

794 Gerrard Street East - Zoning Amendment - Request for Direction Report

Date:	March 29, 2018
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Ward 30 – Toronto-Danforth
Reference Number:	16 270566 STE 30 OZ

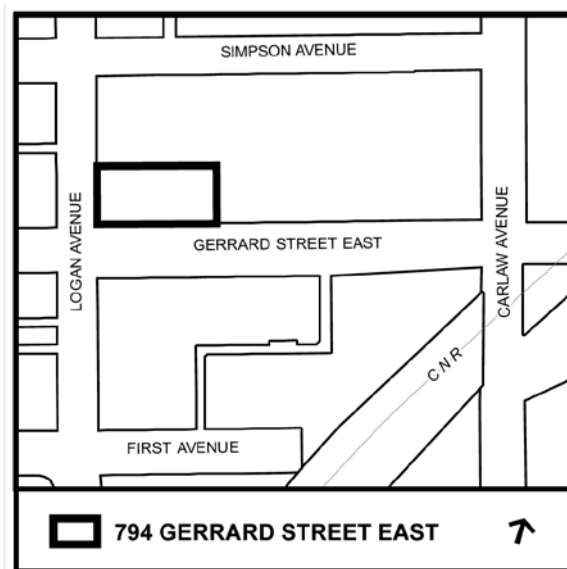
SUMMARY

This application proposes the construction of a 6-storey mixed-use building containing 58 residential units and 650 square metres of retail at grade. The application includes 38 parking spaces in a parking stacker and 62 bicycle parking spaces accessed via Logan Avenue. The proposed density is 3.58 times the lot area.

The applicant has appealed the application to the Ontario Municipal Board (OMB) due to Council's failure to make a decision within the time prescribed by the *Planning Act*. The hearing is scheduled to commence May 29, 2018.

The purpose of this report is to recommend directions to City Council's with respect to its position at the upcoming Ontario Municipal Board hearing.

City staff continue to work with the applicant in regards to a number of unresolved technical issues. Staff are requesting City Council direction to continue these discussions and if unresolved, to attend the Ontario Municipal Board to oppose this development.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council authorize the City Solicitor and appropriate staff to continue discussions with the applicant in an attempt to resolve the following technical issues and as set out in greater detail in the report regarding 794 Gerrard Street East from the Acting Director of Community Planning, Toronto and East York District dated March 29, 2018, and if the issues are successfully resolved, that City Council direct the City Solicitor together with the appropriate staff to attend the Ontario Municipal Board hearing in support of the application in its amended form:
 - a. submission and acceptance of revised plans that provide the required number of accessible parking spaces to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services and the Chief Planner and Executive Director, City Planning;
 - b. submission and acceptance of a Functional Plan that confirms the proposed street reconfiguration of the south portion of Logan Avenue between Gerrard Street and the private lane to the north of the property to a two-way street is acceptable to the satisfaction of the Chief Engineer and Executive Director, Engineering & Construction Services;
 - c. submission and acceptance of revised landscape plans to the satisfaction of the General Manager, Parks, Forestry & Recreation.
2. In the event that negotiations with the applicant to resolve the issues outlined in this report regarding the property at 794 Gerrard Street East from the Acting Director, Community Planning, Toronto and East York District dated April 3, 2018 are unsuccessful, City Council direct the City Solicitor, together with the appropriate staff to attend the Ontario Municipal Board hearing to oppose the Zoning-Bylaw Amendment in its current form.
3. In the event that the Ontario Municipal Board allows the appeal in whole or in part, City Council direct the City Solicitor to request the Ontario Municipal Board to withhold the issuance of its final Order until:
 - a. the final form of the Official Plan Amendment and Zoning By-Law Amendment are prepared to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
 - b. submission and acceptance of a revised Site Servicing & Stormwater Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

- c. the applicant pay for and construct, or enter into a financially secured agreement to secure, any necessary improvements to the municipal infrastructure in connection with the Functional Plan, and Site Servicing & Stormwater Report, to be submitted for review and acceptance by the Chief Engineer and Executive Director, Engineering & Construction Services.

Financial Impact

There are no financial implications resulting from the adoption of this report.

ISSUE BACKGROUND

Proposal

The applicant proposes to construct a 6-storey mixed-use building with 650 square metres of retail at grade and 5 storeys of residential containing 58 dwelling units. The overall height of the building is 22 metres with a gross floor area of 6,053 square metres. The proposed density is approximately 3.77 times the lot area.

The ground floor will be occupied by two retail units, both of which provide pedestrian access from Gerrard Street East. The proposed development would relocate the Beer Store which currently occupies the site to within the ground floor retail.

The breakdown of the proposed 58 dwelling units is as follows:

Unit Type	Number of Units
1 Bedroom	1
1 Bedroom + den	8
2 Bedroom	41
2 Bedroom + den	7
3 Bedroom	1
Total	58

Outdoor amenity space is proposed on both the second and top floors, totalling 128 metres (approximately 2.2 square metres per unit). 62 square metres of shared indoor amenity space is proposed on the second floor.

The application includes 38 parking spaces in a parking stacker, which is accessed via a private 6.0 metre driveway off of Logan Avenue. The revised plans now include 2 parking spaces for the retail and visitor component. No accessible parking spaces have been provided. There are 56 bicycle parking spaces proposed on site. The application also proposes to change the southern portion of Logan Avenue to a two-way street to facilitate access to the site. The proposal includes a shared Type "G/B" loading space to service the proposed development.

See Attachment Nos.1-5 for drawings of the proposal and Attachment No.8 for the application data sheet

Site and Surrounding Area

The subject site is located on the northeast corner of Gerrard Street East and Logan Avenue. The site has an overall area of approximately 1,612 square metres and is currently occupied by a single-storey building (Beer Store) with surface parking located on the east side of the site.

Uses surrounding the site include:

North: A private laneway that provides access to a four-storey townhouse complex, which is designated as mixed use. Further north there is a detached dwelling that is designated as mixed use, and semi-detached dwellings fronting onto Logan Avenue.

South: Two- and three-storey mixed use buildings fronting on Gerrard Street. Further south is First Avenue which is designated as part of the Riverdale Heritage Conservation District.

East: Three-storey mixed-use buildings and two-storey residential dwellings fronting on Gerrard Street East.

West: Two-storey mixed-use buildings fronting on Gerrard Street East.

Provincial Policy Statement and Provincial Plans

Section 2 of the *Planning Act* outlines matters of provincial interest, which City Council shall have regard to in carrying out its responsibilities. The matters include:

- the orderly development of safe and healthy communities;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the conservation of features of significant architectural, cultural, historical and archaeological or scientific interest;
- the appropriate location of growth and development; and
- the promotion of a built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Provincial Policy Statement (2014) (the "PPS") 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 types and affordability to meet projected requirements of current and future residents; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit;
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character; and
- Providing that significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. 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 PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

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;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving heritage resources in order to foster a sense of place and benefit communities, particularly in strategic growth 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.

Official Plan

The site is located within an area identified as an Avenue as shown on Map 2 – Urban Structure of the Official Plan.

Section 2.2.3 of the Official Plan addresses lands located on *Avenues*, which are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each *Avenue* will be established through a local *Avenue* study, created in consultation with the local community. However, according to Policy 3.a) within Section 2.2.3, "development may be permitted on the *Avenue* prior to an *Avenue* study and will be considered on the basis of all the policies of this plan." In addition, according to Policy 3.b), where an *Avenue*

study has not taken place, development that has the potential to set a precedent for future development applications on an *Avenue* will require the submission of an *Avenue* segment study to be completed by the owner/applicant. The segment study shall address the requirements of Policy 3.b) of Section 2.2.3.

The Official Plan designates the property as *Mixed Use Areas*, which are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

The Plan provides development criteria for *Mixed Use Areas* that include:

- 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;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- provide an attractive, comfortable and safe pedestrian environment;
- 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.

While the properties directly to the north are designated as *Mixed Use*, the site is in close proximity to properties that are designated as *Neighbourhoods* in the Official Plan, which are considered to be physically stable areas. Policy 2 of Section 2.3.1 – "Healthy Neighbourhoods" states that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- Be compatible with those *Neighbourhoods*;
- Provide a gradual transition of scale and density through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;

- Maintain adequate light and privacy for residents in those *Neighbourhoods*; and
- Attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*;

Avenues & Mid-Rise Buildings Guidelines

Toronto City Council at its meeting of July 8, 2010 adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this study is to encourage future intensification along Toronto's "Avenues" that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings.

The Avenues and Mid-Rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance pertaining to size, shape and quality of mid-rise buildings and are intended to implement Section 2.3.1 of the Official Plan. The Mid-Rise Guidelines apply to this development. In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable.

Among other matters, the Addendum provides clarification regarding use of the Guidelines within Secondary Plan Areas, as well as specific land use and street frontage criteria which must be met prior to applying the Performance Standards to mid-rise proposals not located on an *Avenue*.

The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as City Council considers and adopts updated Mid-Rise Building Design Guidelines.

Zoning

The site is zoned MCR T2.5 C1.0 R2.5 in the former City of Toronto Zoning By-law 438-86, which permits a wide range of residential and non-residential uses including apartment buildings, triplexes, row houses, live-work units, retail stores, restaurants, offices, and institutional and community services. The maximum permitted density is 2.5 times the area of the lot and a maximum height permission of 14 metres.

This site is zoned CR 2.5 (c1.0; r2.5) SS2 (x1579) in the new Zoning By-law 569-2013 which is currently under appeal. This zoning permits a wide range of residential and non-residential uses at a maximum density of 2.5 times the area of the lot and at a maximum height of 14 metres.

Site Plan Control

The proposed development is subject to Site Plan Control. An application for Site Plan control has been submitted and is being processed concurrently with the subject application.

Community Consultation

City Planning hosted a community consultation meeting on May 18, 2017 which was attended by approximately 30 members of the public. Concerns raised at the meeting were generally related to building height and massing, sufficient community facilities within the area to support the increase in population, and local infrastructure. In addition, community members were concerned with the cumulative impact of traffic in the area, particularly on the adjacent residential streets. The majority of attendees felt that the number of proposed parking spaces proposed was insufficient.

A further Community Information meeting was held on March 26, 2018. The purpose of the meeting was to present the current proposal to local community members and to provide them information about the Ontario Municipal Board hearing process and how they could choose to participate. Approximately 25 members of the public attended. Community members expressed concerns regarding the amount of commercial and residential visitor parking provided in the proposal, the functionality of the parking stacker for residential parking, and the impact of the proposal on the availability of on-street parking in the area. Questions were raised regarding the ability of trucks to access the proposed loading space and the suitability of Logan Avenue for two-way operation for the segment of the street between Gerrard Street East and the proposed driveway. Concerns were expressed about the height and density of the proposed development and its impact on and compatibility with the character of the surrounding neighbourhood. A specific concern was also raised with the massing of the proposal in relationship to adjacent existing development on Gerrard Street East. Some attendees expressed support for the proposal and stated that the development was appropriately scaled, would provide housing options, and would be an improvement to Gerrard Street East.

COMMENTS

Provincial Policy Statement and Provincial Plans

The PPS requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment,

promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of public transit.

This application is consistent with the Provincial Policy Statement (PPS) direction of intensification to achieve growth and urban vitality while making efficient use of existing infrastructure. The application also complies with policies of the PPS that require new development to be directed to appropriate locations for growth.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Avenue Segment Study

The applicant has submitted an Avenue Segment Study as required by the Official Plan. The analysis was for properties fronting on Gerrard Street between Broadview Avenue and Carlaw Avenue. In total a 850 metre section of Gerrard Street was reviewed to assess the impacts of incremental development of this segment.

The Segment Study identified two "soft" sites based on criteria consistent with the City's Avenues and Mid-Rise Building Guidelines, which could have potential for redevelopment. The Segment Study estimated that if both sites developed based on adopted criteria from the Mid-Rise Guidelines, approximately 122 units could be added to this segment of Gerrard Street.

City Planning staff are satisfied that the proposed development satisfies the criteria set out in Policy 2.2.3.3 b) and c) of the Official Plan, as the development supports and promotes the use of transit, contributes to a range of housing options, contributes to a range of housing options, contributes to an attractive, safe and comfortable pedestrian environment, is served by adequate parks, community services, infrastructure, and will

incorporate environmentally sustainable building design and construction practices. Staff note that in addition to the "soft sites" identified in the Segment Study, an active development application for 41 stacked townhouse units is under review at 485 Logan Avenue, in the vicinity of the subject site.

Land Use

The Official Plan states that lands designated as *Mixed Use Areas* are intended to achieve a multitude of planning objectives by combining a broad array of residential, office, retail and service uses. *Mixed Use Areas* are intended to be areas which allow residents to live, work and shop in the same area, giving individuals an opportunity to be less dependent upon their automobiles, while creating districts along transit routes that are animated, attractive, and safe. The subject property is located in an area with a mix of residential and commercial uses. As such, the proposed mix of residential and commercial uses is consistent with the land use provisions of the Official Plan, the Zoning By-law and existing land uses in the area.

Height and Massing

Official Plan Section 2.3.1 – Healthy Neighbourhoods provides policy direction on development in *Mixed Use Areas*. The performance standards of the Avenues and Mid-Rise Buildings Guidelines provide guidance pertaining to size, shape and quality of mid-rise buildings that are intended to implement this section of the Official Plan. The proposed development has been reviewed against policies from the Official Plan, particularly pertinent policies from Sections 2.2.3, 2.3.1, 3.1.1, 3.1.2, and 4.5, and the pertinent performance standards from the Mid-Rise Guidelines, including the performance standards addendum.

An important consideration in determining the appropriate height for mid-rise buildings on *Avenues* is the existing right-of-way (ROW) width of the adjacent *Avenue*. The proposed building should not exceed the 1:1 ratio the ROW of Gerrard Street. In this case, the planned ROW width of Gerrard Street East in the City's Official Plan is 20 metres. However, the actual ROW width along this block of Gerrard Street is 24 metres. The proposed building has a maximum height, excluding the mechanical penthouse, of 22 metres (25.7 metres to the top of the mechanical penthouse). While the height of the proposed building is 2 metres above the planned ROW width of Gerrard Street, it is below the actual existing ROW width. Furthermore, the additional height does not result in additional shadowing and does not negatively impact the existing and planned character of Gerrard Street East.

As a measure of controlling height and massing on the *Avenues*, the Mid-Rise Guidelines recommends that buildings meet a 45-degree angular plane adjacent to the main *Avenue* and flanking street for a corner lot. The applicant has revised the proposed development so that the building fits almost entirely within the required angular planes, with a small portion of the glass balcony on the 5th floor protruding into the front angular plane by approximately 50 centimetres.

The properties directly to the north of the site are designated as Mixed Use. The applicant has provided the appropriate separation distance from both of these properties.

In addition to transition, the proposed building has been massed and designed to fit harmoniously within the existing and planned context for Gerrard Avenue East. The building is sculpted with a series of setbacks to address shadow and privacy impacts. The applicant has made a number of revisions to the building elevations to reflect the existing context of the area. A number of vertical elements have been introduced to break up the massing of the building and provide a vertical rhythm along Gerrard Street. The building provides appropriate materiality, particularly the use of brick and glazing to minimize the massing of the building. The ground floor height has been significantly reduced so that the proposed building appropriately frames the street.

Sun and Shadow

The Official Plan states that development in *Mixed Use Areas* will locate and mass new buildings to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes.

Planning staff have reviewed the applicants shadow study for March/September 21st between 9:18 AM and 6:18 PM. The study confirms that the resulting shadows are adequately limited when compared to what would be created by a building constructed under the as-of-right zoning envelope. The resulting shadow impacts are acceptable.

Streetscape

An important consideration for new development in *Mixed Use Areas* is its interface with the public realm and existing pedestrian network. The owner has provided a building setback to allow a minimum 4.8 metre sidewalk which is consistent with City's Mid-Rise Guidelines. The proposed sidewalk width provides for sufficient sidewalk width to provide for a curb area, space for trees, street furniture and a clear sidewalk width of at least 2.1 metres.

The proposed development has been designed to provide a fully active façade along Gerrard Street East. The residential condominium entrance is located on the southeast corner of Gerrard Street. In addition there are 2 retail units proposed, both with entrances off Gerrard Street, providing for a continuous, wrapped active façade that will allow for a mix of non-residential uses and activities at-grade.

In response to concerns raised by City Planning staff, the height of the ground floor for retail has been significantly reduced and is proposed at approximately 5 metres. The smaller reduced ground floor height will provide an appropriate context for pedestrians that is consistent with the heights of ground floor uses on Gerrard Street East and will reinforce the existing horizontal articulation along this section of Gerrard Street East.

The applicant has proposed planting several street trees along both the Logan Avenue and Gerrard Street frontage to further improve the existing public realm. Urban Forestry has reviewed the proposed landscape plans and requires additional revisions including additional trees to be planted on the Logan Avenue frontage.

Unit Mix

Among the principles noted in Chapter 1 of the Official Plan is the provision of housing choices for people of all stages of their lives which involves providing larger family oriented units. Although several 2-bedroom units are proposed, there is currently only one 3-bedroom unit proposed within the unit mix. City Planning encourages the application be revised to increase the number of three bedroom units. City Planning general seeks to achieve a unit-mix that includes 10% of units as 3-bedroom units in new multi-residential development.

Traffic Impact, Access and Parking

A number of issues require resolution with respect to vehicular access and loading for the proposed development.

In support of their development application, the applicant submitted a transportation study prepared by nexTrans. The study estimates that the proposed development would generate approximately 21 and 25 two-way trips during the weekday AM and PM peak hour, respectively. Transportation Services staff generally agree with the study's conclusion that the traffic impacts from the proposal are minimal and acceptable.

Vehicular access to the site is proposed via a private driveway off Logan Avenue. The applicant is proposing to change the one-way northbound operation of Logan Avenue to two-way operation, for the portion of the street between Gerrard Street and the private lane immediately north of the subject site. This configuration would improve accessibility from the site to Gerrard Street East and would therefore discourage site traffic to utilize the surrounding local streets. The applicant's traffic study assumes the conversion of this portion of Logan Avenue. Traffic Operations is currently reviewing the feasibility of the proposed street conversion and requires the submission of a Functional Plan.

The proposal includes the provision of 40 vehicular parking spaces, consisting of 38 resident parking spaces provided in a parking stacker and 2 spaces for the retail and visitor uses. The Zoning By-law requires a total of 40 residential parking spaces, 3 visitor spaces and 6 retail spaces. In addition the Zoning By-law requires that a minimum of 2 accessible parking spaces be provided. Transportation Services has reviewed the submitted Existing Parking Utilization Study and Parking Reliance Letter, which concludes that the 2 proposed shared visitor and retail parking spaces will satisfy the anticipated parking demand generated by this project. Transportation Services agrees with the conclusions of the study and has deemed the parking supply acceptable. However, the proposed development does not currently provide the required number of accessible parking spaces as required by both the Zoning By-law and the Accessibility for Ontario with Disabilities Act (AODA). The applicant will be required to provide revised drawings indicating they are able to comply with this requirement. City Planning will be required to review any revisions to the building envelope and ground floor plan if required to accommodate the AODA requirement to ensure that they are otherwise substantially in accordance with the current plans.

The proposal also includes 59 bicycle parking spaces provided on site, 44 of which are outdoors and the remaining 15 within the building on the ground floor. No short-term (visitor) bike parking spaces are proposed on-site; however, the plan proposes 6 short-term (visitor) parking spaces to be provided on the City boulevard adjacent to the site. Loading is provided in accordance with By-law 569-2013 which requires that one shared Type G/B space be provided for the proposed development. The loading space is located to the northeast corner of the site.

The applicant had proposed a drop-off area in front of Gerrard Street to facilitate Beer Store bottle drop off. This has been removed from the proposal due to concerns raised by TTC and City staff.

Servicing

Engineering and Construction Services have requested that the applicant submit a revised Functional Servicing Report to confirm whether existing municipal infrastructure is adequate to service the development.

Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject to this application are in an area with 0.8 to 1.56 hectares of local parkland per 1,000 people. The site is in the middle quintile of current provision parkland. The site is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

In accordance with the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu, the amount of which will be determined at the time of building permit issuance.

Toronto Green Standard

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. The site specific zoning by-law will secure performance measures for various Tier 1 development features, including, but not limited to, the following:

- Air Quality, such as providing for two resident parking spaces to include rough-in conduits for future electric car charging stations;
- Water Quality, Quantity, and Efficiency, such as such as collecting and storing all stormwater run-off in an underground storage tank and discharging to the existing storm sewer at the two-year allowable release rate set by the City of Toronto;
- Storage and Collection of Recycling and Organic Waste, such as the collection and sorting for a three-stream collection system providing garbage, recycling and organic collection and storage.

Other applicable TGS performance measures will be secured through the Site Plan Approval process, including the provision of on-site tree planting and the provision of minimum required soil volumes.

Conclusion

The applicant has made several revisions to respond to a number of City staff comments pertaining to the massing of the building. City Planning staff are satisfied with the proposed application in terms of built form.

City staff have been working with the applicant in regards to a number of unresolved technical issues. City staff will continue to work with the applicant in an effort to resolve the concerns detailed in this report in advance of the Ontario Municipal Board hearing, currently set for May 29, 2018. Should negotiations be successful, it is recommended that the City Solicitor be instructed to attend at the OMB in support of the requested

amendments. Should negotiations be unsuccessful, staff recommend that City Council instruct the City Solicitor, together with the appropriate City staff to attend the Ontario Municipal Board to oppose the proposed development in its current form.

CONTACT

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SIGNATURE

Lynda H. Macdonald
Acting Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: South Elevation

Attachment 3: West Elevation

Attachment 4: North Elevation

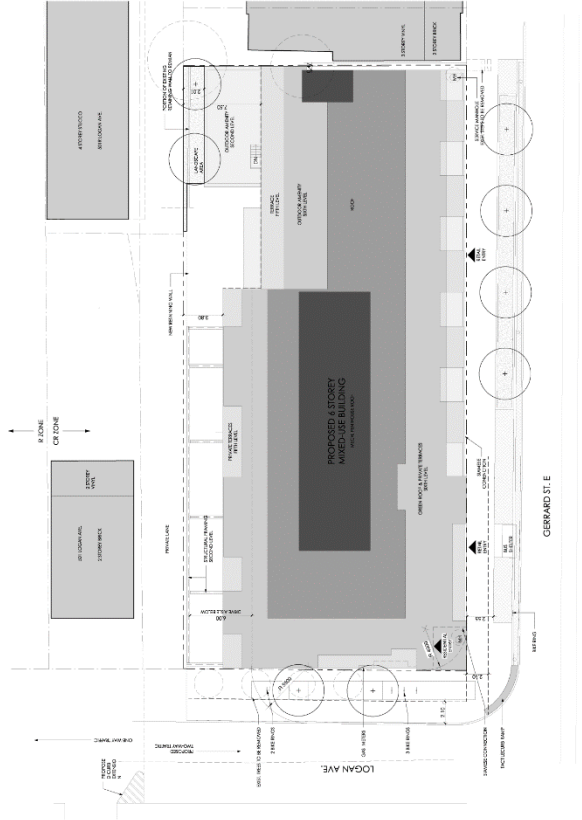
Attachment 5: East Elevation

Attachment 6: Zoning

Attachment 7: Official Plan

Attachment 8: Application Data Sheet

Attachment 1: Site Plan



794 Gerrard Street East

File # 16 270571 STE 30 0Z

Site Plan

Applicant's Submitted Drawing

Not to Scale
02/21/2018

Attachment 2: South Elevation



South Elevation

Applicant's Submitted Drawing

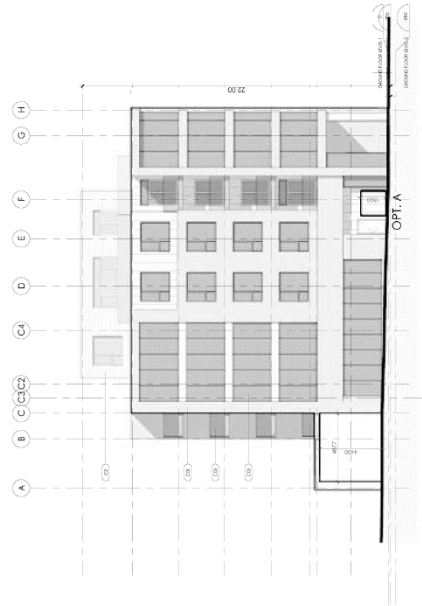
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794 Gerrard Street East

File # 16 270571 STE 30.0Z

Attachment 3: West Elevation



WEST ELEVATION
1/20

794 Gerrard Street East

West Elevation

Applicant's Submitted Drawing

Not to Scale
02/21/2018

File # 16 270571 STE 30 0Z

Attachment 4: North Elevation



794 Gerrard Street East

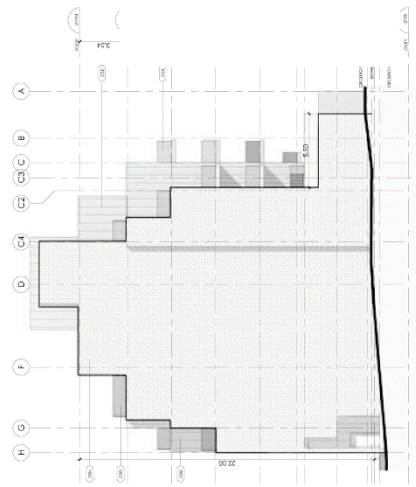
North Elevation

Applicant's Submitted Drawing

Not to Scale
02/21/2018

File # 16 270571 STE 30 0Z

Attachment 5: East Elevation



2 EAST ELEVATION
1/1/18

794 Gerrard Street East

File # 16 270571 STE 30 0Z

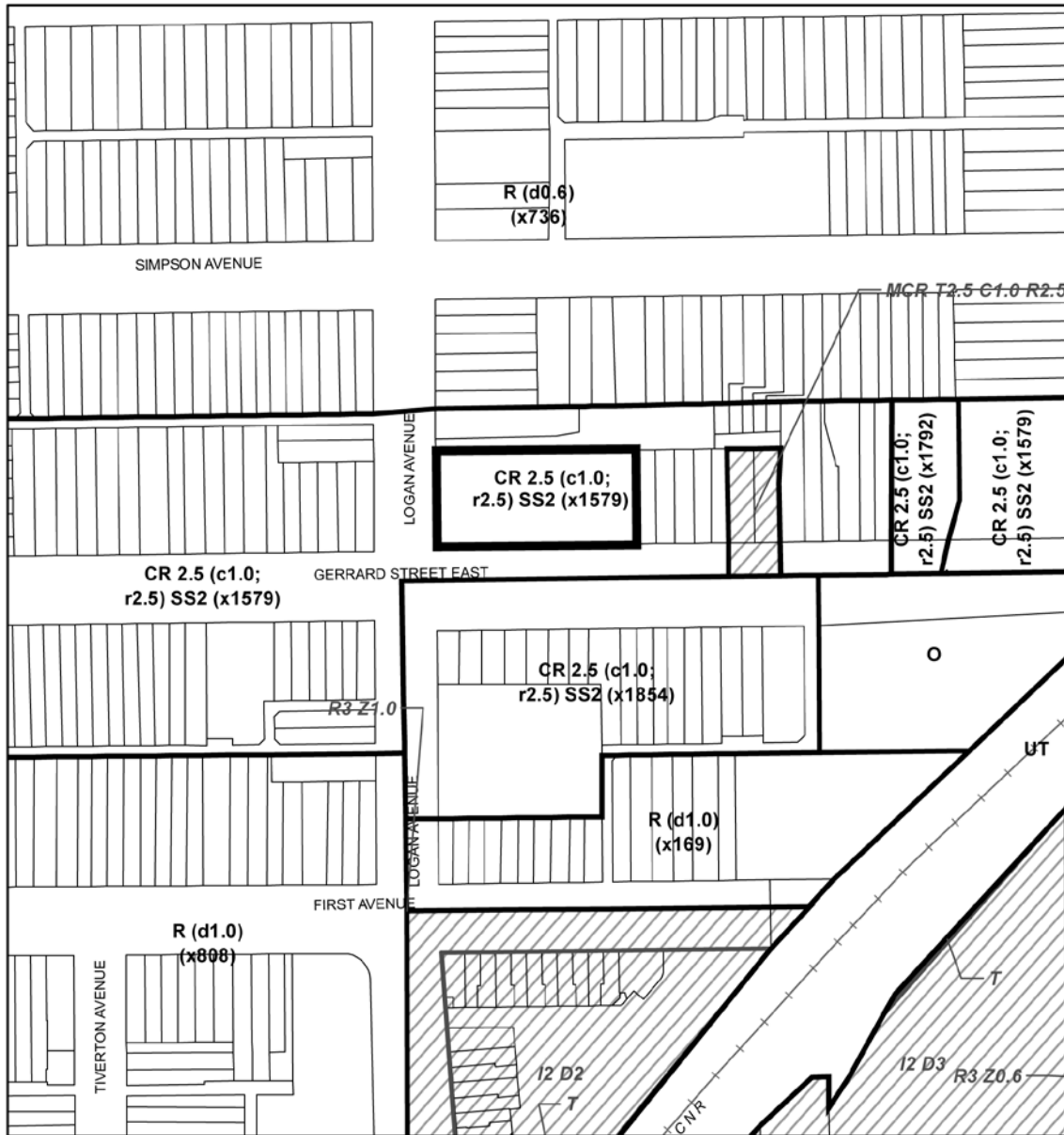
East Elevation

Applicant's Submitted Drawing

Not to Scale
02/21/2018



Attachment 6: Zoning



Zoning By-Law No. 569-2013

Address

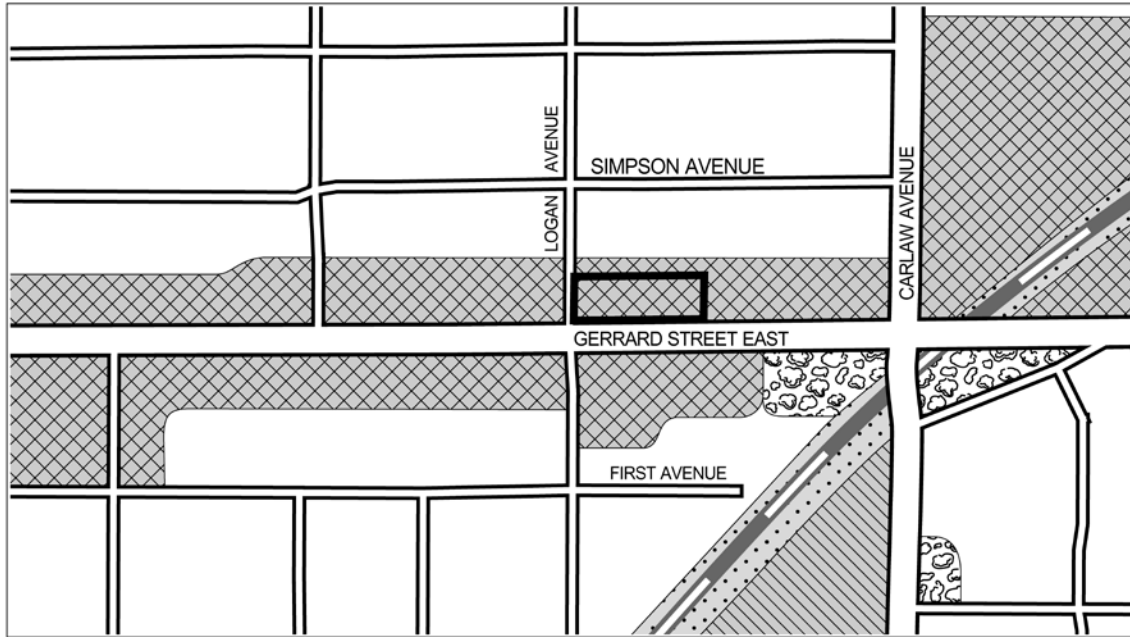
File # 16 270571 STE 30 SA

- Location of Application
- R** Residential
- CR** Commercial Residential
- O** Open Space
- UT** Utility and Transportation

- See Former City of Toronto By-Law No. 438-86
- R3** Residential District
- MCR** Mixed-Use District
- I2** Industrial District
- T** Industrial District

Not to Scale
 Extracted: 02/23/2017

Attachment 7: Official Plan



Extract from Official Plan

794 Gerrard Street East

File # 16 270571 STE 30 SA



Not to Scale
 03/23/2017

Attachment 8: Application Data Sheet

APPLICATION DATA SHEET

Application Type	Rezoning	Application Number:	16 270566 STE 30 OZ
Details	Rezoning, Standard	Application Date:	December 23, 2016
Municipal Address:	794 GERRARD ST E		
Location Description:	PLAN 744 PT BLK A **GRID S3002		
Project Description:			

Applicant:	Agent:	Architect:	Owner:
GEORGE POPPER ARCHITECT			BREWERS RETAIL INC

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	SS2 (x1579)
Zoning:	CR 2.5 (c1.0; r2.5)	Historical Status:	
Height Limit (m):	14	Site Plan Control Area:	

PROJECT INFORMATION

Site Area (sq. m):	1607.14	Height:	Storeys:	6	
Frontage (m):	58.77		Metres:	22.0	
Depth (m):	27.43				
Total Ground Floor Area (sq. m):	1085				Total
Total Residential GFA (sq. m):	5472		Parking Spaces:	40	
Total Non-Residential GFA (sq. m):	619		Loading Docks	1	
Total GFA (sq. m):	6384				
Lot Coverage Ratio (%):	68				
Floor Space Index:	3.58				

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	5734	0
Bachelor:	0	Retail GFA (sq. m):	650	0
1 Bedroom:	9	Office GFA (sq. m):	0	0
2 Bedroom:	48	Industrial GFA (sq. m):	0	0
3 + Bedroom:	1	Institutional/Other GFA (sq. m):	0	0
Total Units:	58			

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