

**5 Scrivener Square, 4-10 & 10R Price Street & 1095-1107 Yonge Street - Official Plan and Zoning Amendment Applications - Preliminary Report**

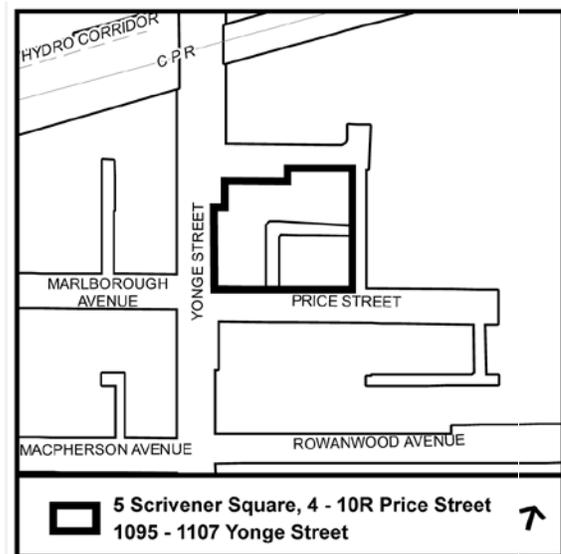
<b>Date:</b>	September 22, 2017
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 27 – Toronto Centre-Rosedale
<b>Reference Number:</b>	17-168095 STE 27 OZ

**SUMMARY**

This application proposes to redevelop the site at 5 Scrivener Square, 4-10 & 10R Price Street, and 1095-1107 Yonge Street with two mixed-use buildings of 8-storeys (35 metres, including mechanical penthouse) and 26-storeys (97.3 metres, including mechanical penthouse). The two new buildings would contain a total of 182 rental dwelling units, 3,085 square metres of non-residential floor area, 164 parking spaces within a 4-level underground parking garage, and 203 bicycle parking spaces. The existing 4-storey buildings at 8-10 Price Street would be demolished. The existing buildings at 1095-1107 Yonge Street and 4 Price Street are to remain unaltered.

This report provides preliminary information on the application and seeks Community Council's direction on its further processing and the community consultation process.

A community consultation meeting is anticipated to be held in the fourth quarter of 2017. A final report is targeted for the third quarter of 2018, assuming the applicant provides all required information in a timely manner.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 5 Scrivener Square, 4-10 & 10R Price Street & 1095-1107 Yonge Street together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

### Financial Impact

The recommendations in this report have no financial impact.

### DECISION HISTORY

The site has a long and complex planning history and has been subject to a number of planning studies, community consultation processes and development applications over the past 30 years, as summarized below.

In 1988, the City undertook a two-phase planning study to review the land use planning policies for the area on the east side of Yonge Street between the Canadian Pacific Railway (C.P.R.) tracks and Aylmer Avenue, which includes the subject site. A working committee including area residents, business and other stakeholders, the City, C.P.R., and then-landowners Marathon Realty, with support from City divisions, met over 40 times and consulted with the broader community on the appropriate development. During the study's second phase, which examined the lands bounded by Shaftesbury Avenue, Yonge Street, Price Street and the Park Drive Ravine, Marathon submitted two development applications in 1992 for its lands at 1121 Yonge Street and 10R Price Street.

In 1995, following an Ontario Municipal Board (OMB) hearing, the Yonge-Summerhill Part II Plan came into force, followed by a development Master Plan adopted by City Council in 1997 and site-specific Zoning By-law 398-2000 for the Yonge-Summerhill area. These documents set the policy framework for the future development of the former Marathon lands, as well as other lands within the Yonge-Summerhill area.

In 2005, Woodcliffe Corporation applied for Official Plan and Zoning By-law amendments for 8-10 & 10R Price Street and 1095-1107 Yonge Street to permit a 38-storey residential tower with a 4-storey base building containing residential, retail and office uses. The proposal included the expansion of the five historic retail stores at 1095-1103 Yonge Street (known as the "Shops of Summerhill"), and the creation of an urban square at the northwest portion of the site, opposite the restored North Toronto Station and existing urban square. The preservation of the Shops of Summerhill was previously secured in a 2002 Heritage Easement Agreement. The proposal was

revised to a 26-storey tower, 97 metres in height and a 5-storey base building. City Council refused the application at its meeting on September 25, 26, 27 and 28, 2006.

## **Pre-Application Consultation**

The following pre-application consultation meetings were held with staff:

- |                      |   |
|----------------------|---|
| March 24, 2016:      | Meeting with applicant to begin discussion on redevelopment.  |
| January 25-26, 2017: | Meeting with Councillor and applicant to meet the applicant's design team and discuss preliminary public realm ideas. |
| March 2, 2017:       | Meeting with applicant to discuss the proposal and complete application submission requirements.                      |
| March 30, 2017:      | Meeting with applicant to discuss design proposal and public realm plans.   |

Prior to submitting the application to the City, the applicant created a stakeholder working group with representatives of:

- Thornwood I Condominium Corporation;
- Thornwood II Condominium Corporation;
- South Rosedale Residents' Association;
- Summerhill Residents' Association;
- ABC Residents' Association;
- Toronto Lawn Tennis Club; and
- Members at-large.

The stakeholder working group met five times before the application was filed, to discuss topics such as the proposed architectural design and public realm, corridor studies, future development potential, building heights, local traffic and parking matters, and proposed local road alignment. The applicant also met with the Rosedale Main Street BIA prior to the application.

## **ISSUE BACKGROUND**

### **Proposal**

This application proposes to:

- construct a new 8-storey mixed-use building at 5 Scrivener Square and 10R Price Street where there is an existing open space and surface parking lot; and
- demolish the 4-storey commercial building at 8 and 10 Price Street and construct a new 26-storey mixed-use tower;
- retain the existing 2- and 3-storey buildings, known as the Shops of Summerhill, at 1095-1107 Yonge Street.

The 8-storey building (35 metres including mechanical penthouse) is proposed along the north half of the site, with frontages on Yonge Street and Scrivener Square. The 3-storey base building (14.5 metres) is built along the irregular north property line and is set back approximately 1.25 metres

from the Yonge Street property line and 8.5 metres from the east property line to accommodate a widened Scrivener Square roadway and sidewalk. The building is composed of retail uses, a residential lobby and vehicle and loading access on the ground floor, commercial uses on the second floor, and residential uses above. The building steps back approximately 4 metres at the fourth floor from the north, west and south and a further 35 metres from Yonge Street at the seventh floor and steps back again at the mechanical penthouse level.

The 26-storey building (97.3 metres including mechanical penthouse) is proposed in the southeast quadrant and is separated from the remainder of the site by an L-shaped public lane which runs west from the Scrivener Square and turns south to Price Street. It has four vertical elements that step down in height from 26-storeys to 23-storeys. The facades of the tower are well articulated, with the walls stepping in and cantilevering back out at many levels. The building is composed of retail uses, a residential lobby and vehicle and loading access on the ground floor, commercial uses on the second floor and residential uses above.

**Table 1: Description of New Buildings**

	<b>26-Storey Building</b>	<b>8-Storey Building</b>	<b>Total</b>
Height (metres) (incl. mechanical)	97.3	35.0	
Gross Floor Area (square metres)	Residential: 7,315 Non-residential: 1,310 Total: 18,625	Residential: 3,840 Non-residential: 1,775 Total: 5,615	Residential: 21,155 Non-residential: 3,085 Total: 24,240
Dwelling Units	1-Bedroom: 32 2-Bedroom: 85 3-Bedroom: 30 Total: 147	1-Bedroom: 16 2-Bedroom: 13 3-Bedroom: 6 Total: 35	48 (26%) 98 (54%) <u>36 (20%)</u> 182

**Table 2: Description of Development Site**

<b>Density</b>	<b>Amenity Space</b>	<b>Vehicle Parking</b>	<b>Bicycle Parking</b>
<b>Floor Space Index:</b> 5.45  (6.16 incl. existing Heritage buildings)	<b>Indoor:</b> 490 square metres  <b>Outdoor:</b> 590 square metres	<b>Residential:</b> 124  <b>Visitor:</b> 10  <b>Non-residential:</b> 30  <b>Total:</b> 164	<b>Long Term</b> <b>Resident:</b> 164 <b>Non-resident:</b> 7 <b>Total:</b> 171  <b>Short Term</b> <b>Resident:</b> 19 <b>Non-resident:</b> 13 <b>Total:</b> 32

A courtyard space is proposed at the centre of the site with pedestrian walkways extending west to Yonge Street between the new 8-storey building and the existing heritage buildings, and extending

north by cutting between the two halves of the 8-storey building. The existing public laneway is shown to form part of the pedestrian network for the site rather than vehicular circulation.

Access and servicing for both proposed buildings are located off the north-south portion of Scrivener Square. The existing servicing access for the Shops of Summerhill will remain on Price Street. Vehicular parking is provided in an underground automated parking facility accessed via a two car elevators.

The Site Plan, Ground Floor Plan, Proposed Height Map, Context Plan, Elevations, and 3D Model Rendering are included in Attachments Nos. 1-9 of this report. Additional project information is included in Attachment No. 12 (Application Data Sheet).

### Site and Surrounding Area

The site is bounded by Scrivener Square to the north and east, Price Street to the south and Yonge Street to the west, and is part of the area known as Summerhill. The site is nearly square in shape and is made up of the lands known as 5 Scrivener Square, 4-10 & 10R Price Street, and 1095-1107 Yonge Street (the Shops of Summerhill). The consolidated parcel, including an L-shaped, City owned, public lane that bisects the site, is 4,450.2 square metres in area. There are two easements within the subject property. An 11 metre TTC easement for the Yonge-University-Spadina subway and a 3.0 metre easement for a 1200 mm diameter trunk combined sewer. Both easements are located on the east boundary of the site.

**Table 3: Site Description**

Address	Description	Height
5 Scrivener Square	Open space	0 metres
1095-1099 Yonge Street	3-storey heritage designated commercial building	11.2 metres in height
1101-1103 Yonge Street	2-storey heritage designated commercial building	10.3 metres in height
1107 Yonge Street	Walkway and open space	0 metres
4 Price Street	2-storey commercial building	11.2 metres
8 Price Street	4-storey commercial building	14.1 metres
10 Price Street	4-storey commercial building	13.9 metres
10R Price Street	Surface parking lot	0 metres

Surrounding uses include:

**North:** north of Scrivener Square is the historic North Toronto Station (13.2 metres in height) and clock tower (44.8 metres in height) currently occupied by the L.C.B.O. and the C.P.R. rail embankment. Northeast of the site is a 10-storey (31.2 metres) condominium apartment building known as Thornwood I (20 Scrivener Square).

**South:** south of Price Street are 1- and 2-storey retail buildings along the east side of Yonge Street and a Toronto Parking Authority lot that sits above the subway tunnel. Farther south are 2- and 3-storey low-rise residential buildings.

**East:** east of Scrivener Square is a 13-storey (42.9 metre) condominium apartment building known as Thornwood II (25 Scrivener Square), and the Toronto Lawn Tennis Club facility (15.5 metres in height). Farther east is Pricefield Road Playground and 2- and 3-storey low-rise residential buildings.

**West:** west side of Yonge Street are 2- and 3-storey buildings containing retail/commercial uses.

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

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its official plan and to inform decisions on other planning and development matters. Policy 4.7 states that the Official Plan is the most important vehicle for implementing the PPS. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;

- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the Planning Act, to conform, or not conflict, as the case may be, with the Growth Plan.

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

## Official Plan

The subject site is located at the junction of a number of policy areas. The site is located on the east side of Yonge Street which is identified as an *Avenue*, as shown on the Official Plan's Map 2 – "Urban Structure". On the west side of Yonge Street, south of the C.P.R. rail embankment, is the northern tip of the *Downtown* and Site and Area Specific Policy 211. Yonge Street, north of the C.P.R. rail embankment is also identified as an *Avenue* and is within the Yonge-St. Clair Secondary Plan area. The site is subject to Site and Area Specific Policies 206, 207 and 208 which regulate massing, scale, and design (described further below). South of the subject site, on the east side of Yonge Street between Price Street and Crescent Road is Site and Area Specific Policy 231, which states that development will reinforce traditional low-scale built form on this portion of Yonge Street.

**Section 2.2.3** – "Avenues: Reurbanizing Arterial Corridors" states that *Avenues* are considered important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, retail, and transit service for community residents. The Plan recognizes that the *Avenues* will be transformed incrementally, and that each is different and there is no one size fits all approach to reurbanizing them. Reurbanization of the *Avenues* is subject to the policies of the Official Plan, including in particular the neighbourhood protection policies.

Development in *Mixed Use Areas* on *Avenues*, prior to an Avenue Study, has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. This review will:

- i) include an assessment of the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- ii) consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
- iii) consider whether the proposed development is supportable by available infrastructure; and
- iv) be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development. Development requiring a rezoning will not be allowed to proceed prior to completion of an Avenue Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review.

**Section 5.3.1** – "The Official Plan Guides City Action" states in Policy 3 that when considering a site specific amendment to this Plan, at the earliest point in the process the planning review will examine whether the application should be considered within the immediate planning context or whether a broader review and possible area specific policy or general policy change are appropriate.

Map 3 – "Right-of-Way Widths Associated with Existing Major Streets" of the City's Official Plan identifies Yonge Street as a major street with a right-of-way width of 20 metres.

The site is designated *Mixed Use Areas* on Map 17 – "Land Use Plan" of the City's Official Plan.

**Section 4.5** – "*Mixed Use Areas*" identifies that *Mixed Use Areas* are intended to combine a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces.

Policy 2 states that development in *Mixed Use Areas* will:

- create a balance of high quality commercial, residential, institutional, and open space uses that reduce automobile dependency and meet the needs of the local community;
- provide for new jobs and homes for Toronto's growing population;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces;
- provide an attractive, safe, and comfortable pedestrian environment;
- have access to schools, parks, community centres, libraries, and childcare;
- 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.

**Chapter Three – "Building a Successful City"** identifies that most of the City's future development will be infill and redevelopment and, as such, will need to fit in, respect and improve the character of the surrounding area. **Section 3.1.2 – "Built Form"** indicates that development will be located, organized and massed to fit harmoniously with the existing and/or planned context. Policy 3 states that new development will be massed and its exterior façade of the building 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 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 the Plan;
- providing adequate light and privacy; and
- 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.

**Section 3.1.5 – "Heritage Conservation"** addresses the conservation of heritage resources and includes policies that state that Heritage Impact Assessments will evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register, to the satisfaction of the City. Policy 5 states that proposed alterations and/or development on or adjacent to a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained. Policy 26 identifies that new construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impacts on it. Policy 33 states that Heritage Conservation Districts should be managed and conserved by approving only those alterations, additions, new development, demolitions, removals and public works in accordance with respective Heritage Conservation District plans. Policy 44 states that the view to a property on the Heritage Register as described in Schedule 4 will be conserved unobstructed where the view is included on Maps 7A and 7B.

**Section 5.6 – "Interpretation"** provides guidance to understand and interpret the Official Plan. Policy 1 indicates the Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. Further, **Section 1.5 – "How to Read the Plan"** indicates the Official Plan is a comprehensive and cohesive whole.

This proposal will be reviewed against the policies described above as well as the policies of the Official Plan as a whole.

The Official Plan can be accessed at:

[www1.toronto.ca/static\\_files/CityPlanning/PDF/chapters1\\_5\\_dec2010.pdf](http://www1.toronto.ca/static_files/CityPlanning/PDF/chapters1_5_dec2010.pdf)

See Attachment No. 10 for the Official Plan map.

## **Site and Area Specific Policies**

The current City of Toronto Official Plan brought forward various Site and Area Specific Policies (SASPs) that apply the remaining undeveloped parcels of the former Yonge-Summerhill Part II Plan Area. While the Part II Plan was not carried over, three of these SASPs still pertain to the various parcels within the subject site.

**SASP 206** applies to the south portion of the subject site on the properties at 1095-1107 Yonge Street and 8-10 Price Street and states that a mix of commercial, residential and institutional uses in low-rise form buildings generally in the range of three to five storeys are permitted.

**SAP 207** applies to the north portion of the site on the properties at 10R Price Street (referred to as Site A) and 5 Scrivener Square (referred to as Site B) and states that the height of new buildings surrounding the historic North Toronto Station will not diminish or detract from its visual and physical prominence; accordingly, the heights of new buildings are considered in direct relation to the form and scale of the station. Also, the siting of buildings will permit significant views of the clock tower along Yonge Street, as described in Urban Design Guidelines for the Yonge-Summerhill area, and will provide adequate separation to the station. A maximum gross floor area of 3,430 square metres is permitted on Site A with no maximum density specified for Site B. There is also policy stating that vehicular access for Sites A and B should be from Price Street.

**SASP 208** also applies to the north portion of the site on the properties at 10R Price Street and 5 Scrivener Square. It deals with more general objectives for the lands east of Yonge Street, south of the rail corridor and north of Price Street, including: the provision of an urban forecourt to enhance the North Toronto Station; the location of parking, loading and pedestrian access facilities generally outside the urban forecourt; the encouragement of retail uses under the C.P.R. bridge; improvements to the existing transportation system including a second entrance to the Summerhill TTC station; and provision for access to a potential commuter rail station.

The policies in the three SASPs stem from the policies introduced in 1995 through a Master Plan and subsequent Part II Plan. These plans were a result of the master planning process that began in 1988. The impetus for the master plan was an Official Plan Amendment application in 1995 which outlined several districts within the area, including the Station District, where the current application is located.

The Yonge-Summerhill Area Part II Plan, identified in the master plan, provided further policies for each of the districts. Policies focused on the conservation of the North Toronto Station with specific regard for views to the station and infill development. Additionally, the policies outlined

the development of an urban forecourt south of the station. Half of the forecourt was built as part of the redevelopment of the station. The Part II Plan further identified and outlined policies regarding the mixed use areas. Urban Design Guidelines were also created to implement the vision of the plan as discussed below.

### **Yonge-Summerhill Area Urban Design Principles & Guidelines**

The Yonge-Summerhill Area Urban Design Principles & Guidelines set out various requirements and objectives related to the design of development in the Yonge-Summerhill area and were created as a companion to the former City of Toronto Part II Plan for the Yonge-Summerhill Area. While the Part II Plan and respective guidelines were not incorporated into the current City of Toronto Official Plan, the guidelines remain relevant for the few remnant parcels with underutilized development permissions.

The subject site is located in Station District, described as the area south the C.P.R. rail corridor, east of Yonge Street, north of Price Street and west of Pricefield Playground. The guidelines advise that development in the Station District should recognize and contribute to the primacy of the North Toronto Station, clock tower and urban square as a collective focal point for the area.

All buildings fronting onto the urban square should have a base building height that has regard for the cornice line of the Station (approximately 12 to 13.5 metres), above which any building height should have a substantial stepback of approximately 2 metres on any public frontage. The height limit for buildings on Sites A and B (10R Price Street and 5 Scrivener Square, respectively) should be 21 metres, stepped back from the base building. Development on Site B will be set back to align with the west face of the clock tower and to preserve important views from Yonge Street to the clock tower, the station building and into the urban square.

### **Bloor-Yorkville/North Midtown Urban Design Guidelines**

Portions of the subject site are within the area of the Bloor-Yorkville/North Midtown Urban Design Guidelines. The guidelines seek to improve the physical quality of the area and ensure that its special character is respected in terms of new development. The main planning objectives of the Design Guidelines include:

- enhancement of Areas of Special Identity and historic buildings;
- protection of residential areas from adverse impacts of commercial and/or higher density development;
- improvement of public realm and publicly accessible areas; and
- excellence in urban design, architecture, and landscaping.

The Bloor-Yorkville/North Midtown area is comprised of a number of precincts and corridors, each defined by its attributes in terms of function, built form and character. The subject site is located in the "Yonge Street Corridor, North of Ramsden Park", which is described as a local shopping area consisting mainly of 3-storey brick buildings situated adjacent to low-rise residential areas. This area is anchored by the North Toronto Station and the landmark clock tower, which marks entry into the Bloor-Yorkville/North Midtown area from the north.

The guidelines encourage compatibility with the existing form and use of this area, and state that development will:

- locate and mass new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and stepping down of heights towards lower scale Neighbourhoods;
- locate and mass new buildings to minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinoxes;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide good site access and circulation and an adequate supply of parking for residents and visitors.

The guidelines provide a height structure plan for the Bloor-Yorkville/North Midtown area, comprised of a "Height Peak", "Height Ridges", and "Low-Rise Areas". The guidelines contemplate that building heights should follow a logical pattern that has a "peak" around the Yonge/Bloor intersection and descending "ridges" along the main corridors, including Yonge Street as illustrated in Figure 22 – "General Pattern of Building Heights" of the guidelines. This map is referenced in Site and Area Specific Policy 211 of the Official Plan. Along the Yonge corridor, the "Height Ridge" extends north as Belmont Street, four blocks south of the subject site. Portions of the site fall within the "low-rise areas" identified in the guidelines.

The guidelines state that residential areas and the public realm must be protected from undue overshadowing by any proposed building, with "shadow sensitive areas" delineated immediately east of the site. As well, the guidelines address matters such as the treatment of gateway areas, heritage considerations, open spaces, public art, street character and built form angular planes, among others, that may apply to development of the subject site.

### **Tall Building Design Guidelines**

In May 2013, City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use them in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall buildings to ensure they fit within their context and minimize their local impacts.

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.

The city-wide Guidelines can be accessed at: [www.toronto.ca/planning/tallbuildingdesign.htm](http://www.toronto.ca/planning/tallbuildingdesign.htm).

## **Mid-rise Building Guidelines**

City Council, in July 2010, requested that staff use the Mid-rise Building Performance Standards in the evaluation of mid-rise development proposals on the *Avenues*. The vision for the *Avenues* is one of animated sidewalks and buildings that frame the street, with heights that are proportionate to the right-of-way widths and transition to *Neighbourhoods*.

The Mid-rise Guidelines set minimum performance standards guided by the objective to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods.

In June 2016, City Council approved the Mid-rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City staff together with the 2010 approved Mid-rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-rise Building Design Guidelines, which is targeted for the fourth quarter of 2017.

The Mid-rise Building Performance Standards Addendum (April 20, 2016) can be accessed at: [www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf](http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf).

## **Heritage**

The site is located within the South Rosedale Heritage Conservation District (SRHCD), an area designated under Part V of the Ontario Heritage Act on February 7, 2003, and is subject to the policies contained in the SRHCD Study.

The properties at 5 Scrivener Square, 8, 10 and 10R Price Street, and 1107 Yonge Street are categorized as “unrated” properties in the SRHCD. The properties at 1095-1103 Yonge Street are categorized as “B” rated properties, meaning that they have been identified as having city-wide significance. The properties at 1095-1103 Yonge Street are also subject to Heritage Easement Agreements (HEAs) with the City.

North of the site is the adjacent property at 1109 Yonge Street, the C.P.R. North Toronto Station (known as Summerhill Station), designated under Part IV of the Ontario Heritage Act and subject to an HEA with the City. 1109 Yonge Street is also located within the SRHCD. In addition, views to the Summerhill Station Clock Tower at 1109 Yonge Street are identified in Schedule 4 of the Official Plan, from the following locations: Alcorn Avenue from the west side of Yonge Street, Walker Avenue from the west side of Yonge Street, and the southwest corner of Yonge Street at Marlborough Avenue.

On the west side of Yonge Street to the west of the development site are a number of properties listed on the City of Toronto’s Heritage Register, including 1148-1152 Yonge Street, 1156-1170 Yonge Street and 1176 Yonge Street. East of the site is 30 Price Street, an unrated property in the SRHCD.

Section 5.3.3 of the SRHCD Study identifies guidelines for new buildings and alterations and additions to unrated buildings. New buildings should contribute to and not detract from the variety and heritage character of the District and be designed to be compatible with the heritage buildings in terms of scale, massing, height, setback and entry level. Additionally, the roof profile and eave line should be designed so that the height of the building is compatible with its neighbours and is not visually overwhelming to neighbouring buildings.

The guidelines for demolition in Section 5.3.4.C of the SRHCD Study state that demolition of an unrated building will generally be permissible if the replacement building, as shown in the building permit application, is acceptable under these guidelines and the zoning by-law.

## **Zoning**

Under Zoning By-law 438-86, as amended, the majority of the site is zoned CR T3.0 C3.0 R1.0 with a maximum height of 11 metres, a maximum non-residential density of 3.0 times the area of the lot, a maximum residential density of 1.0 times the area of the lot, and a maximum combined density of 3.0 times the area of the lot. The CR zoning category permits a range of commercial and residential uses.

The portion of the site fronting onto Yonge Street, south of Scrivener Square (5 Scrivener Square) is subject to site specific zoning by-law 398-2000 (OMB). This by-law zones this portion of the site as CR and permits a maximum height of 21 metres, a maximum non-residential floor area of 1,400 square metres, a maximum residential floor area of 1,700 square metres, and a maximum combined floor area of 2,000 square metres.

The eastern portion of the site (8-10 & 10R Price Street) is also subject to Zoning By-law 569-2013. Under Zoning By-law 569-2013, the site is zoned Commercial Residential (CR 3.0 (C3.0, R1.0) SS2 (x1952)). The provisions for height, density and use are generally the same as Zoning By-law 438-86.

See Attachment No. 11 for the Zoning map.

## **Subdivision and Section 37 Agreements**

On June 21, 1996, the owner entered into Subdivision and Section 37 Agreements that were registered on title as Instrument Nos. CA411545 and CA411544, respectively. Both Agreements outline outstanding requirements for the widening of both the east-west and the north-south portions of Scrivener Square. The Agreement also requires that development within the Station District have consideration for a second entrance to the Summerhill Subway Station. The application was circulated to the Toronto Transit Commission (TTC) for comments. Staff will continue to review these Agreements in the ongoing analysis of the application.

## **Site Plan Control**

The site is subject to Site Plan Control. An application has not been submitted.

## **Reasons for the Application**

The Official Plan Amendment application is required to amend the Site and Area Specific Policies 206, 207 and 208.

The proposed heights and densities of the two buildings exceed the permissions set out in Zoning By-law 438-86, Zoning By-law 569-2013 or site specific By-law 398-2000 (OMB), so a Zoning By-law Amendment application is required.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Planning Rationale;
- Arborist Report/Tree Preservation Plan;
- Heritage Impact Statement;
- Vibration Study;
- Community Services & Facilities Study;
- Sun/Shadow Study;
- Servicing and Stormwater Management Report;
- Geotechnical Study;
- Avenue Segment Review;
- Noise Impact Study;
- Pedestrian Level Wind Study;
- Contaminated Site Assessment;
- Public Consultation Plan; and
- Transportation Impact Study.

A Notification of Complete Application was issued on June 30, 2017.

### **Issues to be Resolved**

Based on a preliminary review of the applications, the issues to be resolved include, but are not necessarily limited to:

#### **Policy and Guidelines**

- Consistency with the Provincial Policy Statement and conformity to the Growth Plan for the Greater Golden Horseshoe;
- Conformity with the Official Plan; and
- Consistency with the performance standards identified in the Yonge-Summerhill Area Urban Design Principles and Guidelines, the Bloor-Yorkville/North Midtown Urban Design Guidelines, the Tall Building Design Guidelines, and the performance standards identified in the Avenues and Mid-Rise Design Guidelines.

### **Built Form and Massing**

- The appropriateness, compatibility and fit of the proposed buildings' height, density, massing, and scale for the subject site and within the existing and planned context;
- The appropriateness of the setbacks and stepbacks of the proposed buildings;
- The appropriateness of the separation distance between the proposed and adjacent buildings; and
- The appropriateness of any shadow, privacy, and wind impacts associated with the proposed development.

### **Public Realm and Streetscape**

- The suitability of strategies identified in the Heritage Impact Assessment to sufficiently address heritage concerns associated with the site and adjacent properties, in particular the protected views to the North Toronto Station clock tower;
- The adequacy of the public realm, open spaces, and forecourt design;
- The appropriateness of the location and amount of retail space;
- The appropriateness of the proposed site access, road widening, and servicing; and
- The appropriateness of the use of the public lane in conjunction with the inner courtyard.

### **Publicly Owned Land/Roadways**

- Location of the 7 metre road widening along the south side of Scrivener Square (adjacent to 10 R Price Street) is not currently shown on the plans;
- The design, use and functionality of the public lane;
- The details of constructing within such close proximity to the TTC subway box; and
- The details of an on-site parkland dedication, including the location, configuration, design and construction of the park.

### **Section 37**

- Addressing the outstanding items outlined in the previous Section 37 Agreement; and
- The details of a Section 37 Agreement, under the Planning Act, between the applicant and the City to be worked out, in consultation with the Ward Councillor, if the project is ultimately considered to be good planning and recommended for approval.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

## **CONTACT**

Kevin Friedrich, Planner  
Tel. No.: (416) 338-5740  
E-mail: Kevin.Friedrich@toronto.ca

Emily Rossini, Planner  
Tel. No.: (416) 397-4648  
E-mail: Emily.Rossini@toronto.ca

## **SIGNATURE**

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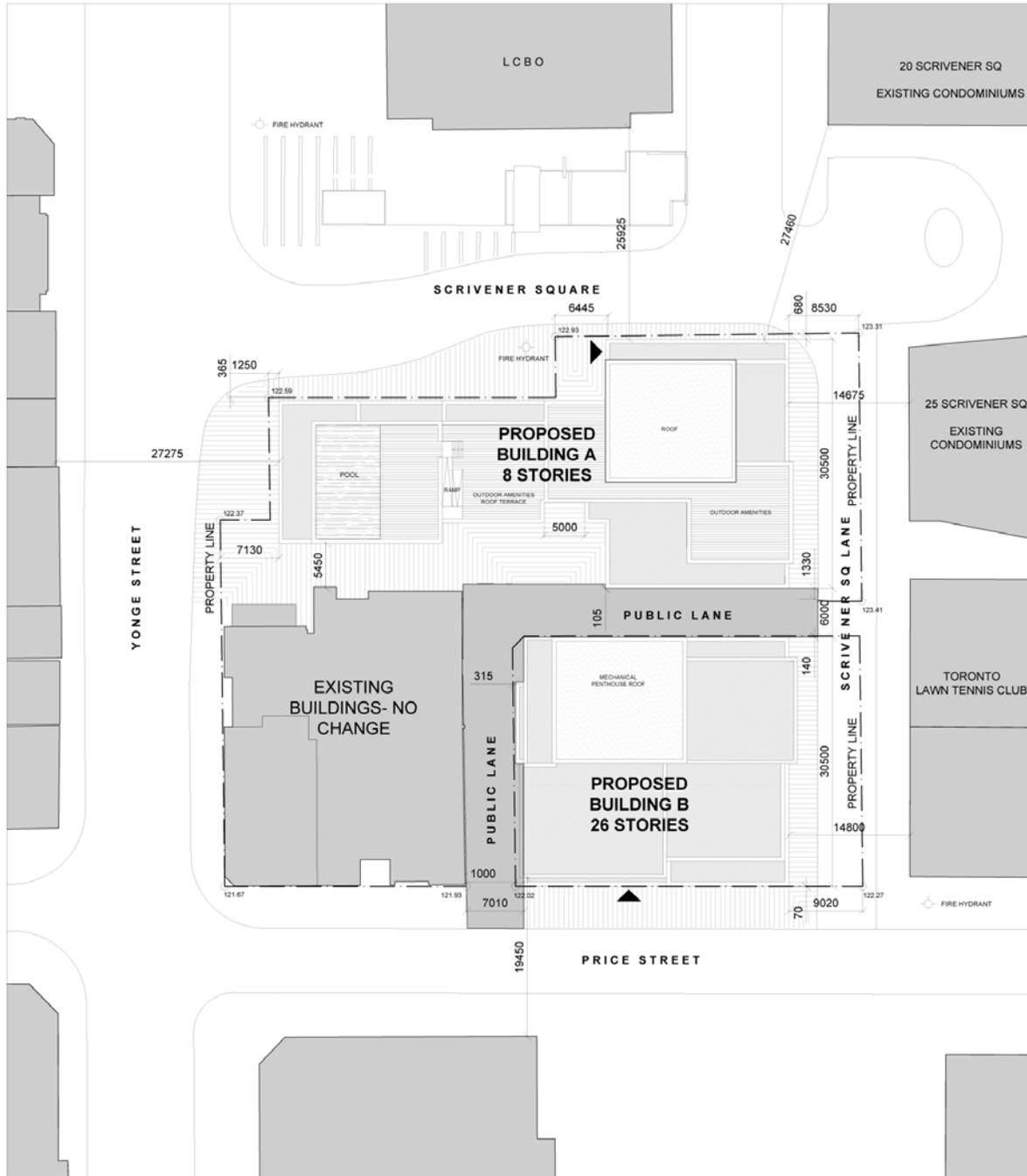
Gregg Lintern, MCIP, RPP  
Director, Community Planning  
Toronto and East York District

(P:\2017\Cluster B\pln\TEYCC\22950152011.doc) - smc

## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: Ground Floor Plan  
Attachment 3: Proposed Height Map  
Attachment 4: Context Plan  
Attachment 5: West Elevation  
Attachment 6: East Elevation  
Attachment 7: North Elevation  
Attachment 8: South Elevation  
Attachment 9: 3D Model  
Attachment 10: Official Plan  
Attachment 11: Zoning  
Attachment 12: Application Data Sheet

# Attachment 1: Site Plan



## Site Plan

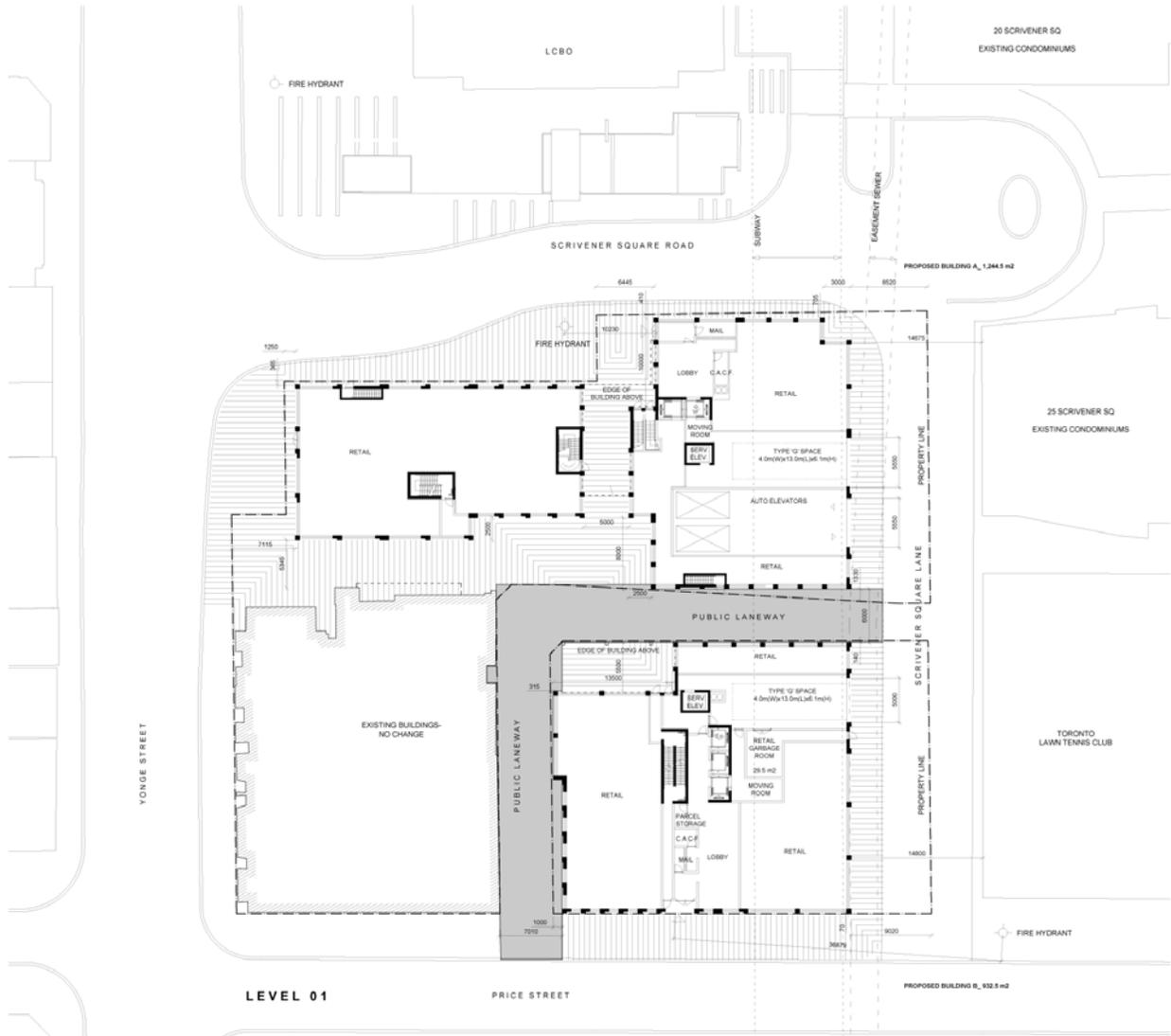
Applicant's Submitted Drawing

Not to Scale  09/19/2017

5 Scrivener Square, 4 - 10R Price Street,  
1095 - 1107 Yonge Street

File # 17 168095 STE 27 0Z

## Attachment 2: Ground Floor Plan



### Ground Floor Plan

Applicant's Submitted Drawing

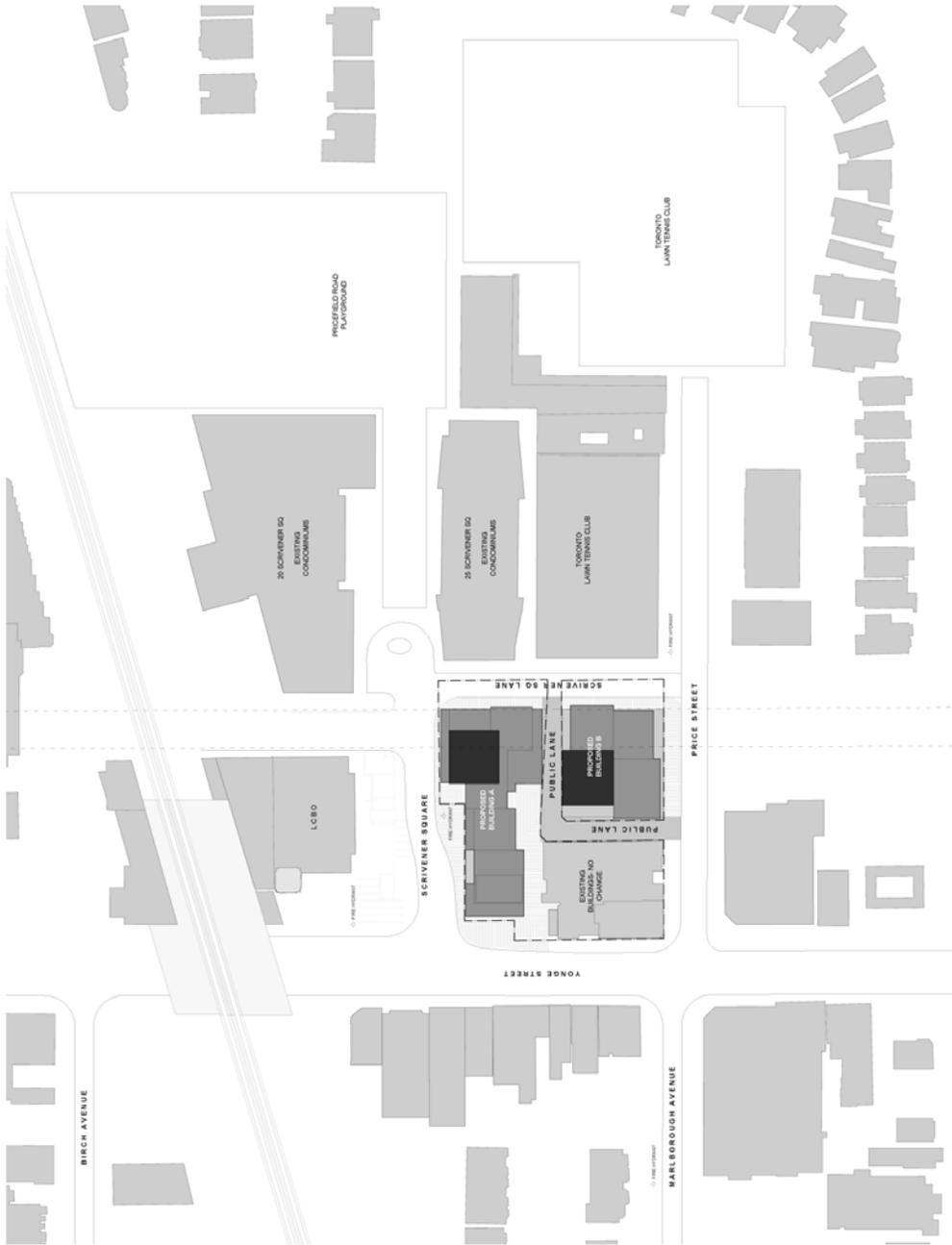
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**5 Scrivener Square, 4 - 10R Price Street,  
1095 - 1107 Yonge Street**

File # 17 168095 STE 27 0Z



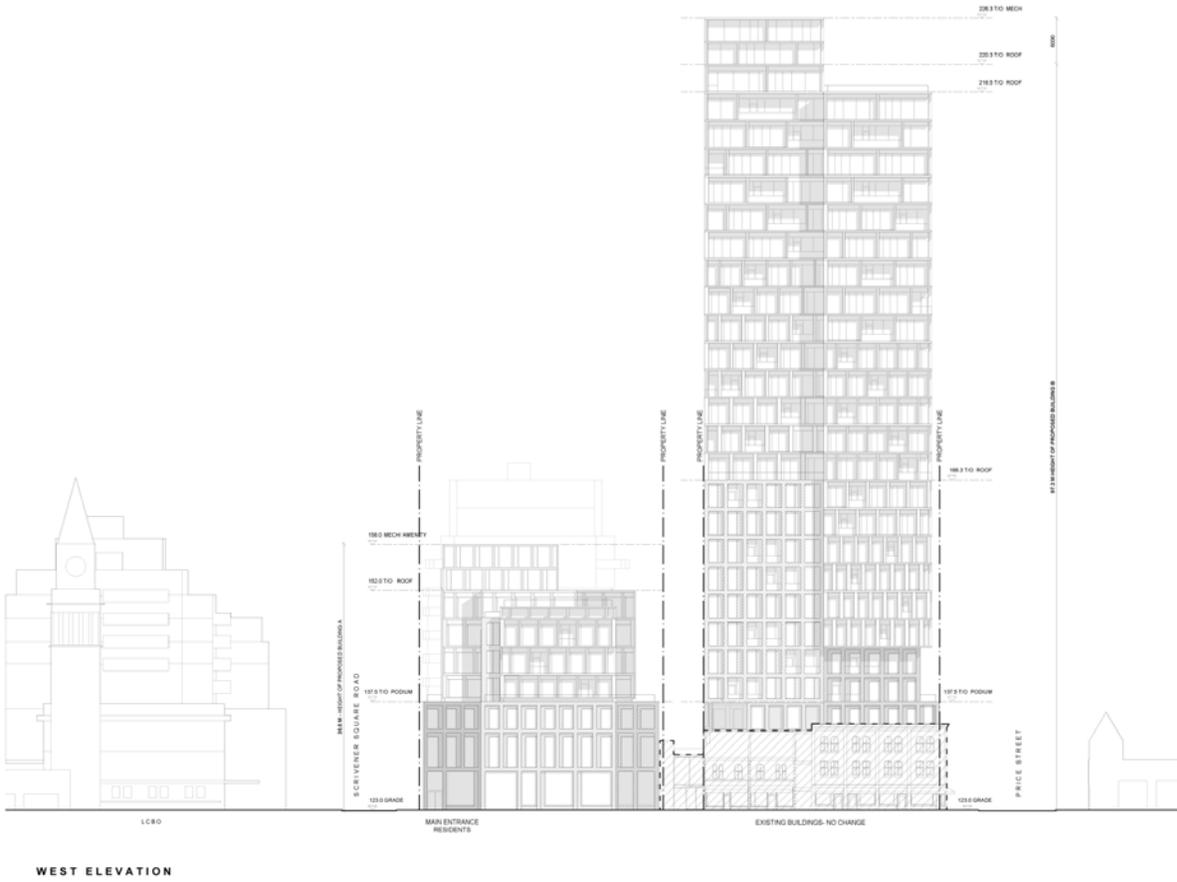
**Attachment 4: Context Plan**



**Context Plan**  
 Applicant's Submitted Drawing  
 Not to Scale  
 09/19/2017

**5 Scrivener Square, 4-10R Price Street,  
 1095 - 1107 Yonge Street**  
 File # 17 168095 STE 27 0Z

**Attachment 5: West Elevation**

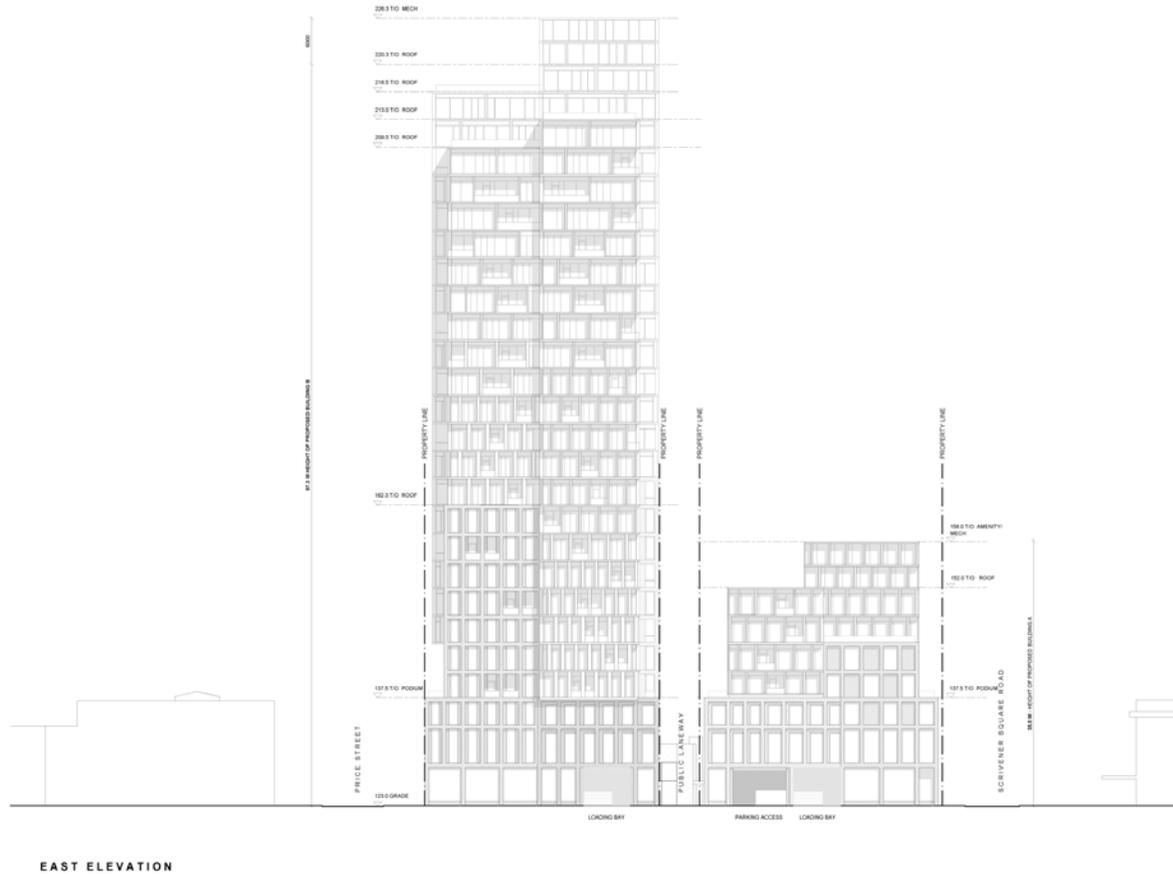



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<p><b>West Elevation</b>          Applicant's Submitted Drawing          Not to Scale          09/19/2017</p>	<p><b>5 Scrivener Square, 4 -10R Price Street,          1095 - 1107 Yonge Street</b></p> <p>File # 17 168095 STE 27 0Z</p>
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# Attachment 6: East Elevation

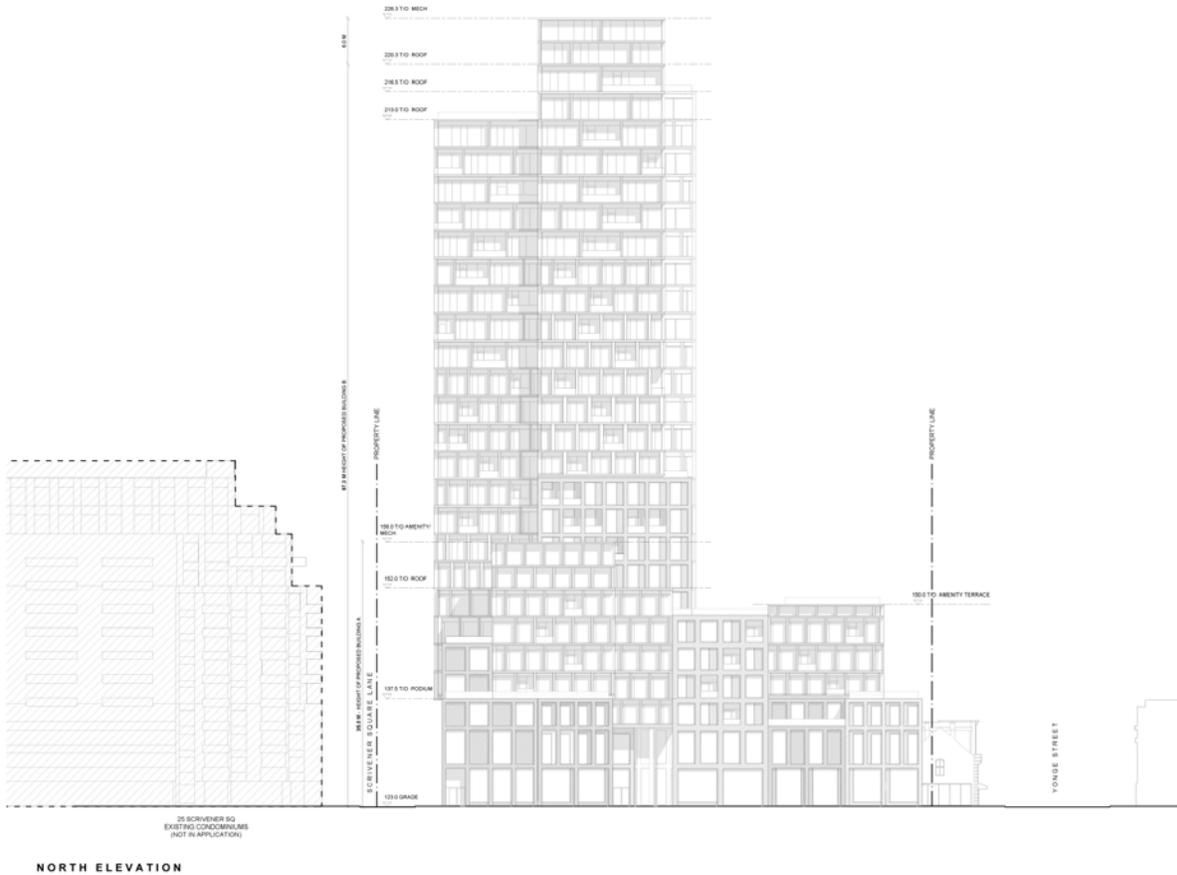



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<p><b>East Elevation</b>          Applicant's Submitted Drawing          Not to Scale          09/19/2017</p>	<p><b>5 Scrivener Square, 4 - 10R Price Street,          1095 - 1107 Yonge Street</b></p>	<p>File # 17 168095 STE 27 0Z</p>
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# Attachment 7: North Elevation



## North Elevation

Applicant's Submitted Drawing

Not to Scale  
09/19/2017

5 Scrivener Square, 4 - 10R Price Street,  
1095 - 1107 Yonge Street

File # 17 168095 STE 27 02



**Attachment 9: 3D Model**



**3D Model**

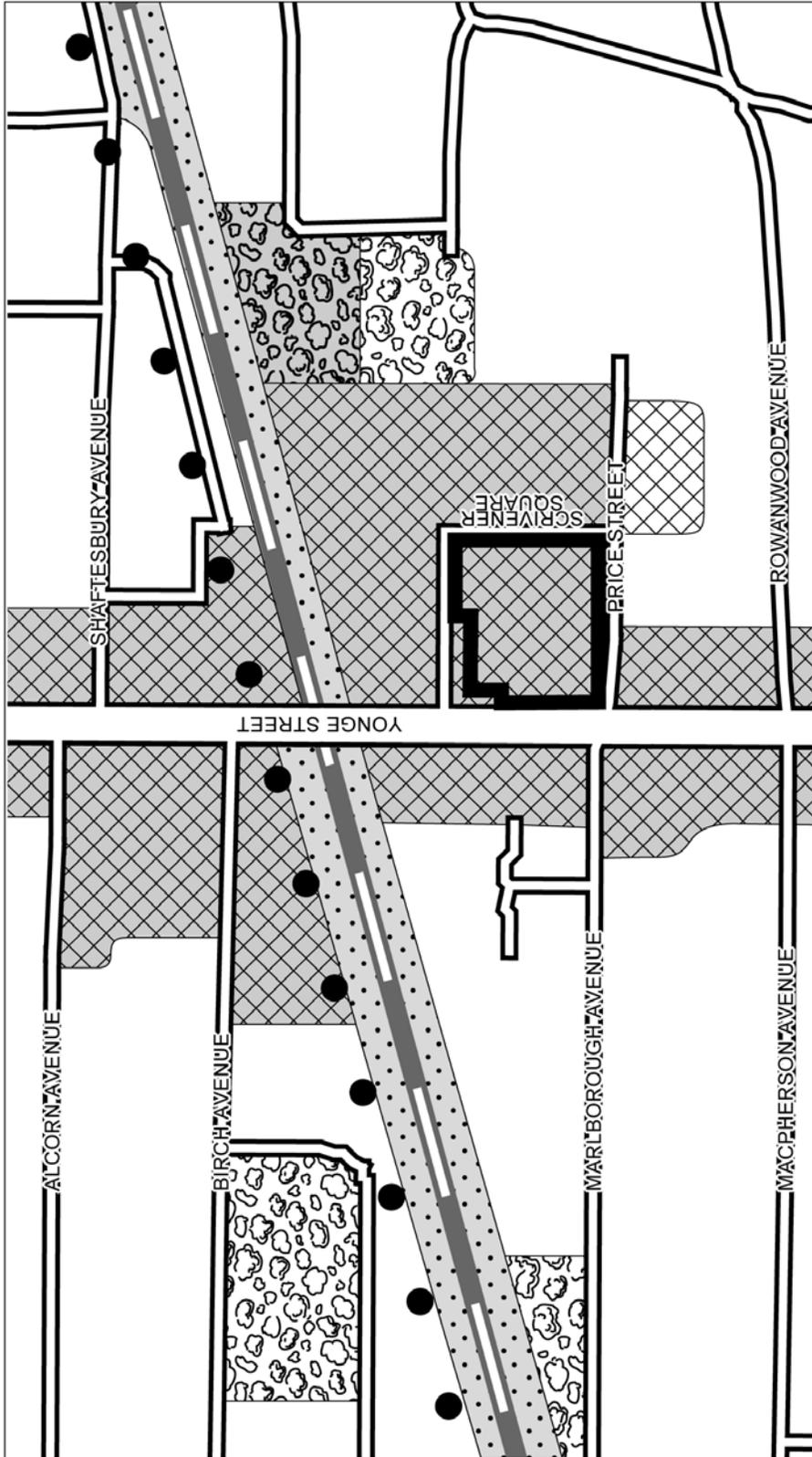
Applicant's Submitted Drawing

Not to Scale  
09/19/2017

**5 Scrivener Square, 4 - 10R Price Street,  
1095 - 1107 Yonge Street**

File # 17 168095 STE 27 0Z

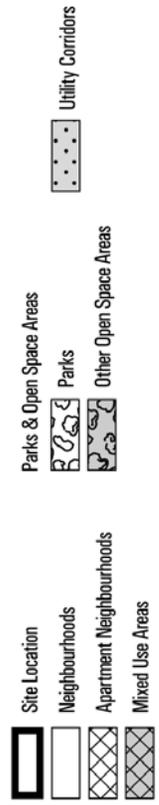
Attachment 10: Official Plan



Extract from Official Plan

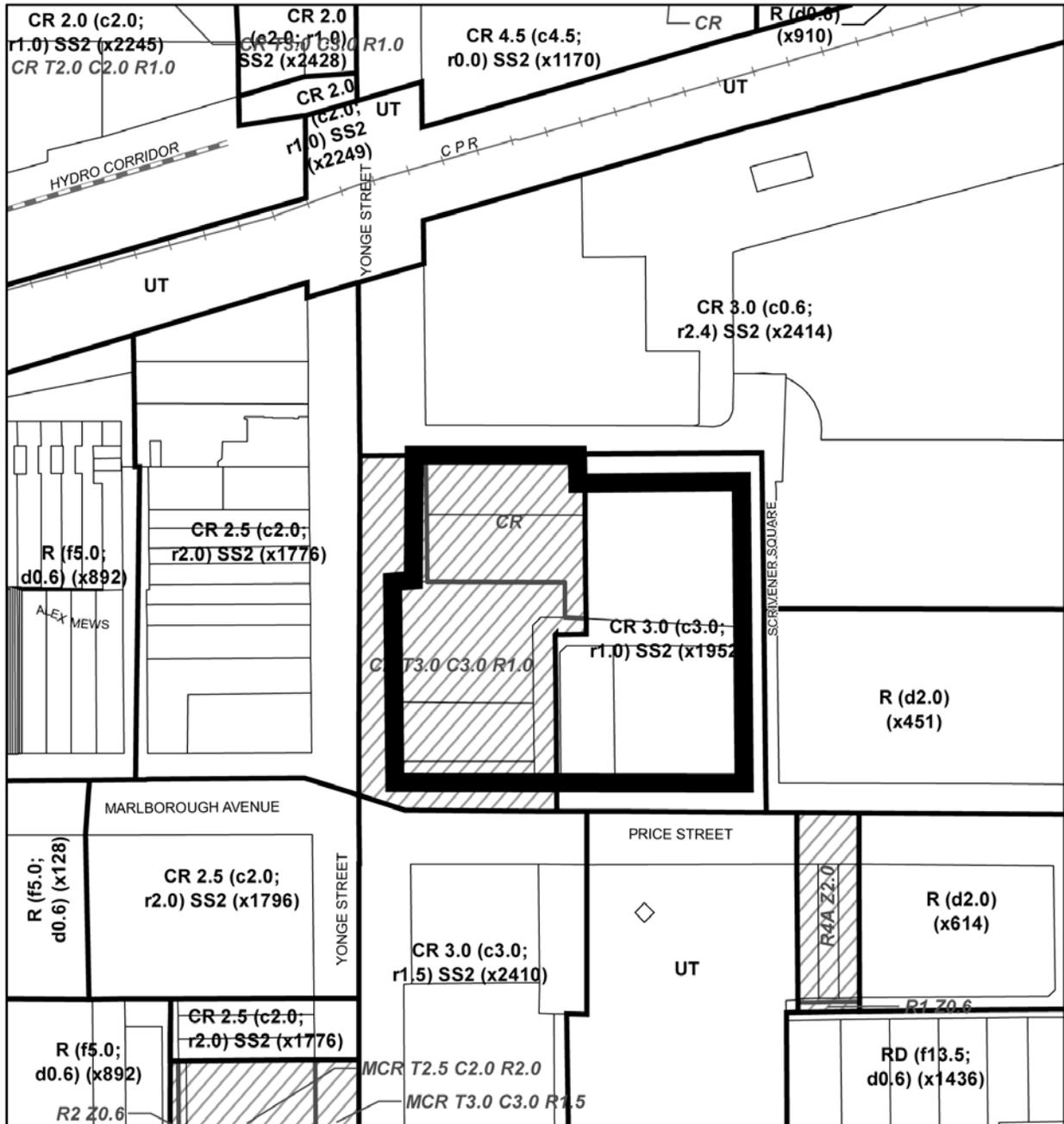
5 Scrivener Square, 4 -10R Price Street,  
1095 - 1107 Yonge Street

File # 17 168095 STE 27 0Z



Not to Scale  
09/19/2017

## Attachment 11: Zoning



**5 Scrivener Square, 4 - 10R Price Street, 1095 - 1107 Yonge Street**

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

File # 17 168095 STE 27 0Z



Location of Application



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

**R** Residential  
**RD** Residential Detached

**CR** Commercial Residential  
**UT** Utility and Transportation

**R1** Residential District  
**R2** Residential District  
**R4A** Residential District  
**CR** Mixed-Use District  
**MCR** Mixed-Use District



Not to Scale  
Extracted: 09/18/2017

## Attachment 12: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 168095 STE 27 OZ
Details	OPA & Rezoning, Standard	Application Date:	May 29, 2017
Municipal Address:	5 Scrivener Square, 4-10 & 10R Price Street & 1095-1107 Yonge Street		
Location Description:	PLAN 180E PT BLK 1 66M2315 BLOCK 4 **GRID S2704		
Project Description:	An 8-storey (35 metre) building and a 26-storey (97.3 metre) building with a total of 182 rental dwelling units, 3,085 square metres of non-residential floor area, and 164 vehicle parking spaces within an underground garage.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Diamond Corp	Diamond Corp	COBE Architects	Price Leaseholds LTD

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	SASP 206, 207, 208
Zoning:	CR (c3.0, r1.0) SS2 (x1952)	Historical Status:	Y
Height Limit (m):	11, 21	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	4450.2	Height: Storeys:	26
Frontage (m):	59.9	Metres:	97.3
Depth (m):	78.46		
Total Ground Floor Area (sq. m):	0		<b>Total</b>
Total Residential GFA (sq. m):	21,155	Parking Spaces:	164
Total Non-Residential GFA (sq. m):	6,245	Loading Docks	2
Total GFA (sq. m):	27400		
Floor Space Index:	6.16		

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	21,155	0
Bachelor:	0	Retail GFA (sq. m):	6,245	0
1 Bedroom:	48	Office GFA (sq. m):	0	0
2 Bedroom:	98	Industrial GFA (sq. m):	0	0
3 + Bedroom:	36	Institutional/Other GFA (sq. m):	0	0
Total Units:	182			

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Kevin Friedrich, Planner</b>	<b>Emily Rossini, Planner</b>
	<b>TELEPHONE:</b>	<b>(416) 338-5740</b>	<b>(416)397-4648</b>
	<b>EMAIL:</b>	<b>Kevin.Friedrich@toronto.ca</b>	<b>Emily.Rossini@toronto.ca</b>