading spaces for the proposed courthouse. Two Type B and two Type C loading spaces are proposed for this project. The proposed loading supply complies with the Zoning Bylaw 438-86. Staff have reviewed the justification for the proposed loading supply submitted by the applicant's transportation consultant BA Group and are satisfied that the proposed parking supply is acceptable.

### **Servicing**

Service upgrades are required for the new courthouse building. Infrastructure Ontario has acknowledged responsibility for upsizing the existing watermain on Armoury Street to the satisfaction of the City in order to meet the domestic and fire water demands required for the proposed new courthouse to be constructed on the site.

Infrastructure Ontario will also make arrangements that are acceptable to the Executive Director of Engineering and Construction Services in consultation with the General Manager of Toronto Water, to secure this obligation as part of the site plan control approval process.

### **Open Space/Parkland**

The institutional as well as office non-residential gross floor of the proposed courthouse is exempt from the parkland dedication requirement. As specified under Chapter 415, Article III, Section 415-30 (9)(c) buildings owned by and used for the purposes of the Province of Ontario are not subject to parkland dedication requirements.

### **Environment and 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.

Infrastructure Ontario is intending the proposed courthouse building to be a minimum LEED Silver, which will ensure that the building meets the Toronto Green Standards, above Tier 1 of the TGS.

## **CONTACT**

Mark Chlon, MCIP, RPP  
Senior Planner, Community Planning  
Toronto and East York District  
Tel. No. 416-397-1761  
E-mail: mchlون@toronto.ca

## **SIGNATURE**

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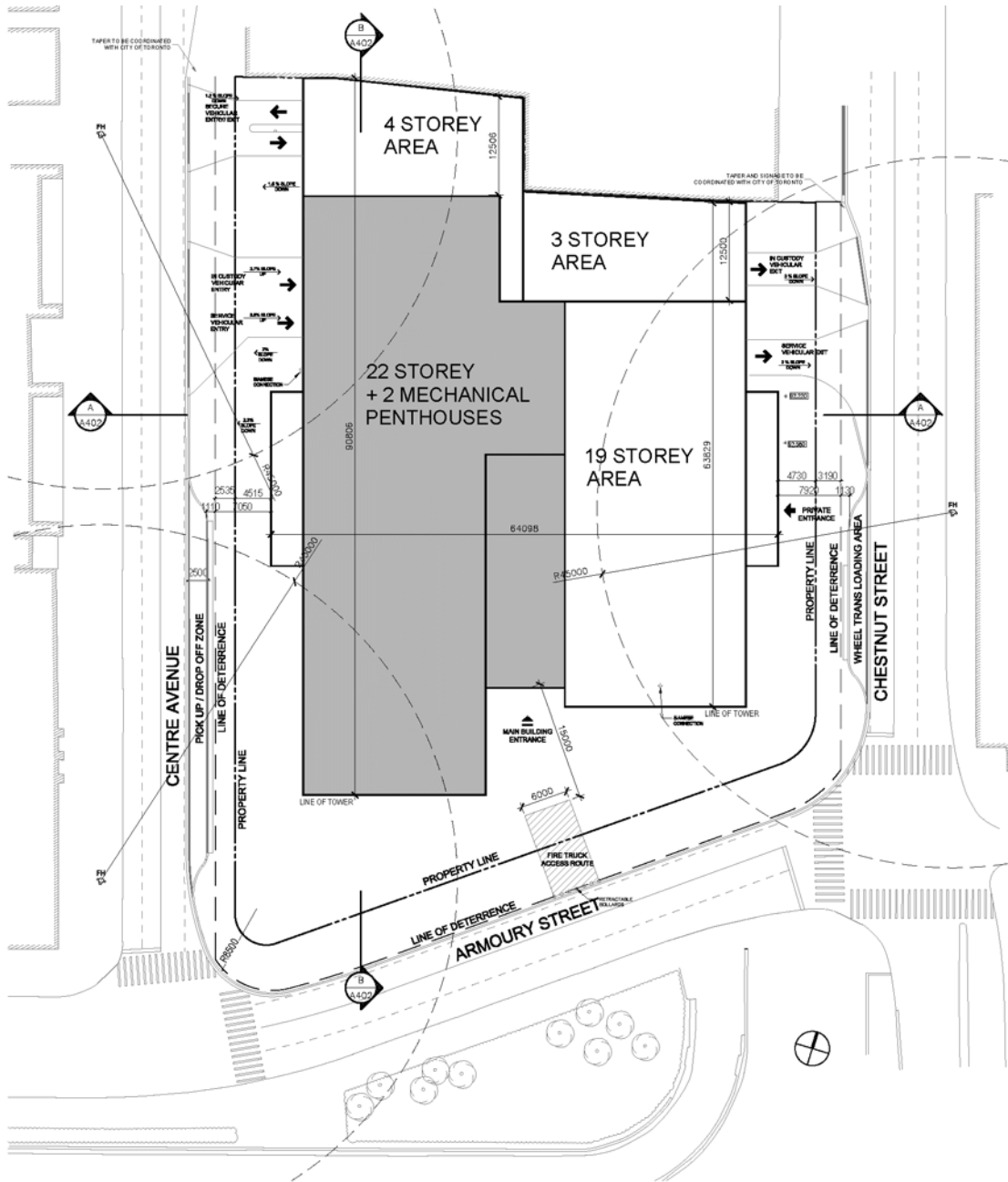
Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Toronto and East York District

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## **ATTACHMENTS**

Attachment 1: Concept Site Plan [as provided by applicant]  
Attachment 2: Concept South Elevation [as provided by applicant]  
Attachment 3: Concept East Elevation [as provided by applicant]  
Attachment 4: Concept West Elevation [as provided by applicant]  
Attachment 5: Concept North Elevation [as provided by applicant]  
Attachment 6: Concept Ground Floor Plan [as provided by applicant]  
Attachment 7: Concept P1 Level – Mechanical/ Parking Plan [as provided by applicant]  
Attachment 8: Concept P2 Level – Building Services Plan [as provided by applicant]  
Attachment 9: Concept Landscape Plan [as provided by applicant]  
Attachment 10: Mass Model [as provided by applicant]  
Attachment 11: Existing Official Plan  
Attachment 12: Existing Zoning  
Attachment 13: Application Data Sheet  
Attachment 14: Draft Zoning By-law Amendment to amend By-law 438-86  
Attachment 15: Draft Zoning By-law Amendment to amend By-law 569-2013  
Attachment 16: Proposed Road Alteration

**Attachment 1: Concept Site Plan [as provided by applicant]**



**Site Plan**

Applicant's Submitted Drawing

Not to Scale 

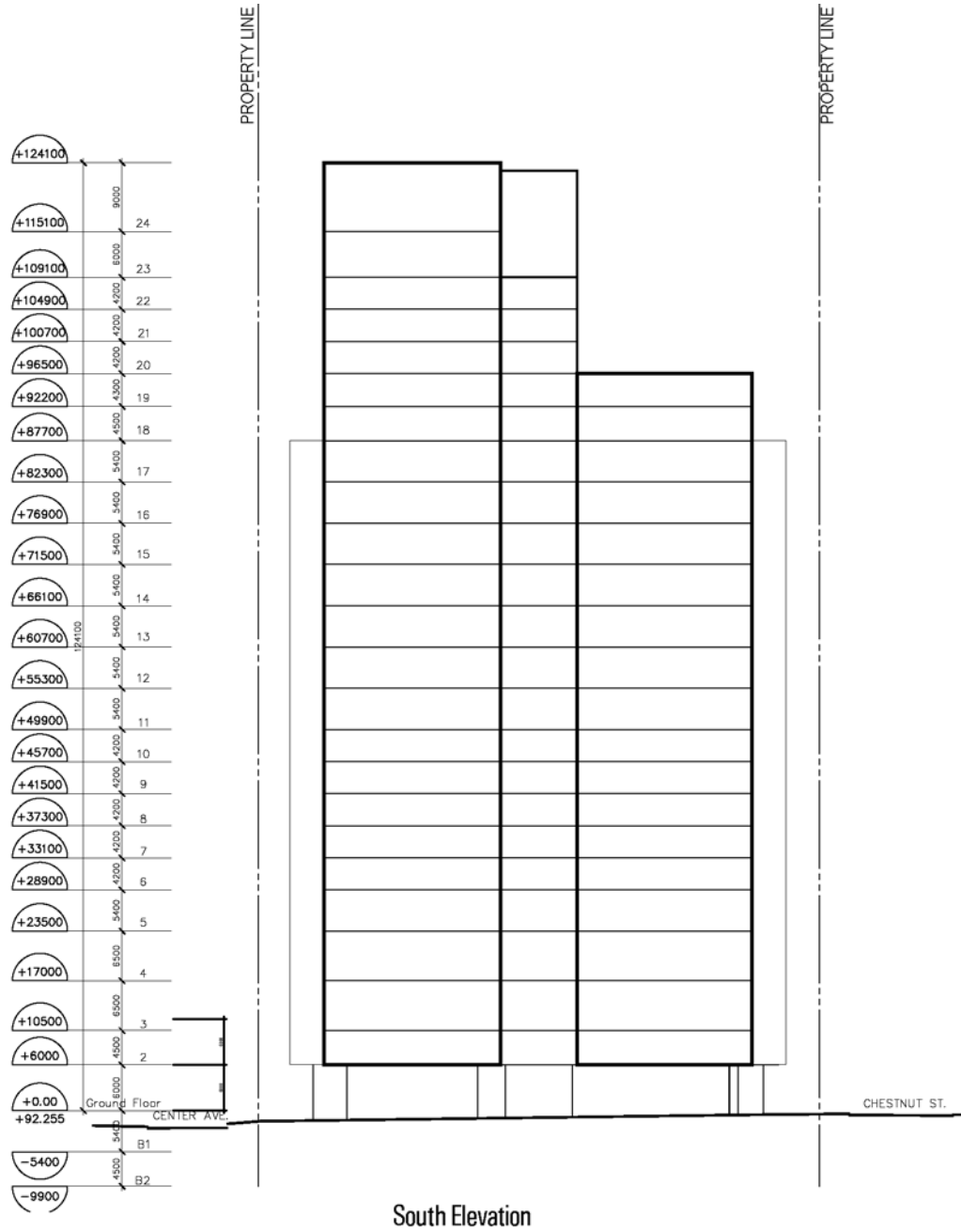
05/13/2016

**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15\_244771 STE 27 OZ



**Attachment 2: Concept South Elevation [as provided by applicant]**



**Elevations**

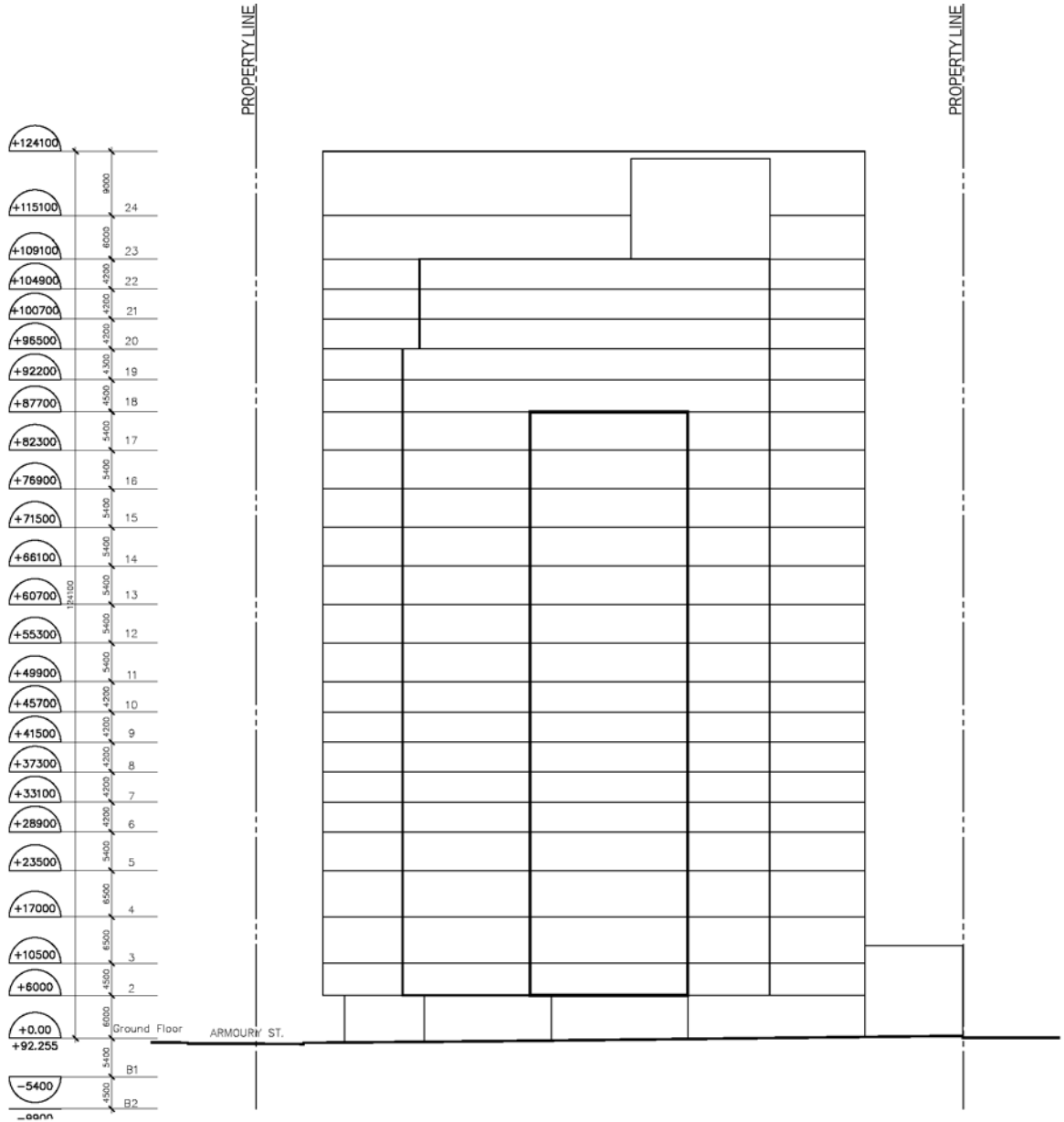
Applicant's Submitted Drawing

Not to Scale  
05/13/2016

**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15\_244771 STE 27 OZ

**Attachment 3: Concept East Elevation [as provided by applicant]**



East Elevation

**Concept Elevations**

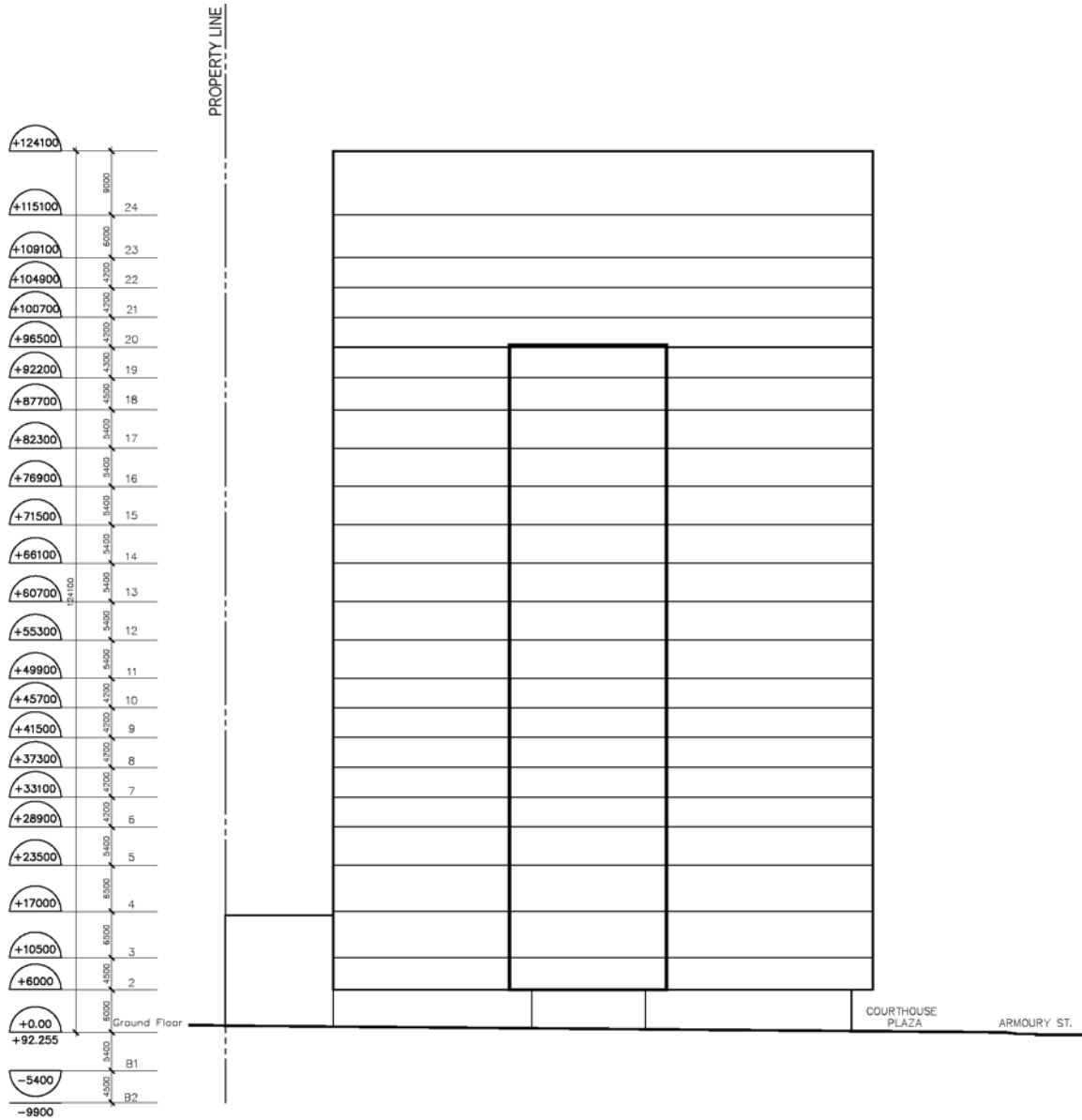
Applicant's Submitted Drawing

Not to Scale  
05/13/2016

**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15\_244771 STE 27 0Z

**Attachment 4: Concept West Elevation [as provided by applicant]**



West Elevation

**Concept Elevations**

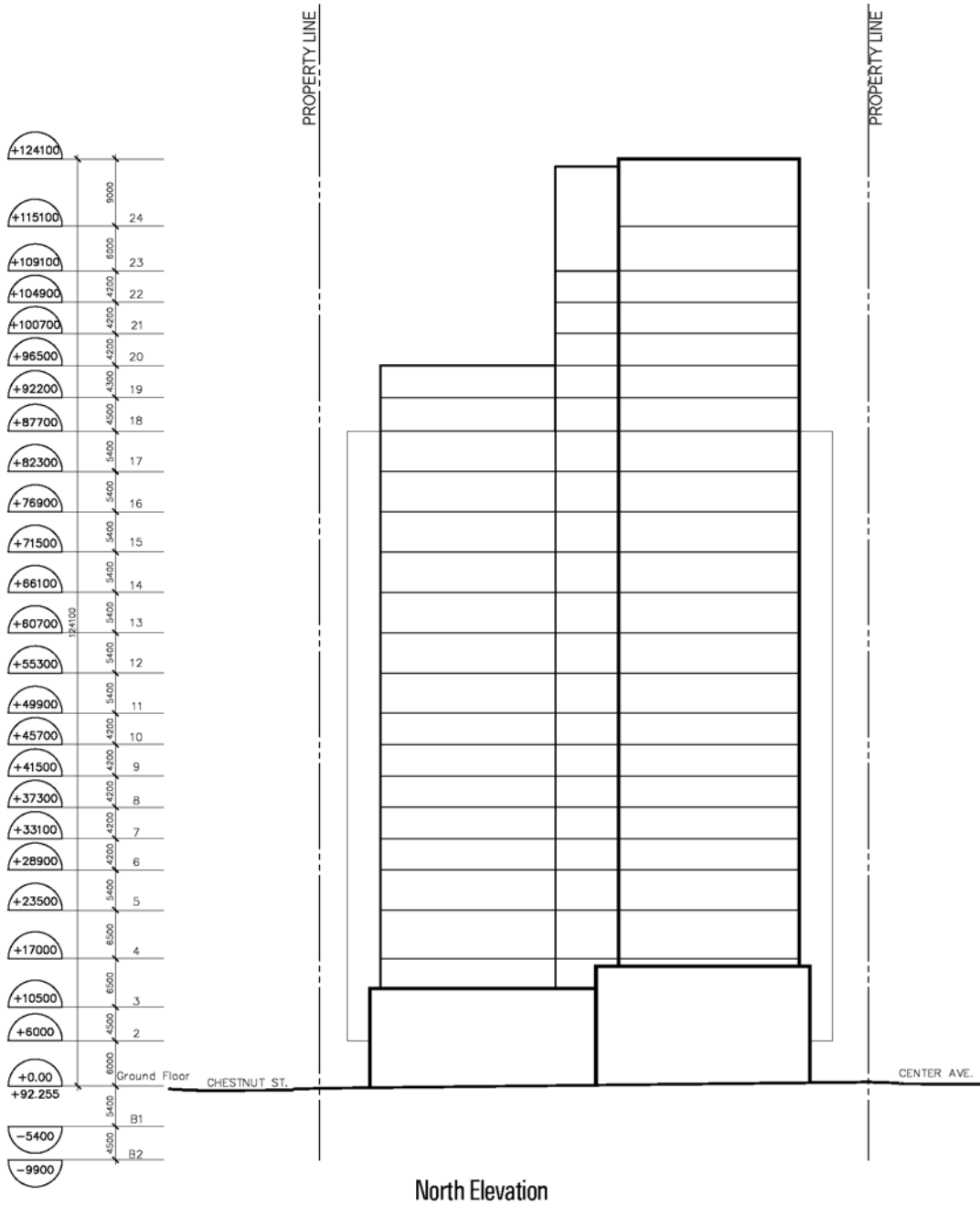
Applicant's Submitted Drawing

Not to Scale  
05/13/2016

**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15\_244771 STE 27 OZ

**Attachment 5: Concept North Elevation [as provided by applicant]**



**Elevations**

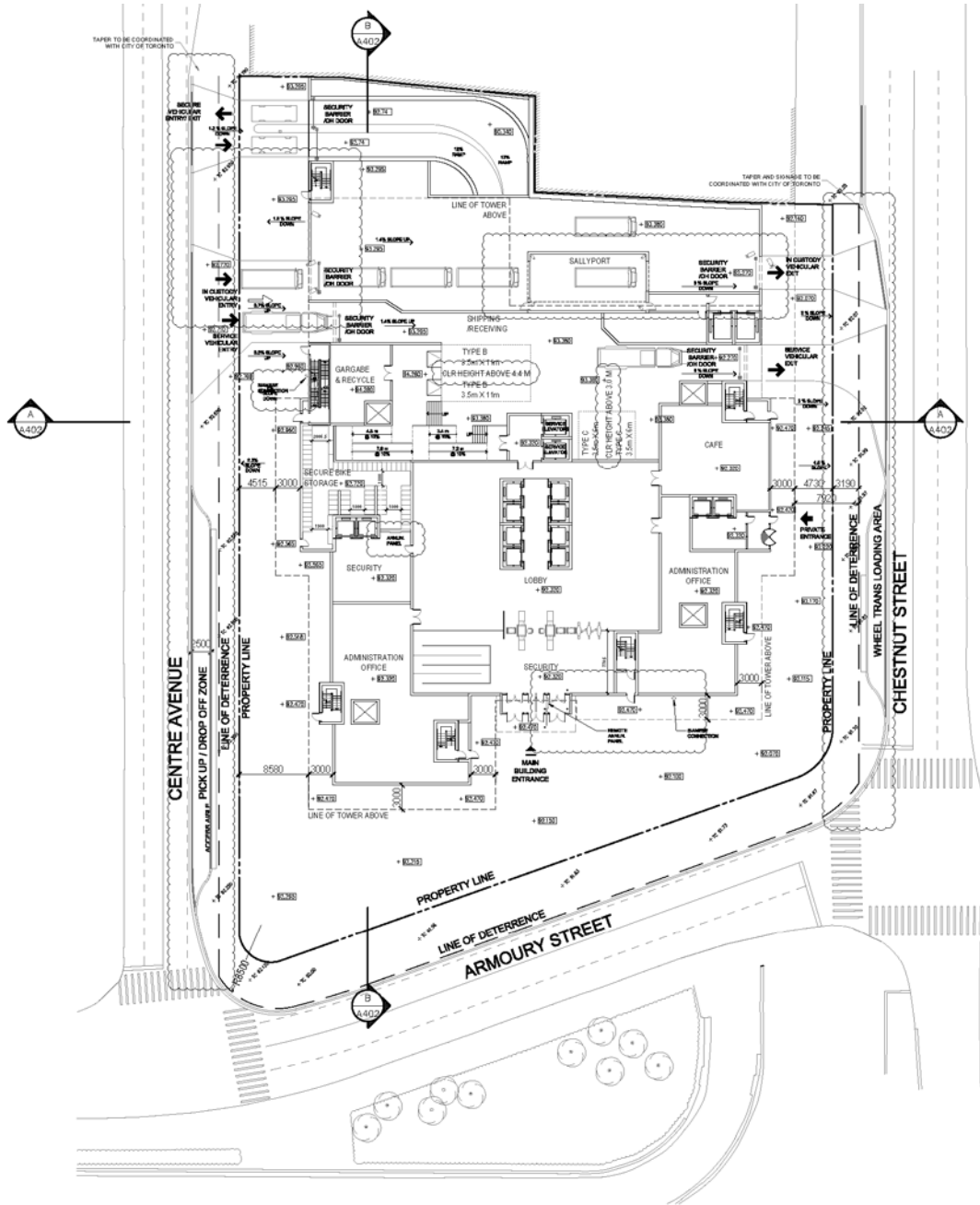
Applicant's Submitted Drawing

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05/13/2016

**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15\_244771 STE 27 OZ

**Attachment 6: Concept Ground Floor Plan [as provided by applicant]**



**Ground Floor Plan**

Applicant's Submitted Drawing

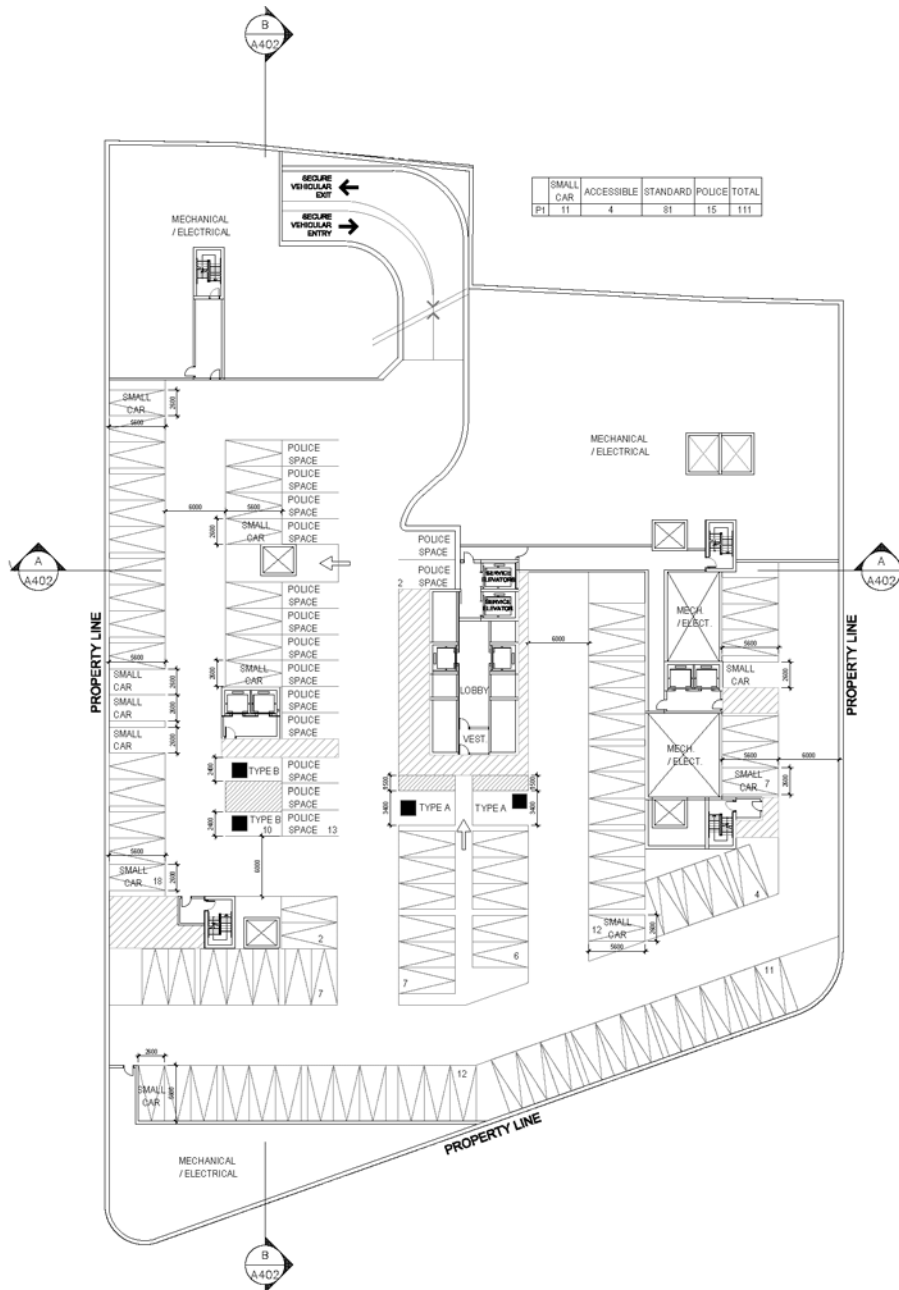
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05/13/2016

**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15\_244771 STE 27 OZ

**Attachment 7: Concept P1 Level – Mechanical/ Parking Plan  
[as provided by applicant]**



**Mechanical / Parking Plan**

Applicant's Submitted Drawing

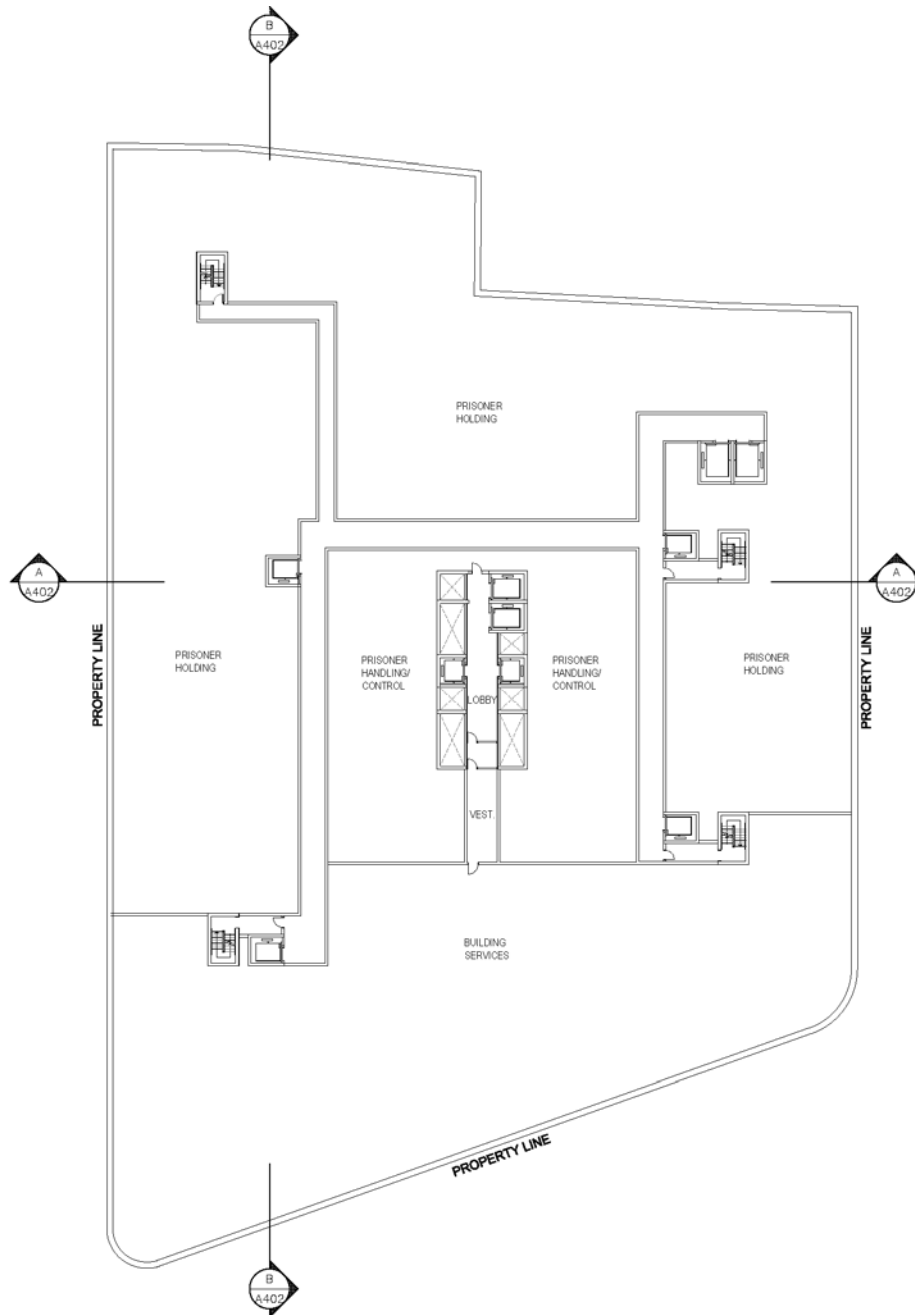
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05/13/2016

**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15\_244771 STE 27 OZ

**Attachment 8: Concept P2 Level – Building Services Plan  
[as provided by applicant]**



**Building Services Plan**

Applicant's Submitted Drawing

Not to Scale  
05/13/2016



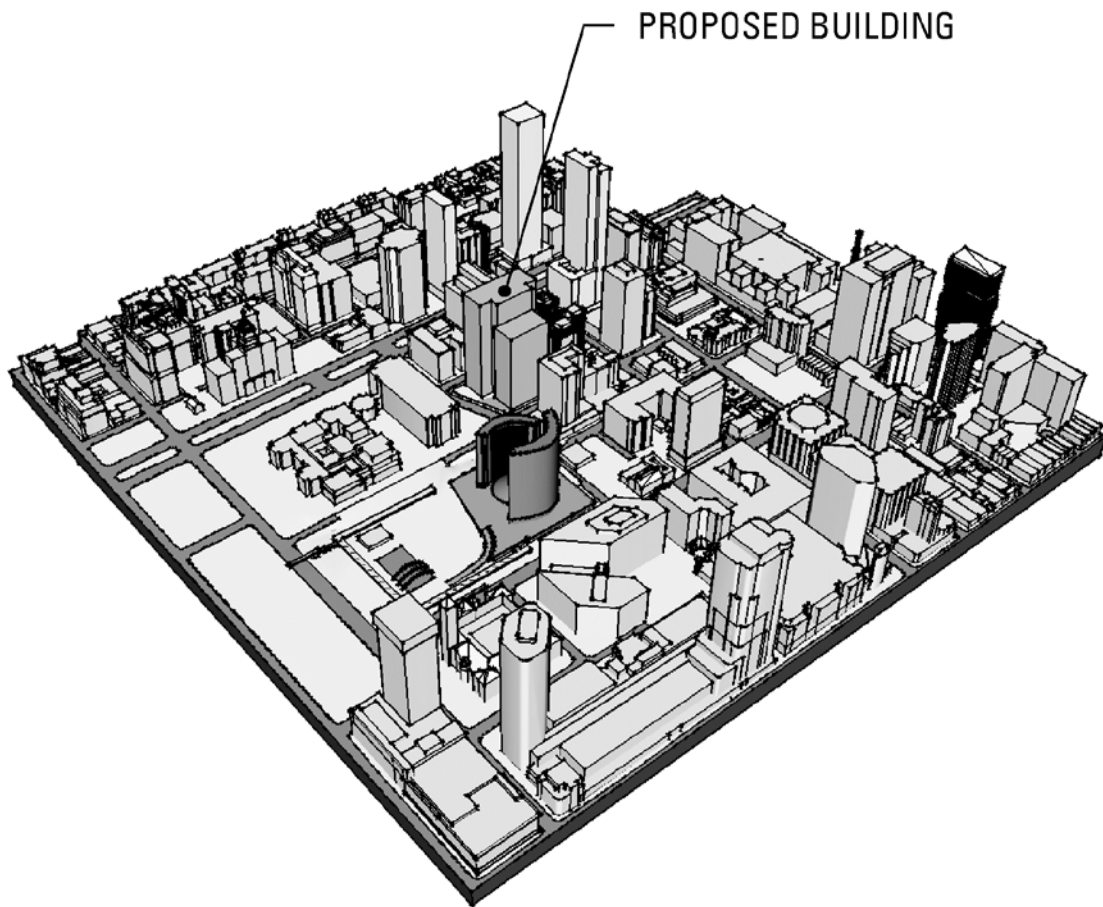
**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15\_244771 STE 27 OZ





**Attachment 10: Mass Model [as provided by applicant]**



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**Mass Modeling**

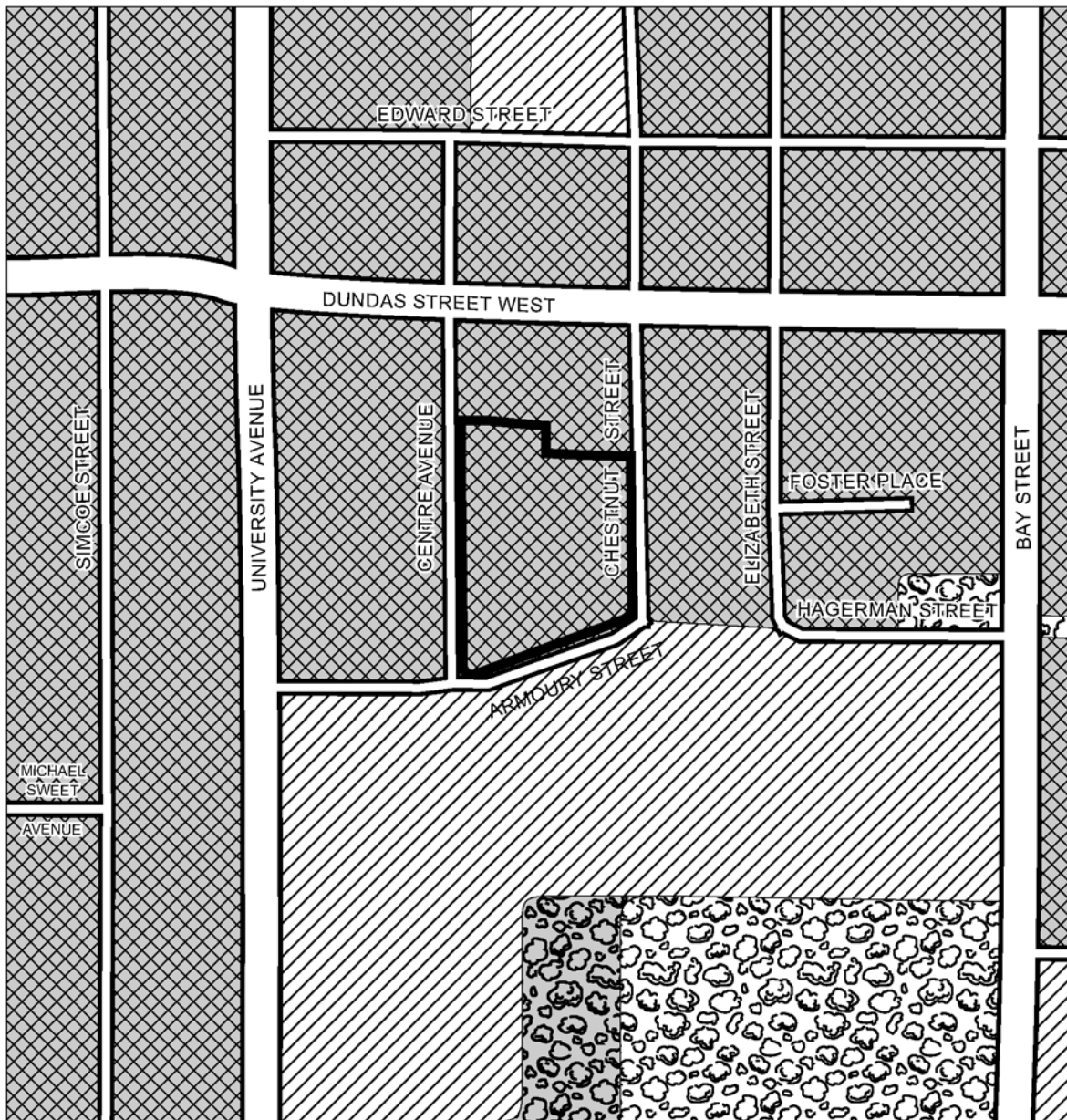
Applicant's Submitted Drawing

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05/24/2016

**11 & 33 Centre Street and  
80 Chestnut Street**

File # 15\_244771 STE 27 OZ

## Attachment 11: Existing Official Plan



**Toronto** City Planning  
**Extract from Official Plan**

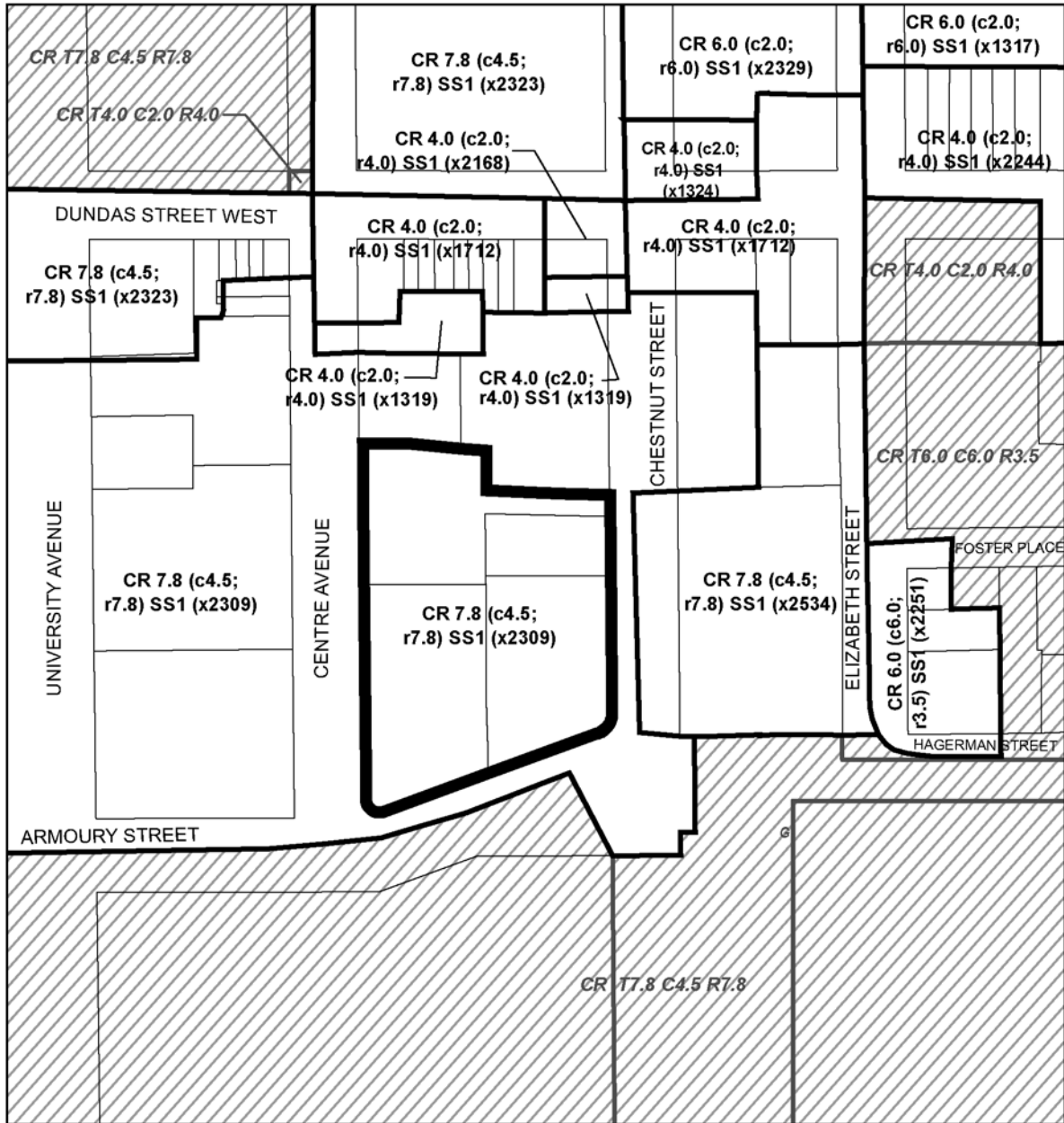
**11 & 33 Centre Avenue and  
 80 Chestnut Street**

File # 15 244771 STE 27 0Z



  
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 11/26/2015

## Attachment 12: Existing Zoning



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

**11 & 33 Centre Avenue and  
80 Chestnut Street**

File # 15 244771 STE 27 0Z

Location of Application  
CR Commercial Residential

See Former City of Toronto By-Law No. 438-86  
CR Mixed-Use District  
G Parks District



Not to Scale  
Extracted: 11/26/2015

### Attachment 13: Application Data Sheet

Application Type	Rezoning	Application Number:	15 244771 STE 27 OZ
Details	Rezoning, Standard	Application Date:	October 29, 2015 Revised March 14, 2016

Municipal Address: 11 and 33 Centre Avenue and 80 Chestnut Street

Project Description: A zoning by-law amendment application to allow the new Toronto Courthouse building on the site located on the north side of Armoury Street between Centre Avenue and Chestnut Street, immediately northwest of City Hall. The new building would include a number of courtrooms and associated courthouse operations, as well as ancillary office and café space. The maximum height of the tower portions of the building would be 135 metres for the western portion and 96.5 metres for the eastern portion. The northern portion of the building would range from 13 metres to 16 metres in height. A minimum of 100 private parking spaces would be provided in an underground parking garage.

**Applicant:**

Urban Strategies Inc.  
c/o Eric Turcotte

**Architect:**

WZMH Architects

**Owner:**

Ontario Realty  
Coroporation  
Infrastructure Ontario

**PLANNING CONTROLS**

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	By-law 569-2013: Cr 7.8(c4.5,r7.8) SS19x2309 By-law 438-86: CR T7.8 C4.5 R7.8	Historical Status:	
Existing Height Limit (m):	61	Site Plan Control Area:	Y

**PROJECT INFORMATION**

Site Area (sq. m):	6615.59	Height:	Max 135 metres
Frontage (m):	75		
Depth (m):	109.81		

	<b>Total</b>
Parking Spaces:	100
Loading Docks	4

**CONTACT: PLANNER NAME: Mark Chlon, Senior Planner**  
**TELEPHONE: 416-397-1761**

**Attachment 14: Draft Zoning By-law Amendment to amend By-law 438-86**

BY-LAW TO BE SUBMITTED DIRECTLY TO  
TORONTO AND EAST YORK COMMUNITY COUNCIL

**Attachment 15: Draft Zoning By-law Amendment to amend By-law 569-2013**

BY-LAW TO BE SUBMITTED DIRECTLY TO  
TORONTO AND EAST YORK COMMUNITY COUNCIL

## Attachment 16: Proposed Road Alteration

