

THE DOMUS GROUP
100-6021 Yonge St.
Toronto M2M 3W2
418 878 6016

April 23, 2017

To: The Mayor and all Councillors of TEYCC

c/o the City Clerk, Attention: Ellen Devlin

Emailed to: teycc@toronto.ca 3 pages + 9 = 12

Re: College Street Built Form Study and OPA 379

Re: Application No. 13 177789 SPS 00 TM

Re: Policy 533

Re: Public Meeting on May 2, 2017, agenda Item TE24.3

1. Our site is located at 291 College St. and 8R Oxford St. Because the depth is about 270 feet, this site is very suitable for a tall building, as defined in the OP. We are now preparing to soon file an application for a rezoning for a tall building on this site.

The site is a short walk to public transit stops, going east and west and north and south. All other amenities are a short walk away, or a short ride on transit.

2. REQUEST FOR A DEFERRAL:

The staff Report released on April 21, 2017 was supposed to have attached to it, as Attachment 3, the proposed Urban Design Guidelines(UDG), but nothing was attached.

It is now only one week before the scheduled vote by council on May 2, 2017. Interested parties do not have enough time to study the UDG and to be able to comment or make objections.

Therefore, we respectfully ask for a deferral until the next TEYCC meeting.

3. HEIGHT:

We respectfully submit that limiting height, west of Spadina Ave., to 20m should be rejected by council.

Such height in the Downtown area (as defined in the OP) is inconsistent with, and contrary to, provincial policy, including the Provincial Policy Statement, The Growth Plan for the Golden Horseshoe area, and even the Toronto OP.

Despite that College Street east of Bathurst St. is within the Downtown zone of the OP, where height is encouraged by provincial policies, this plan attempts to impose policies and restrictions that are normally imposed on "Avenues" (as defined in the OP) which are outside the Downtown zone.

We cannot understand why we see an application at 5959 Yonge St. for 40 storeys, in Vaughan for 55 storeys, which are far from Downtown Toronto, yet in Downtown, the City wants to impose a maximum of 9 to 19 storeys.

At Yonge-Gerrard, which is in Downtown, a 98 storey building is proposed.

Please see attached Schedule "A" for more details.

4. Alternative Plan :

We respectfully submit that a better plan would be as follows:

Character area B is too long, compared to the length of areas E and F combined.

Area B should be divided into two areas, which we will call B1 and B2, at Augusta Ave. B2 would be east of Augusta Ave. to its current limit.

B2 would be very similar in size and location to Area E.

There is no good reason to allow more height on the east side of Spadina than the west side of Spadina. There no such difference in the OP. Both east and west of Spadina are inside the Downtown zone. Only west of Bathurst St. is there a different zone in the OP, with less height allowed.

Therefore, we respectfully submit that B2 should have the exact same permissions (including maximum height allowed) and restrictions as area E.

To support more than 9 storeys in B2, please see attached as Schedule "D"

a partial "avenue segment study" by Mark Sterling, a very respected planner, architect and urban designer, which recommends 8 storeys at Augusta Ave. and then further east, 15 storeys and then 20 storeys at the corner of College-Spadina.

Please see attached Schedule "B" which is a diagram of the proposed limits of B1 and B2.

5. We also respectfully object to the maximum height allowed in Character Area C.

A much better plan would be to copy Toronto OP Special Policy 211 (see attached Schedule "C") and make a plan with a height peak of 90 metres (29 storeys) at the major intersection of College and Spadina, which is a major intersection of two wide roads, and having "height ridges" (defined) of lesser height, going north, east and west of the height peak.

An example to follow is the 29 storey building at the corner of Bathurst and Bloor St West, on the former Honest Ed's site. This height is allowed despite the fact that the Bathurst-Bloor site is outside the "Downtown" zone of the OP, which usually gets approval for less height than in the Downtown zone.

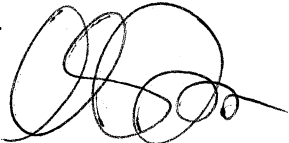
6. The Downtown Vision Height map of the Tall Building Guidelines, allows a 35 storey building at the three corners of Bloor-Spadina. The same height should be allowed at College-Spadina.

8 The Proposal which limits height to 30m in Character area B is not good planning and is not in the public interest. Also, it is not consistent with, and is contrary to, the Provincial Policy Statement, the Growth Plan for the GTGH, the Toronto OP, and other provincial policy statements. The proposed OPA should be rejected by Council.

Yours truly,1

1709492 Ontario Limited,

Per

A handwritten signature in black ink, appearing to be 'M. Domovitch', written over a circular stamp or seal.

M. Domovitch, LL.B., President

5 Planning Framework

The subject ~~area~~^{area} is subject to Provincial and local municipal planning policies contained in the following statutory planning documents and guidelines:

- Provincial Policy Statement 2014;
- Places to Grow: Growth Plan for the Greater Golden Horseshoe;
- The Big Move – Transforming Transportation in the Greater Toronto and Hamilton Area;
- Toronto Official Plan
- Tall Building Design Guidelines & Downtown Tall Buildings: Vision and Supplementary Design Guidelines
- Bloor-Yorkville/North Midtown Urban Design Guidelines
- Toronto Zoning By-law 438-86;
- Toronto Zoning By-law 569-2013.

The following sections review and analyze the proposed development in the context of the above noted policy and guideline documents.

5.1 Provincial Policy Statement

The Provincial Policy Statement, 2014, ("PPS") came into effect April 30, 2014, and is meant to provide direction on matters of Provincial interest related to land use planning and development. The document, through the Planning Act, directs that decisions affecting planning matters "shall be consistent with" the policy statement.

The PPS supports intensification, and contains policies that encourage a mixing of uses, especially where redevelopment occurs within existing urban areas, and where services and infrastructure already exist to support growth. The following policy directives in the PPS are relevant to the proposed development:

Section 1.1.1 states that "healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns [...];
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs [...]"

Section 1.1.3.2 states that "land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources" and "a range of uses and opportunities for intensification."

Section 1.1.3.3 directs planning authorities to "identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."

Section 1.4.3 directs planning authorities to "provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- b) permitting and facilitating all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, [...] and all forms of residential intensification [...];
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety."

The subject site is located within a defined Settlement Area in close proximity to higher order transit. The proposed development represents an efficient use of land, infrastructure, and public service facilities through intensification within the existing urban area where such intensification is anticipated and desirable. It will also expand the range of housing options within Downtown Toronto.

5.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), prepared by the Ministry of Public Infrastructure Renewal, initially took effect on June 16, 2006, and was established under the Places to Grow Act, 2005, for municipalities within the Greater Golden Horseshoe. The Growth Plan, as amended to June 2013, contains a set of policies to manage growth to the year 2041 and is to be read in conjunction with the PPS. Notwithstanding, the Growth Plan prevails where there is a conflict with the PPS.

The cornerstone of the Growth Plan relates to its vision for the region as it could be in 2041. Broadly, the Growth Plan envisages the Greater Golden Horseshoe as being "a great place to live", offering "a wide variety of choices for living" in "thriving, liveable, vibrant and productive urban and rural areas". These broad-brush goals are contingent upon the implementation of, and adherence to, a set of core guiding principles. Chief among these guiding principles is the development of "compact, vibrant and *complete communities*", and "optimiz[ing] the use of existing and new infrastructure to support growth in a compact, efficient form".

The subject site is located within the Downtown Toronto Urban Growth Centre (Figure 4), in proximity to multiple major transit station areas (generally defined as a 500 metre radius from a transit station) and intensification corridors (mixed use development areas along major roads and higher order transit corridors) which are intended to accommodate increased residential and employment densities which support existing and planned transit service levels (Figure 5).

Vision for 2041

Section 1.2 provides the overarching vision for the Greater Golden Horseshoe, namely that "its communities will be supported by the pillars of a strong economy, a clean and healthy environment and social equity".

Section 1.2.2, Guiding Principles, provides the basis for guiding decisions on how land is developed, including the following:

- Build compact, vibrant and complete communities.
- Plan and manage growth to support a strong and competitive economy.
- Optimize the use of existing and new infrastructure to support growth in a compact form.
- Provide for different approaches to managing growth that recognize the diversity of communities in the GGH.

Where and How to Grow

Section 2 sets the context for where and how growth is to be accommodated in the Greater Golden Horseshoe. More specifically, Section 2.2.2.1 provides that population and employment growth will be accommodated by:

- a) directing a significant portion of new growth to the built-up areas of the community through *intensification*;
- d) reducing dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments;
- e) providing convenient access to inter-city transit;
- g) planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling; and,
- h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.

Section 2.2.3, General Intensification, notes that "by the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper and single-tier municipality will be within the built-up area." Section 2.2.3.6 lists the policies and strategies with which municipalities are to implement their intensification targets. In particular, subsection (e) recognizes "*urban growth centres, intensification corridors and major transit station areas* as a key focus for development to accommodate *intensification*". Other relevant policies in Section 2.2.3.6 with respect to *intensification* include the following:

- b) encourage *intensification* generally throughout the built-up area;
- f) facilitate and promote *intensification*;
- g) identify the appropriate type and scale of development in *intensification* areas;

- h) include density targets for *urban growth centres* where applicable, and minimum density targets for other *intensification* areas consistent with the planned transit service levels, and any transit-supportive land use guidelines established by the Government of Ontario;
- i) plan for a range and mix of housing, taking into account affordable housing needs.

Section 2.2.3.7 notes that "all *intensification* areas will be planned and designed to:

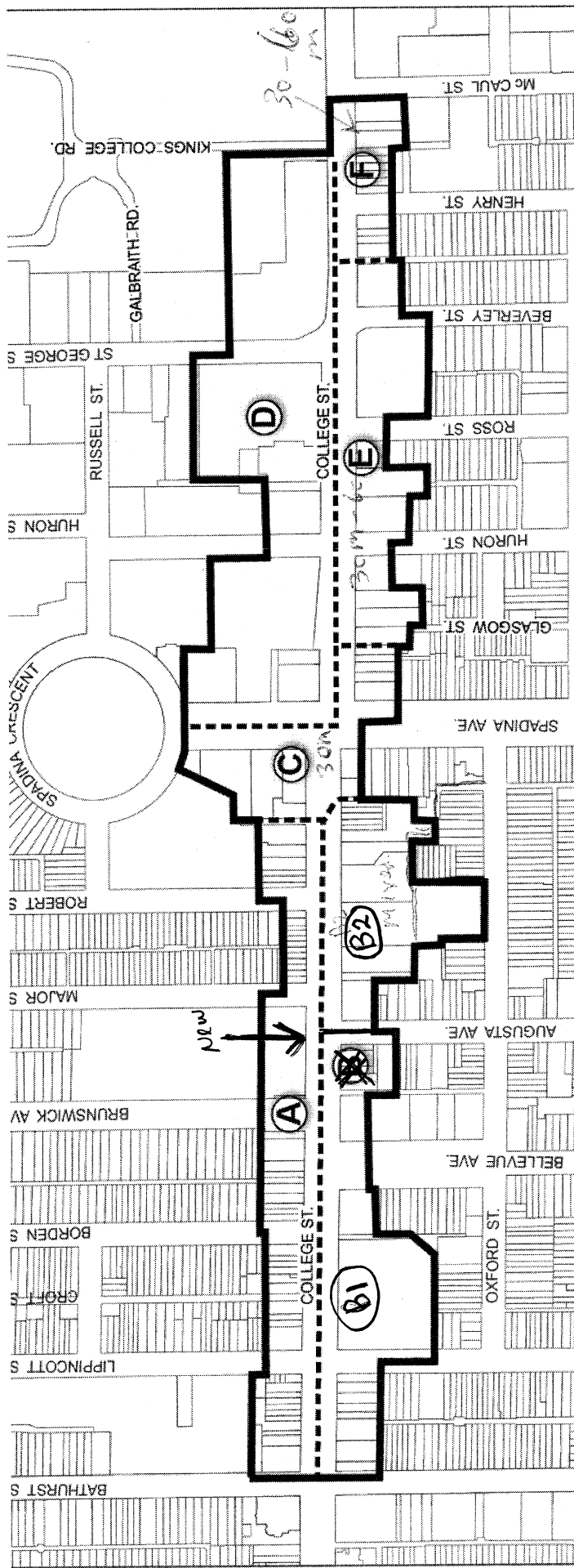
- a) cumulatively attract a significant portion of population and employment growth;
- b) provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
- c) provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- d) support transit, walking and cycling for everyday activities;
- e) generally achieve higher densities than the surrounding areas; and
- f) achieve an appropriate transition of built form to adjacent areas.

Section 2.2.4, entitled "Urban Growth Centres", identifies locally, regionally, and provincially significant areas that are planned to accommodate major population and employment growth and act as focal points for investment in institutional and public services as well as commercial, recreational, cultural and entertainment uses. As noted previously, the subject site is located within the Downtown Toronto urban growth centre.

Policy 2.2.4.5a) provides that "*urban growth centres* will be planned to achieve, by 2031 or earlier, a minimum gross density target of 400 residents and jobs combined per hectare for each of the *urban growth centres* in the City of Toronto." Downtown Toronto is one of five urban growth centres in the City of Toronto.

Section 2.2.5, entitled "Major Transit Station Areas and Intensification Corridors", provides that major transit station areas will be "planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; and a mix of residential, office, institutional, and commercial development wherever appropriate." The Growth Plan defines major transit station areas as "the area including and around any existing or planned higher order transit station within a settlement area [and that] station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk".

Schedule "B"



Schedule "B"



Character Areas

A 16m (Exclude 194)

B 30m " Apr 20/17

C 30m

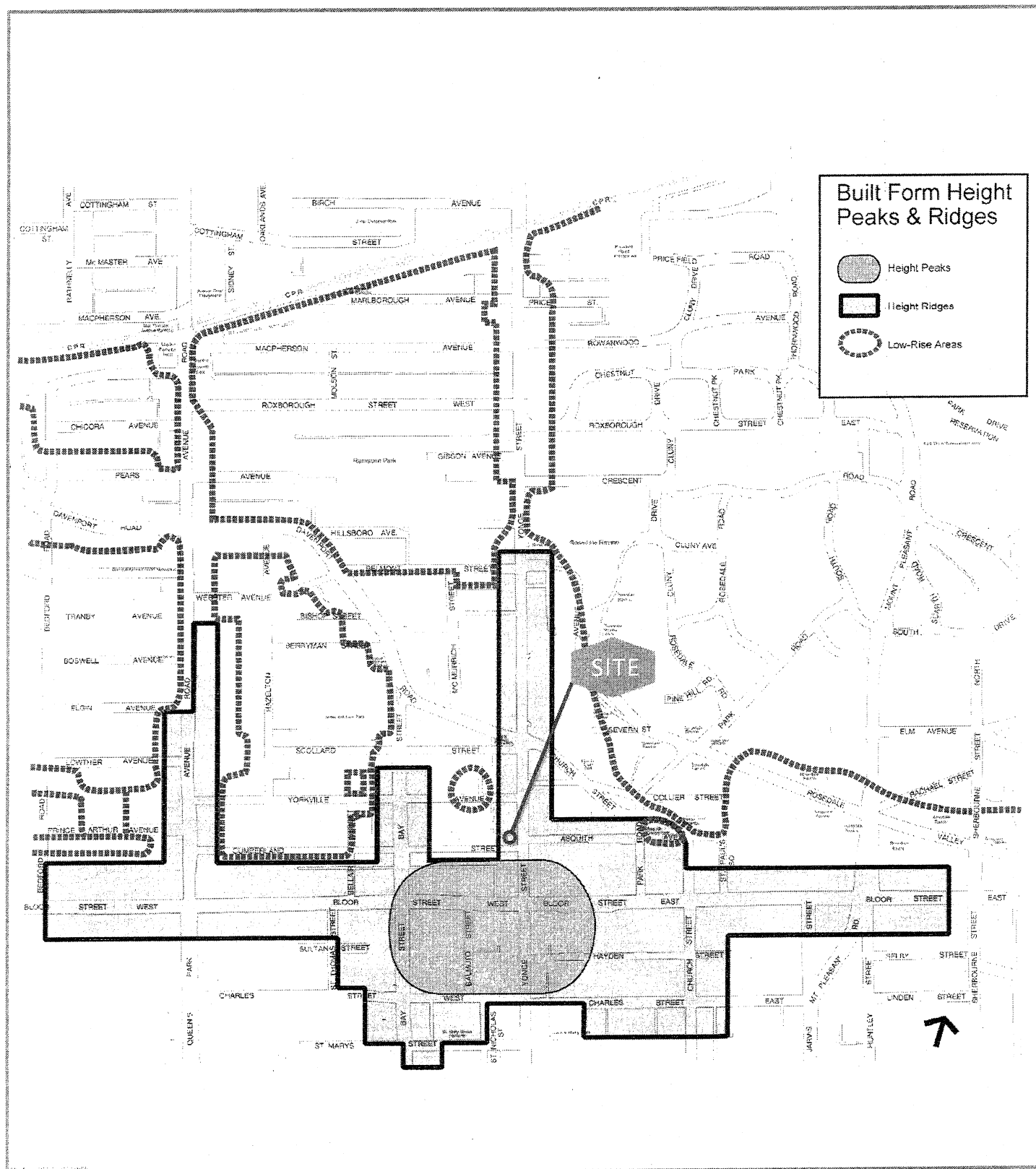
E 30m or 60

28/37

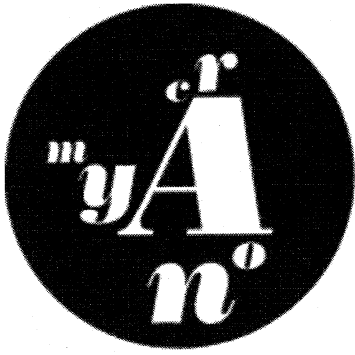
College Street Study

File # 13 177789 STE 00 TM

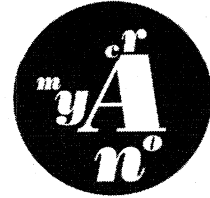
Schedule "C"



Schedule "D"



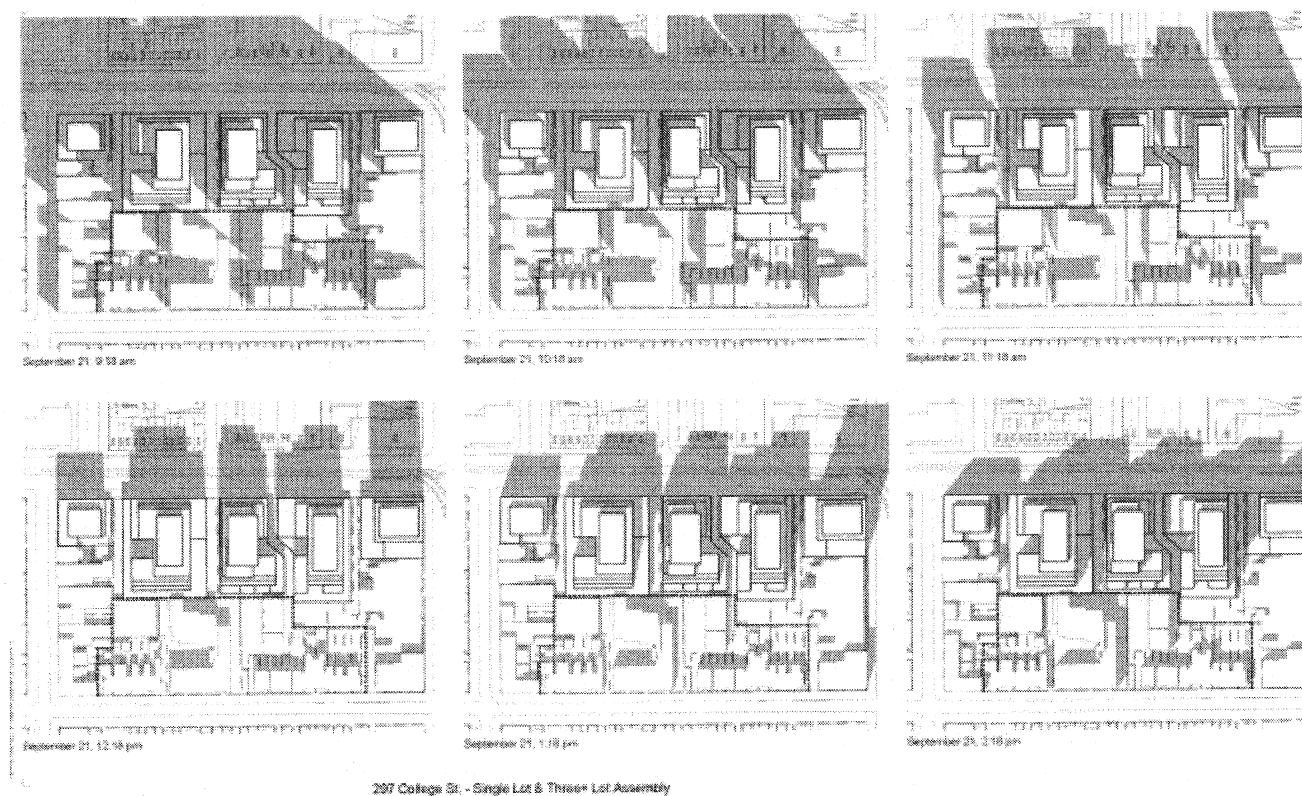
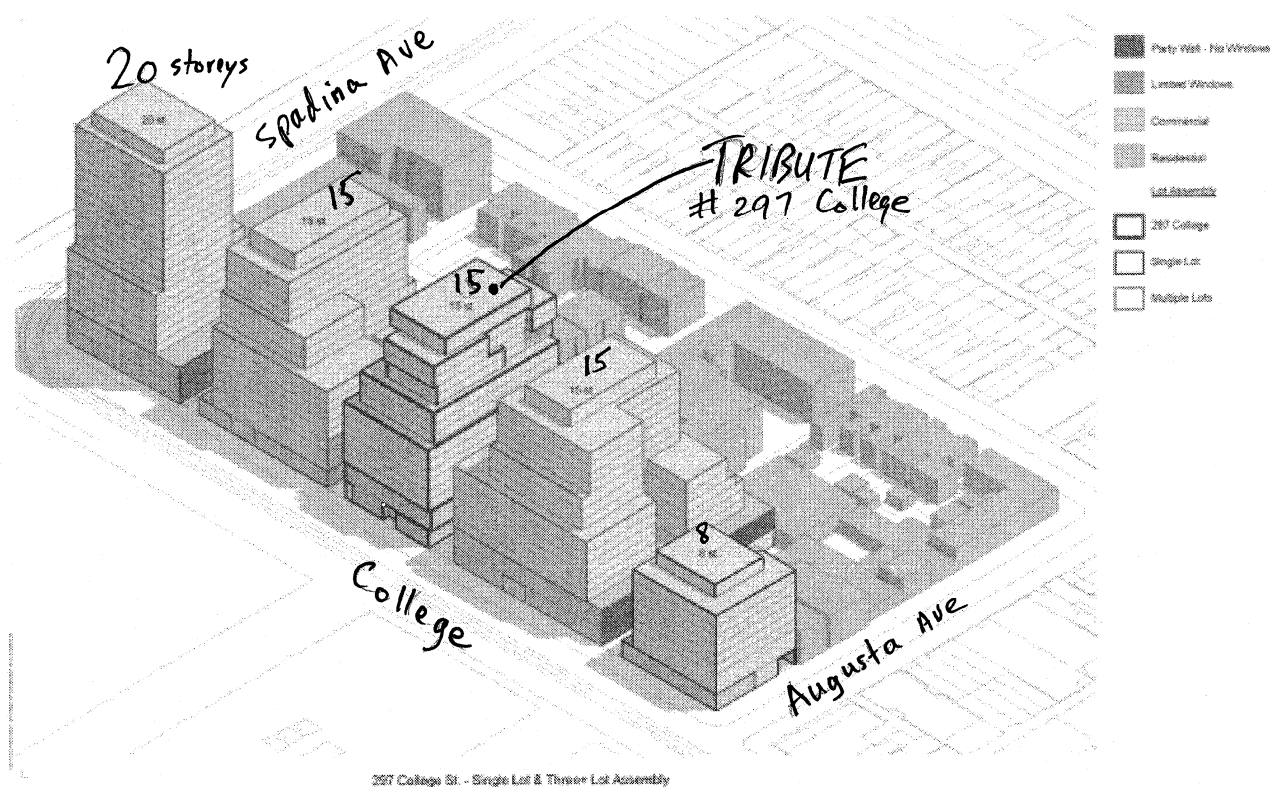
Acronym
Urban Design & Planning



- [HOME](#)
- [ABOUT](#)
- [SERVICES](#)
- [PROJECTS](#)
- [BLOG](#)
- [CONTACT](#)

Select Page

297 COLLEGE STREET URBAN DESIGN STUDIES



Mark Sterling and Armstrong Hunter & Associates were retained by Tribute to provide professional planning and urban design services and to prepare a Planning and Urban Design Rationale Report evaluating and in support of Rezoning and Site Plan applications to implement a proposed 15 storey mixed use redevelopment at 297 College Street, an under-

"297 College St. Acronym"

utilized property just west of Spadina Avenue in Downtown Toronto.

The lack of adjacent building context (or specific urban design built form policy framework) meant that the building had to be designed from first principles. A partial “avenue segment study” was carried out for the College Street lands between Augusta and Spadina Avenue, which are most directly adjacent and relevant to the subject property in order to investigate potential future contexts for the proposal.

A strong street wall “base” was created at the street line at 8 storeys or 29.3m, that is less than the width of College Street (30m). The proposed building massing creates an appropriate street proportion and appropriate transitions to existing and planned buildings. The upper building elements are setback from all property lines, generally in increasing amounts as the building gets taller.

Client

Tribute Communities (Tribute College Street Limited)

Location

Toronto, Ontario

Services Provided

Urban Design Focused Project Input;
Development Feasibility Analysis;
3D Digital Visualization and Urban Information Modeling;
Official Plan and Zoning Bylaw Amendments.

Credits

Core Architects;
Mark Sterling – urban design partner in charge Sweeny Sterling Finlayson &Co;
Armstrong Hunter & Associates – Land Use Planning;

- Search

Search..

- Location



Map data ©2017 Google