

495-517 Wellington Street West and 510-532 Front Street West – Zoning Amendment Application – Final Report

Date:	June 14, 2018
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Ward 20 – Trinity-Spadina
Reference Number:	17 256142 STE 20 OZ

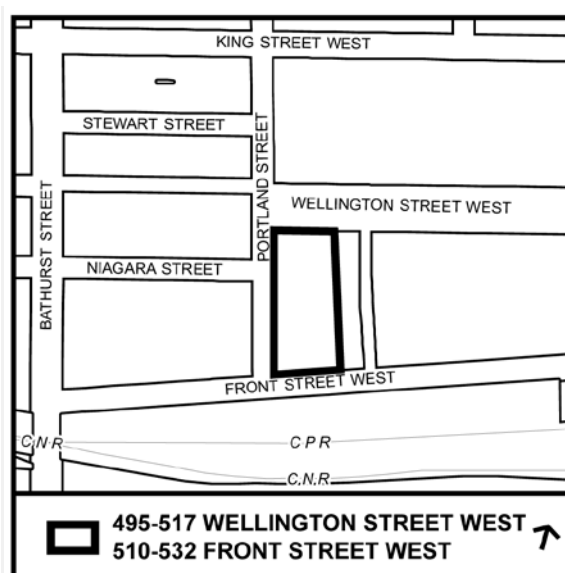
SUMMARY

This application proposes to amend the former City of Toronto Zoning By-law 438-86 and comprehensive Zoning By-law 569-2013 to permit the development of a 15-storey commercial use building with retail space at grade and office floor space at grade and above. The existing heritage buildings with office uses are retained as part of the proposal. The proposal includes 309 parking spaces, 211 bicycle spaces and 5 loading docks across four below-grade levels.

Staff have reviewed the proposed Zoning By-law amendments and have determined the proposal to be appropriate for the site.

The applicant has made revisions to the proposal since the initial submission in response to comments from City staff and residents' concerns, reducing the height and incorporating greater setbacks. The development is designed with greater height facing onto Front Street West and a transitional massing to the surrounding buildings.

The proposal provides for a significant amount of new office space and retail uses on the site consistent with the objectives for *Regeneration Areas* in the Official Plan. The proposed development reinforces the



existing and planned built form context within this area of King-Spadina. The proposed 405 square metres of on-site privately-owned publicly accessible open space contributes to the public realm.

Additionally, the proposal will provide Section 37 contributions towards the Waterfront School playground and the Bathurst Quay Neighbourhood Plan, streetscape and public realm improvements and affordable housing.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2017).

This report reviews and recommends approval of the application to amend the Zoning By-laws.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, for the lands at 495-517 Wellington Street West and 510-532 Front Street West substantially in accordance with the draft Zoning By-law Amendment from the Acting Director, Community Planning, Toronto and East York District to be available prior to the July 4, 2018 meeting of the Toronto and East York Community Council.
2. City Council amend Zoning By-law 569-2013, for the lands at 495-517 Wellington Street West and 510-532 Front Street West substantially in accordance with the draft Zoning By-law Amendment from the Acting Director, Community Planning, Toronto and East York District to be available prior to the July 4, 2018 meeting of the Toronto and East York Community Council.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to:
 - a. Enter into Heritage Easement Agreements with the City for the properties at 495-517 Wellington Street West, to the satisfaction of the Senior Manager, Heritage Preservation Services and the City Solicitor, and in accordance with the recommendations of the Staff report to the June 20, 2018, meeting of the Toronto Preservation Board, from the Senior Manager Heritage Preservation Services. Such agreement shall be registered on title to the subject properties prior to the earlier of the coming into force of the Zoning By-law Amendments giving rise to the proposed alterations, or the issuance of any permit for all or any part of the properties, including a heritage permit or a

building permit, but excluding permits for such repairs and maintenance and usual and minor works for the existing heritage buildings as are acceptable to the Senior Manager, Heritage Preservation Services.

- b. Provide a Conservation Plan, prepared by a qualified heritage consultant, that is consistent with the conservation strategy set out in the Heritage Impact Assessment for the properties at 495-517 Wellington Street West, all to the satisfaction of the Senior Manager, Heritage Preservation Services, in accordance with the recommendations of the Staff report to the June 20, 2018, meeting of the Toronto Preservation Board, from the Senior Manager, Heritage Preservation Services.
- c. Provide a revised Functional Servicing and Stormwater Management Report and associated plans showing water, sanitary and storm servicing connections and control man holes all to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
- d. Make satisfactory arrangements with the Chief Engineer and Executive Director, Engineering & Construction Services for the construction of any improvements to the municipal infrastructure at the sole cost of the applicant, should it be determined that upgrades are required to the infrastructure to support this development, in accordance with the Functional Servicing and Stormwater Management Report accepted by the Chief Engineer & Executive Director, Engineering & Construction Services.
- e. Provide revised drawings showing the following, all to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services:
 - i) A pedestrian clearway width of a minimum of 3 metres adjacent to the parking garage exhaust grate;
 - ii) The number and sizes of the substandard parking spaces in the site statistics, as set out in the memorandum from Development Engineering dated May 15, 2018; and
 - iii) Detailed right-of-way/boulevard cross-sections illustrating the property line, proposed pedestrian clearway width within the boulevard and on private property, continuous tree trenches consistent with the City Standards and the distances of the streetscape elements including pedestrian clearway from the property line ensuring that all streetscape elements including continuous tree trenches will be located within the boulevard width and do not encroach on to private property.

5. Before introducing the necessary Bills to City Council for enactment, the owner of 495-517 Wellington Street West, 31 Portland Street and 510 Front Street shall withdraw their appeal to the King-Spadina Heritage Conservation District Plan.
6. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows:
 - a. The community benefits recommended to be secured in the Section 37 Agreement are as follow:
 - i) Provide a cash contribution, of \$400,000 for the Bathurst Quay Neighbourhood Plan, payable prior to introducing the necessary Bills to City Council for enactment.
 - ii) Provide a cash contribution, of \$400,000 for the Waterfront School playground improvements at 635 Queens Quay West, Toronto, ON, M5V 3G3, payable prior to introducing the necessary Bills to City Council for enactment.
 - iii) Provide a cash contribution, of \$380,000 for the provision of new affordable housing as part of the Alexandra Park and Atkinson Housing Co-Operative Revitalisation, to be directed to the Capital Revolving Fund for Affordable Housing, payable prior to the issuance of the first above-grade building permit.
 - iv) Provide a cash contribution, of \$720,000 toward streetscape and public realm improvements to Wellington Street West, Portland Street, Draper Street and/or Front Street West to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor, payable prior to the issuance of the first above-grade building permit.
 - v) The required cash contributions pursuant to recommendation 6.a.i) to iv) inclusive, are to be indexed upwardly in accordance with the Statistics Canada non-residential Construction Price Index for the Toronto Census Metropolitan Area, calculated from the date of execution of the Section 37 Agreement to the day the payment is made; and
 - vi) In the event the cash contributions in recommendation 6.a.i) to iv) inclusive above, have not been used for the intended purpose within five (5) years of the by-laws coming into full force and effect, the cash contributions may be redirected for another purpose(s), at the discretion of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor, provided that the purpose(s) is

identified in the Official Plan and will benefit the community in the vicinity of the lands.

- b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development, at the owner's expense:
- i) The owner shall provide, at its own expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, an area of not less than 280 square metres at grade for use by the general public as a privately-owned publicly-accessible open space (POPS), located on the western side of the site fronting Portland Street and providing an entrance to the mews in a location generally identified in the Zoning By-law Amendments, and shall convey, prior to the issuance of Site Plan Approval, an easement along the surface of the lands which shall constitute the POPS, for nominal consideration, to the City. The specific location, configuration and design of POPS shall be determined in the context of Site Plan Approval pursuant to Section 114 of the City of Toronto Act, 2006 and secured in a Site Plan Agreement with the City to the satisfaction of the Acting Director, Community Planning, Toronto and East York District. The owner shall own, operate, maintain and repair the POPS and install and maintain a sign, at its own expense, stating that members of the public shall be entitled to use the POPS.
 - ii) The owner shall provide, at its own expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, an area of not less than 125 square metres at grade for use by the general public as a privately-owned publicly-accessible open space (POPS), located at the southwest corner of the site in a location generally identified in the Zoning By-law Amendments, and shall convey, prior to the issuance of Site Plan Approval, an easement along the surface of the lands which shall constitute the POPS, for nominal consideration, to the City. The specific location, configuration and design of POPS shall be determined in the context of Site Plan Approval pursuant to Section 114 of the City of Toronto Act, 2006 and secured in a Site Plan Agreement with the City to the satisfaction of the Acting Director, Community Planning, Toronto and East York District. The owner shall own, operate, maintain and repair the POPS and install and maintain a sign, at its own expense, stating that members of the public shall be entitled to use the POPS.
 - iii) Prior to the issuance of Site Plan Approval, the owner shall convey to the City a public pedestrian easement for the life of the building, across the two publicly-accessible private open spaces (POPS) having a total

minimum area of 405 square metres, to the satisfaction of the Acting Director, Community Planning, Toronto and East York District.

- iv) Prior to the issuance of Site Plan Approval, the owner shall convey to the City a public pedestrian easement for the life of the building, over the mid-block pedestrian mews, to the satisfaction of the Acting Director, Community Planning, Toronto and East York District.
- v) Detailed landscape and lighting plans will be submitted and approved through the Site Plan Approval process to realize the objective of creating a 'green link' on Wellington Street West to connect Clarence Square with Victoria Memorial Square. These plans will be subject to the approval of the Chief Planner and Executive Director, City Planning Division and the General Manager, Transportation Services.
- vi) Prior to the issuance of the first building permit, the owner shall submit a Construction Management Plan to the satisfaction of the General Manager of Transportation Services and the Chief Building Official and Executive Director, Toronto Building, in consultation with the Ward Councillor and thereafter in support of the development, will implement the Plan during the course of construction. The Construction Management Plan will include, but not be limited to, details regarding size and location of construction staging areas, dates of significant concrete pouring activities, measures to ensure safety lighting does not negatively impact adjacent residences, construction vehicle parking locations, refuse storage, site security, site supervisor contact information and any other matters deemed necessary.
- vii) The owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on December 7, 2017, through the adoption of item PG23.9 of the Planning and Growth Committee.

Financial Impact

The recommendations in this report have no financial impact.

Pre-Application Consultation

Pre-application consultation meetings were held with the applicant on September 19, 2016 and September 22, 2017, to provide preliminary feedback and discuss complete application submission requirements. The drawings presented at the meetings were similar to those originally formally submitted with the application in November 2017.

DECISION HISTORY

At its meeting of January 16, 2018, Toronto and East York Community Council (TEYCC) considered a Preliminary Report on the Zoning By-law Amendment application. TEYCC directed that staff hold a community consultation meeting with landowners and residents within 120 metres of the site; that the notice area be extended in consultation with the Ward Councillor; and that the applicant pay the City for the costs associated with extending the notice area.

The Preliminary Report is available on the City's website at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE29.35>

ISSUE BACKGROUND

Proposal

The application has been revised since the initial submission in November 2017. The main revisions include:

- A reduction in height of the taller element of the proposal from 16-storeys to 15-storeys (plus mechanical penthouse), which is a reduction from a maximum height of 75 metres to 72 metres (including mechanical penthouse);
- A reduction in height from 50 metres to 45 metres of the lower element of the building (including mechanical penthouse);
- A reduction in total new gross floor area from 50,030 square metres to 49,351 square metres and subsequent reduction in density from 6.58 to 6.51;
- Increases to setbacks and stepbacks from the east, south and west property lines; and
- The introduction of a corner privately owned publicly accessible space (POPS) at the southeast corner of the site with Portland Street and Front Street West.

The revised application proposes a part 15-storey (plus mechanical penthouse), part 10-storey (plus mechanical penthouse) commercial building, that would include 2,643 square metres of retail use at grade, 46,708 square metres of office space at grade and above, and the retention of 12,842 square metres of office floor space within the existing on-site heritage buildings. The proposed floor-space index is 6.51 times the lot area.

The 15-storey element of the proposed development would be located on the southern part of the site and would have a maximum height of 72 metres inclusive of mechanical plant and a height of 62 metres to the top of the 15th floor. The building would then step down to 10-storeys over the remainder of the site to the north that is not occupied by the

existing heritage buildings, with a maximum height of 45 metres inclusive of mechanical plant and 43 metres to the top of the 10th floor.

The existing heritage buildings at the site, which largely front onto Wellington Street West with a projection to the south would be retained in situ with the ground level being lowered along the western flank of this southern projection to expose the complete elevation. New fenestration openings would be inserted at the proposed exposed lower level. The proposed building would cantilever partially over this southern extension of the heritage building to form a covered mews.

The proposal includes an open 'mews' area that provides a north-to-south orientated mid-block connection (when including the route through the existing heritage buildings), with a 2-storey opening onto Front Street West and a 5-storey opening onto Portland Street. The 'mews' would be largely covered by cantilevered elements of the building at 3 to 6-storey levels, and includes soft and hard landscaped elements. Two POPS are proposed at the site; one on the west side of the site and one at the southwest corner of the site (see Attachment 2 for location).

The vehicular access is proposed from Front Street West at the southeast corner of the site, with service and passenger vehicles entering directly into the building via a covered driveway and ramp to the four below grade levels. Two Type B and three Type C loading spaces are proposed. A total of 309 parking spaces would be provided in a four level below-grade parking garage, with 211 bicycle parking spaces (110-short term and 101-long term) also provided.

Site and Surrounding Area

The site is part of a large block bound by Wellington Street West to the north, Portland Street to the west, Front Street West to the south and the properties fronting Draper Street to the east. The site is rectangular in shape with a frontage of approximately 64 metres on Wellington Street West, approximately 150 metres on Portland Street and approximately 68 metres on Front Street West. The property has an area of approximately 9,495 square metres (0.95 hectares).

The site is currently occupied by a three and a half, and four and a half storey brick office building fronting Wellington Street West, with a more recent addition projecting south from this to create an 'L' shaped footprint. These buildings are designated under Part IV of the *Ontario Heritage Act*. Additionally there is surface parking and two three-storey buildings in the southwest corner of the site, which are a commercial unit and an automobile dealership.

North: Wellington Street West is located immediately north of the site. The street has a right-of-way of 45 metres. The development on the north side of Wellington Street West is predominantly older industrial buildings two to six storeys in height, which have been converted to office uses with some commercial uses at grade, and new residential buildings. The tallest building constructed on the north side of Wellington Street West is the 12-storey building at 400 Wellington Street West. The buildings at 422, 432, 436, 462, 468, 482 and

488 Wellington Street West are designated under Part IV of the *Ontario Heritage Act*.

An approval was granted through the Committee of Adjustment at 456 Wellington Street West for a 12-storey building. At 422-424 Wellington Street West a 19-storey mixed-use building is proposed (File ref: 16 213925 STE 20 OZ). At 470-474 Wellington Street West a 15-storey office building with retail at grade is proposed (File ref: 16 261191 STE 20 OZ). At 482-488 Wellington Street West a 16-storey office building is proposed (File ref: 16 270154 STE 20 OZ). At 504 Wellington Street West a 15-storey office, retail and service commercial building is proposed (File ref: 16 270147 STE 20 OZ).

- West: The lands to the west of the site are occupied by Victoria Memorial Square Park, which is a roughly rectangular 0.82-hectare public park that is bound by one-way streets on its north and south sides (Wellington Street West and Niagara Street respectively) and by Portland Street on its east side. The west side of the park is bound on the south by a six-storey residential building at 20 Niagara Street and on the north by a vacant property currently used as a commercial surface parking lot. The southern part of the site is opposite a four storey commercial building, a row of three and a half storey town houses and a nine storey residential building (Portland Park Village) with commercial ground floor uses.
- South: To the south of the site is Front Street, beyond which is the CN/CP rail corridor and GO Transit's North Bathurst Yard. A pedestrian/cyclist walkway, bridge and ramp access are directly to the south of the site and extend over the rail corridor. This part of the rail corridor is subject to a City-initiated Official Plan amendment to designate the area above the corridor as *Parks and Open Space* (Rail Deck Park). On the southern side of the rail corridor is the CityPlace neighbourhood, which features numerous tall buildings.
- East: Immediately abutting the east of the site is the Draper Street Heritage Conservation District, a series of one and a half to two and a half storey brick homes which date back to the late 19th century. These lands are designated as *Neighbourhoods* in the City's Official Plan. Beyond this the property at 467-479 Wellington Street West has been identified in the King-Spadina Heritage Conservation District study as a 'contributing' property. The northeast corner of the site abuts the property 485-489 Wellington Street West, which is subject to an Zoning Amendment application for a 15-storey mixed use building (file ref: 16 114472 STE 20 OZ) that has been appealed to the Local Planning Appeals Tribunal (LPAT).

Farther to the east is the former Globe and Mail site, a 3.1 hectare (7.7 acre) parcel which is currently under construction for a comprehensive

redevelopment as a mixed-use development with seven buildings featuring residential, office and retail uses. The buildings on the Globe and Mail site that will front onto Wellington Street West range in heights from east to west with 15-storeys (62 metres inclusive of mechanical penthouse) for buildings one and two adjacent to 401 Wellington Street West and 13-storeys (55 metres including mechanical penthouse) for building three at the west end of the site closer to the subject site.

Planning Act

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

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement and geographically specific Provincial Plans, along with Municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

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; 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
- Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning.

The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

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) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which Toronto forms an integral part, including:

- Establishing minimum density targets within strategic growth 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
- Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The Growth Plan builds upon the policy foundation provided by the PPS 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.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its Official Plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of this Report.

Official Plan

The site is located in the *Downtown* as identified on the Official Plan's Map 2, Urban Structure. The site is designated *Regeneration Areas* in the Official Plan, and is part of the King-Spadina Secondary Plan Area.

Chapter One – Making Choices

Chapter 1 of the Official Plan contains a series of vision statements about the future of the City and the decisions that will help achieve this vision. Section 1.1 of the Official Plan outlines the Principles for a Successful Toronto as a City of Diversity and Opportunity, a City of Beauty, a City of Connections, and a City of Leaders and Stewards. Section 1.2 discusses the implementation of the Plan, stating that Toronto's future is about re-urbanization and its continuing evolution that will involve a myriad of situations and decisions that, while guided by the Official Plan, cannot encompass or even imagine every circumstance.

Chapter Two – Shaping the City

Toronto's Downtown plays a vital role in the City's growth management strategy. A dynamic downtown is critical to the health of a city and to the region that surrounds it. Section 2.2.1 of the Official Plan contains policies to ensure that the *Downtown* will continue to evolve as a healthy and attractive place to live and work as new development that supports the urbanization strategy and the goals for *Downtown* is attracted to the area.

Chapter Three – Building a Successful City

Section 3.1.1 contains policies that help guide the development of streets, sidewalks, boulevards and other areas within the public realm.

Section 3.1.2 of the Official Plan includes policies for the City's Built Form, and requires that new development be located and organized to fit within an area's existing and/or planned context.

Section 3.2.3 of the Official Plan seeks to maintain, enhance and expand the system of parks and open spaces across the city.

Section 3.5 of the Official Plan seeks to help create economic opportunity in the way that the plan directs growth, guides land use activity and the construction of new buildings.

Heritage Conservation

On May 12, 2015, the former Ontario Municipal Board approved Official Plan Amendment 199 to the City's Official Plan Heritage policies. These policies provide direction on the conservation of heritage properties included on the City's Heritage Register, and provide policy direction on development adjacent to heritage properties. The heritage policies contained in Section 3.1.5 of the Official Plan provide the policy framework for heritage conservation.

In particular, Policy 3.1.5.4 states that heritage resources on the City's Heritage Register will be conserved and further, Policy 3.1.5.6 encourages the adaptive re-use of heritage properties. Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property, and will mitigate visual and physical impact on it. Additionally, Policy 3.1.5.27 discourages the retention of facades alone and encourages conservation of whole or substantial portions of buildings. Finally, Policies 3.1.5.32 – 33 deal specifically with development within Heritage Conservation Districts to ensure the integrity of the district's heritage values, attributes and character are conserved in accordance with HCD plans.

Chapter Four – Land Use Designations

The Official Plan designates the site as *Regeneration Areas* within the *Downtown*. *Regeneration Areas* are one of the key areas of the City expected to accommodate growth and in order to facilitate this, the designation permits a wide range of uses, including the proposed commercial uses. The Official Plan contains policies related to *Regeneration Areas* encouraging the restoration, re-use and retention of existing buildings that are

adaptable for re-use so as to encourage a broad mix of commercial, residential, light industrial and live-work uses, thereby revitalizing areas of the City that are vacant or underused. Policy 4.7.2 of the Official Plan provides development criteria in *Regeneration Areas*, to be guided by a Secondary Plan, which, in this case, is the King-Spadina Secondary Plan.

Chapter Five - Implementation

Section 5.6 of the Official Plan details that the Official Plan should be read as a whole in order to understand its comprehensive and integrative intent as a policy framework.

Section 5.3.2 details the role of guidelines, such as the Urban Design Guidelines, to support the Official Plan's objectives and provide more detailed implementation guidance.

Official Plan Amendment 321

Official Plan Amendment (OPA) 231, adopted by City Council December 18, 2013, received approval by the Minister of Municipal Affairs and Housing on July 9, 2014, and is in large part under appeal before the Local Planning Appeal Tribunal. As an outcome of the Official Plan and Municipal Comprehensive Reviews, OPA 231 contains new economic policies and designations to stimulate office growth in the Downtown, Central Waterfront and Centres, and all other *Mixed Use Areas*, *Regeneration Areas* and *Employment Areas*, and also contains new policies with respect to office replacement in transit-rich areas. In particular, Policy 3.5.1(2a), currently in force and effect, requires:

"A multi-faceted approach to economic development in Toronto will be pursued that:

(a) Stimulates transit-oriented office growth in the *Downtown* and the *Central Waterfront*, the *Centres* and within walking distance of existing and approved and funded subway, light rapid transit and GO stations in other *Mixed Use Areas*, *Regeneration Areas* and *Employment Areas*".

Additionally Policy 3.5.1(6) requires that new office development will be promoted in *Mixed Use Areas* and *Regeneration Areas* in the *Downtown*, *Central Waterfront* and *Centres*, and all other *Mixed Use Areas*, *Regeneration Areas* and *Employment Areas* within 500 metres of an existing or approved and funded subway, light rapid transit or GO station.

The property at 495-517 Wellington Street West is located in the *Downtown* and contains over 1,000 square metres of existing office uses and as such is subject to the policies in OPA 231.

King-Spadina Secondary Plan

The Secondary Plan emphasizes the reinforcement of the characteristics and qualities of the area through special attention to built form and the public realm. The King-Spadina Urban Design Guidelines (2006) will also be referenced in reviewing this application.

Major objectives of the King-Spadina Secondary Plan are as follows:

- New investment is to be attracted to the King-Spadina Area;
- The King-Spadina Area will provide for a mixture of compatible land uses with the flexibility to evolve as the neighbourhood matures;
- The King-Spadina Area is an important employment area. Accordingly, the retention and promotion of commercial and light industrial uses including media, design and fashion businesses within the area is a priority;
- Commercial activity, including the retail service industry, which supports the changing demands of the King-Spadina Area will be provided for, to ensure the necessary services for the new residents and businesses of the area; and
- Heritage buildings and other important buildings within the King-Spadina Area, will be retained, restored and re-used.

The King-Spadina Secondary Plan emphasizes reinforcement of the characteristics and qualities of the area through special attention to built form and the public realm. The policies of Section 3 Built Form and in particular the policies of Section 3.6 – General Built Form Principles and Section 4 Heritage, specify that:

- new buildings will locate along front property lines in such a way that they define and form edges along streets, parks, public squares and mid-block pedestrian routes;
- new buildings adjacent to parks or open spaces will be located and organized to define and face into the parks or open spaces, to animate the edges and to increase surveillance opportunities;
- the lower levels of new buildings will be sited and organized to enhance the public nature of streets, open spaces and pedestrian routes, and provide public uses accessible from grade;
- servicing and parking are encouraged to be accessed from lanes rather than streets;
- new development will be designed to minimize pedestrian/vehicular conflicts;
- new buildings will be sited for adequate light, view, privacy and compatibility with the built form context;
- new buildings will achieve a compatible relationship with their built form context through consideration of such matters as height, massing, scale, setbacks, stepbacks, roof line, profile and architectural character and expression;

- appropriate proportional relationships to streets and open spaces will be achieved, and wind and shadow impacts will be minimized on streets and open spaces; and
- streetscape and open space improvements will be coordinated in new development.

Section 4 Heritage policies require the City to seek retention, conservation, rehabilitation, re-use and restoration of heritage buildings. The removal of existing surface parking is also a priority around heritage buildings.

A primary objective of this Secondary Plan is to use the historic fabric of the area to assess new development. The Wellington Street context is a particularly sensitive one given the importance of Wellington Street and the public realm improvements anticipated to this important street through the redevelopment of the former Globe and Mail site to the east. The King-Spadina Secondary Plan identifies Wellington Street as an 'Area of Special Identity'. The following policy is included with reference to Wellington Street:

The portion of Wellington Street West between Clarence Square and Victoria Square maintains important characteristics that reflect the historic role of the area. The historic industrial buildings with large setbacks should be maintained and reused and act as a model for any redevelopment of the south side of the street.

The site also falls within the eastern most point of the Victoria Square 'Area of Special Identity' where redevelopment should be carried out in a manner that it enhances the amenities of the park.

King-Spadina Secondary Plan Review

King Spadina is one of the highest growth areas in Toronto and it has a strongly influential heritage character. An estimated 50,000 people will live in King Spadina and the area will accommodate space for an estimated 50,000 jobs. The King-Spadina Secondary Plan is under review, recognizing that the Secondary Plan area has evolved from an area of employment (non-residential uses) into an area with a range of uses including residential. It is expected that the updated Secondary Plan will recognize that while the area will continue to grow and change, it must do so in a way that positively contributes to liveability, is better supported by hard infrastructure and community infrastructure, and more carefully responds to the strong heritage and character of the area.

At its meetings on August 25, 2014 and July 7, 2015 City Council endorsed a number of directions for the King-Spadina East Precinct to be used in reviewing current and future development applications including employing the city-wide Tall Buildings Guidelines to evaluate towers, particularly with regard to tower spacing and tower floor plates, and protecting the network of mid-block connections and laneways as a defining feature of the public realm and expanding these connections to further the pedestrian network.

At its meeting on July 7, 2015, City Council also expanded the boundary of the King-Spadina East Precinct Built Form Study to include the Spadina Precinct.

At its meeting of September 6, 2017, Toronto and East York District further expanded the boundary to include the West Precinct. The study was also revised from the "King-Spadina East Precinct Built Form Study" to the "King-Spadina Secondary Plan Update" to better reflect that the direction that Staff have received from Council to review matters beyond built form. Draft policy directions in the adopted report include:

- Proposed land use re-designation from *Regeneration Areas* to *Mixed Use Areas*;
- Public realm strategy;
- Urban design guidelines;
- Built form policies; and,
- Provision of infrastructure.

The Community Council decision and staff report, which provides a detailed background of the decision history of studies within this Secondary Plan area can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE26.60>.

Staff anticipate that the draft King Spadina Official Plan policies will be posted on the City Planning website in 2018. The Final Report outlining the proposed Secondary Plan Amendments will be considered at a public meeting of the Toronto and East York Community Council under the *Planning Act* after a consultation period to allow for public input on the draft policies.

King-Spadina Urban Design Guidelines

Urban Design guidelines, in conjunction with the Official Plan policies, work together to achieve optimal building siting and design that enhances the public realm, while respecting and reinforcing the surrounding built environment and context. Guidelines are crucial planning tools that assist in testing the appropriateness of development applications in the policy context. The Guidelines are intended to assist in the implementation of the Official Plan policies for built form, and serve as a unified set of directions for the evaluation of development applications.

The King-Spadina Urban Design Guidelines support the implementation of the King-Spadina Secondary Plan. The Guidelines state that new development should be compatible with existing heritage buildings in terms of massing, height, setbacks, stepbacks and materials. New development, within the context of existing adjacent buildings, should define and contribute to a high quality public realm. Development should reinforce the character and scale of the existing street wall in the immediate surrounding area. In addition, the scale of the building brought to the sidewalk should respond proportionally to the width of the right-of-way.

Section 4.3.3 Built Form, recognizes that new development in the West Precinct has a distinguishing character of uniform height, scale and massing, producing an effect of a maturing mid-rise neighbourhood, which is different from Spadina Avenue and the East Precinct.

King-Spadina Heritage Conservation District Study

At its meeting of October 2, 2012, Toronto City Council directed Heritage Preservation Services (HPS) staff to undertake a Heritage Conservation District (HCD) study of the King-Spadina area. A team led by Taylor-Hazell Architects undertook the study and was subsequently retained to prepare the Plan. The first phase of the HCD Study was concluded in the spring of 2014 and recommended that the area merited designation under Part V of the *Ontario Heritage Act* as an HCD on the basis of its historical, associative, physical, contextual, and social and community values.

In the fall of 2014 HPS initiated the second (HCD Plan) phase of the study, which resulted in the development of the statements of objectives, statements of cultural heritage value, boundaries, policies and guidelines, and community and stakeholder consultation.

The HCD Plan was endorsed by the Toronto Preservation Board on June 22, 2017, followed by the September 6, 2017 Toronto and East York Community Council and was adopted at the October 2-4, 2017 meeting of City Council, thereby designating the King-Spadina Heritage Conservation District Plan under Part V of the *Ontario Heritage Act*. The final report and decision of City Council are available at <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE26.14>.

The HCD Plan is currently under appeal to the LPAT.

The overall objective of the King-Spadina HCD Plan is the protection, conservation and management of its heritage attributes including contributing properties so that the District's cultural heritage value is protected in the long-term.

The properties at 495-517 Wellington Street West are designated Heritage Properties under Part IV of the *Ontario Heritage Act* and are identified as contributing heritage properties in the King-Spadina HCD Plan. Policy 6.3.1 of the HCD Plan states that such properties shall be conserved in accordance with their respective Part IV designated by-laws. Furthermore, it is stated that contributing properties are to be conserved in a manner that ensures the long term conservation of the District's cultural heritage value, heritage attributes and the integrity of the contributing property.

The properties at 524-532 Front Street West fall outside of the King-Spadina HCD Plan area.

Wellington Street West is identified as a Character Sub-Area, where Policy 8.2.1 of the King-Spadina HCD Plan details that development should respect the integrity of the unique civic composition of Wellington Place, particularly with respect to the historic scale and built form that frames and gives three dimensional integrity to the two parks and the public realm of Wellington Street West.

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 tall buildings to ensure they fit within their context and minimize their local impacts.

Policy 1 in the Official Plan's Section 5.3.2, Implementation Plans and Strategies for City-Building, 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, The Built Environment, and other policies within the Official Plan related to the design and development of tall buildings in Toronto.

Downtown Plan

At its meeting on October 2-4, 2017, City Council considered the Proposed Downtown Plan and directed Staff to undertake stakeholder and public consultation on that document and its proposed policies, leading to the Downtown Plan Official Plan Amendment.

At its May 1, 2018 meeting, Planning and Growth Management (PGM) Committee held a Special Public Meeting pursuant to Section 26 of the *Planning Act* and adopted a staff report entitled 'TOcore: Downtown Plan Official Plan Amendment', as amended, that recommended adoption of the Downtown Plan Official Plan Amendment (OPA 406). OPA 406 includes amendments to Section 2.2.1 and Map 6 of the Official Plan, as well as a new Downtown Plan. Future amendments to existing Secondary Plans and Site and Area Specific Policies located within the Downtown area are recommended to be implemented once OPA 406 comes into force and effect.

At its May 22-24, 2018 meeting, City Council adopted OPA 406, as amended. The Council decision is available here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.4>

Pursuant to Section 26 of the *Planning Act*, the Downtown Plan will be forwarded to the Minister of Municipal Affairs for approval. Council has directed Staff to use the policies contained within the Downtown Plan to inform evaluation of current and future development applications in the Downtown Plan area while the OPA is under consideration by the Minister.

The OPA – in conjunction with the associated infrastructure strategies that address water, energy, mobility, parks and public realm and community services and facilities – is the result of a four-year study called TOcore: Planning Downtown. The TOcore study area is generally bounded by Lake Ontario to the south, Bathurst Street to the west, the mid-town rail corridor and Rosedale Valley Road to the north and the Don River to the east.

OPA 406 provides a comprehensive and integrated policy framework to shape growth in Toronto's fast-growing Downtown over the next 25 years. It provides the City with a blueprint to align growth management with the provision of infrastructure, sustain livability, achieve complete communities and ensure there is space for the economy to grow.

As part of the City of Toronto's Five Year Official Plan Review under Section 26 of the *Planning Act*, OPA 406 is a component of the work program to bring the Official Plan into conformity with the Growth Plan. City Council declared that OPA 406 is consistent with the Provincial Policy Statement (2014), conforms with the Growth Plan and has regard to matters of provincial interest under Section 2 of the Planning Act.

On October 5-7, 2016, City Council adopted Official Plan Amendment (OPA) 352 – Downtown Tall Building Setback Area (currently under appeal). The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of tall buildings Downtown. At the same meeting, City Council adopted area-specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal), which provide the detailed performance standards for portions of buildings above 24 metres in height.

Further background information can be found at www.toronto.ca/tocore.

Map 41-3 of the Downtown Plan designates the site as *Mixed Use Areas 2 - Intermediate*. Policies 6.25 and 6.26 of the Downtown Plan detail that within *Mixed Use Areas 2* development will include building typologies that respond to their site context, including low-rise, midrise and some tall buildings, and that the scale and massing of buildings will respect and reinforce the existing and planned context of the neighbourhood. Policy 6.27 sets out that development within *Mixed Use Areas 2* will provide for a diverse range of uses, including retail, service, office, institutional and residential.

Front Street West is identified on Map 41-7 as a Great Street, where Policy 7.17 prioritizes public realm improvement works.

The site is situated within the West Rail Park District (Map 41-8) where policy 7.23 seeks to create and reinforce existing networks and identities within these areas while improving and expanding existing parks, open spaces and streets.

Victoria Memorial Square Park, immediately to the north west of the site, is identified on Map 41-13 to be a sun protected park where the sub-text to the policies in Section 9 of the Downtown Plan detail that no net-new shadow will be permitted between 10:18am and 4:18pm from March 21st to September 21st.

The site is also located within the King-Spadina *Cultural Precinct*, where Policy 12.4 identifies that the adaptive re-use of properties on the Heritage Register as *cultural spaces* will be encouraged. Policies 12.5 and 12.6 promote uses that encourage the cultural and creative industries, and provide facilities for such uses, while also encouraging buildings

that support the spatial requirement of cultural industries and allow for flexible use of the spaces. Front Street is also identified as a cultural corridor on Map 41-14 where Policy 12.9 details that the public realm will be designed to create a coherent visual identity including public art and interpretive resources.

Map 41-15 locates the site within the *Downtown Film Precinct*, where the policies within section 12.14 encourage the provision of physical infrastructure to support the film industry, built-in infrastructures to reduce the need for generators and areas for temporary film trailer parking, pick-p/drop-off areas, accessible loading zones and motor coach parking zones.

Zoning

The site is zoned Reinvestment Area (RA) by Zoning By-law 438-86, as amended. The RA Zone permits a range of residential uses, as well as commercial, institutional and limited industrial uses. As part of the RA zoning controls, density standards were replaced with built form objectives expressed through height limits and setbacks. The Zoning By-law permits a maximum building height of 23 metres for the majority of the site with a maximum building height of 30 metres in the southwest corner of the site. An additional 5 metres is permitted for rooftop mechanical elements. The Zoning By-law requires a 7.5 metre setback from the side and rear lot lines for areas over 25 metres from the street lot line.

The site is also subject to City-wide comprehensive Zoning By-law 569-2013 (see Attachment 7). The By-law was passed by City Council on May 5, 2013, and is subject to numerous appeals and is not yet in force. By-law 569-2013 zones the property as Commercial Residential Employment (CRE). The CRE zone includes the same performance standards as the RA zone in By-law 438-86, including the overall height limits.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Approval application has not been submitted for the site.

Reasons for the Application

The applicant has submitted a Zoning By-law Amendment application to permit a building that exceeds the permitted maximum building height of 30 metres by approximately 41 metres, resulting in a proposed building height of 72 metres (inclusive of the mechanical penthouse). In addition, the proposed building does not comply with other performance standards that apply to the lands.

Community Consultation

A community consultation meeting was held on January 22, 2018. City Planning staff, the Ward Councillor and approximately 35 members of the public attended the meeting. A number of written comments and phone calls about the application have been received as well. The primary issues raised include the following:

- Concerns regarding the height of the proposed building being out of keeping with the area and setting an undesirable precedent;
- Concerns regarding shadowing of Draper Street properties, Portland Park Village, the pedestrian realm and Victoria Memorial Square Park;
- The proposed driveway to the rear of the Draper Street properties would result in disturbance. Vehicles should access the site directly into the building;
- Concern raised regarding noise levels in the wider area;
- Roof terraces should not be used at night;
- The proposed development would result in wind impacts on the surrounding area;
- Concerns regarding outlook onto tall building from Portland Park Village;
- Concern regarding commercial parking at the site and traffic impact on the area;
- The proposal is not compatible with the neighbouring residential uses and does not represent the mixed character of the area;
- Questions raised regarding potential retail occupants and use of ground floor for night club(s);
- Concern regarding disruption from construction;
- The proposal should be mixed-use;
- There is a lack of infrastructure in the area;
- Support for the introduction of commercial development rather than residential;
- Preservation of heritage buildings is supported; and
- Provision of POPS is positive

Staff have considered these comments in the review of this application.

Agency Circulation

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

COMMENTS

Staff continued discussion with the applicant following the Preliminary Report considered by TEYCC in January 2018 and community consultation to address the issues identified in the report and from community feedback. A revised proposal was submitted in April 2018 and has been reviewed by City staff and agencies. The changes to the proposal have previously been detailed.

Planning Act, Provincial Policy Statement and Provincial Plans

Section 2 of the *Planning Act* sets out matters of provincial interest that City Council shall have regard to in making any decision under the *Planning Act*. Relevant provisions of provincial interest include, among other matters: Section 2(d) the conservation of features of significant architectural and historical interest; Section 2(k) the adequate provision of employment opportunities; Section 2(p) the appropriate location of growth and development; and Section 2(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

The proposed development has regard to Section 2(d), of the *Planning Act*, as it retains the on-site heritage buildings and does not detrimentally impact the King-Spadina HCD. The proposal would introduce over 49,000 square metres of employment floorspace at the site, in accordance with Section 2(k) of the *Planning Act*. The proposed development also has regard to Section 2(p) as it is within a designated intensification area. The proposed development is designed with a mid-rise element along Portland Street and a taller element located onto Front Street West, which is appropriate in its context and is consistent with the built form scale in the West Precinct of King-Spadina and the other buildings facing onto Front Street West within close proximity to the site, and therefore Section 2(q) of the *Planning Act*.

The PPS contains policies related to managing and directing development. It requires that sufficient land be made available for intensification and redevelopment; that planning authorities identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account, among other things, the existing building stock or areas; and that they establish and implement minimum targets for intensification and redevelopment within built up areas.

The proposal is consistent with the policies in the PPS including but not limited to Policies 1.1.3.2, 1.1.3.3, 1.1.3.6 and 2.6.1 given its location within an area with established minimum targets for intensification and redevelopment within built up areas, and the conservation of the on-site heritage resources.

Policy 4.7 indicates that the Official Plan is the most important vehicle for implementing the PPS. Further, Policy 1.1.3.3 states that planning authorities shall identify appropriate

locations for intensification and redevelopment. In this context, the Official Plan further implements the direction of the PPS to require appropriate built form to fit harmoniously into its existing and planned context. The Official Plan, which includes the King-Spadina Secondary Plan, meets the requirements of the PPS. It contains clear, reasonable and attainable policies that protect provincial interests and direct development to suitable areas while taking into account the existing building stock, including heritage buildings, and protects the character of the area consistent with the direction of the PPS. In this regard, the proposed development represents intensification and is consistent with other objectives of the Official Plan and therefore the PPS, in that it fits harmoniously into its existing and planned context, and does not represent overdevelopment of the site.

The Growth Plan for the Greater Golden Horseshoe identifies the Downtown as an Urban Growth Centre, which is a regional focal point for accommodating population and employment growth in complete communities that are well designed to meet people's needs for daily living throughout an entire lifetime. The Growth Plan builds on Section 2(r) of the *Planning Act*, which recognizes the promotion of 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 to be a provincial interest that municipalities and the Local Planning Appeal Tribunal (formerly the Ontario Municipal Board) shall have regard for.

Policy 2.2.2.4 of the Growth Plan directs municipalities to develop a strategy to achieve minimum intensification targets which will identify the appropriate type and scale of development. Policy 4.2.7.1 also states that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities.

The King-Spadina area is located in the Downtown Urban Growth Centre. The planning framework that governs this site includes the Official Plan, King-Spadina Secondary Plan, Heritage Conservation District Plan and associated Urban Design Guidelines, which contain policies and guidelines to guide development. The Downtown Urban Growth Centre is on track to meet its density target of 400 residents and workers per hectare, as set out in the Growth Plan. Additionally, this target is the average of the entire Urban Growth Centre and it is not set to a specific area, such as the King-Spadina Secondary Plan Area. The proposed development provides an appropriately scaled height and building mass, contributing to the emerging built form context in the West Precinct of King-Spadina. Furthermore, the proposed development conserves the on-site heritage resources and provides pedestrian access to these resources.

City Planning staff have determined that the proposal has regard for Section 2 of *Planning Act*; is consistent with the PPS; and conforms to the Growth Plan for the Greater Golden Horseshoe.

Land Use

The proposed retail and office uses are permitted within the *Regeneration Areas* land use designation and applicable zoning provisions for the site.

In accordance with OPA 231 the proposal would introduce a significant increase in non-residential floor space, and specifically office space within a *Regeneration Area*. This would help to maintain a balance of appropriate uses within the King-Spadina area which has recently seen a significant increase in applications for and the construction of buildings of predominantly residential use. The introduction of non-residential floor space would provide additional employment opportunities to the area and space for retail and other uses that could serve the local and wider population.

To ensure that an appropriate level of office floor space provision is delivered the Zoning By-law will require a minimum of 38,000 square metres of office floor space to be provided within the new build part of the site.

As such, the proposed land use is appropriate for the site and is consistent with the *Downtown* and *Regeneration Areas* policies in the Official Plan and the policies in the King-Spadina Secondary Plan.

At the Community Consultation Meeting and in comments received in writing, residents raised concern regarding the potential use of the terraces for licensable activities. The proposal would be predominantly office floor space but could include uses such as restaurants and bars. However, any proposal for such uses would be subject to the normal application procedures for a Business Licence and Alcohol Licence, with requirements to manage disturbance to neighbouring occupiers.

Residents also raised concern regarding the potential introduction of a nightclub to the site. Zoning By-law 198-2006 restricts the number and location of nightclub uses within the area. As the lot upon which the proposed development is located does not abut King Street West, Adelaide Street West or Richmond Street west, a Nightclub use would not be permitted on the site.

Height, Massing and Density

The proposed development comprises of two distinct elements, a 10-storey mid-rise building located on the central and northern parts of the site and an adjoining 15-storey tower element on the southern portion of the site.

Mid-rise element

The mid-rise element of the proposal is 10-storeys with a main building height of 43 metres along the central north-south axis of the site and an elevator overrun and sunken mechanical penthouse with a maximum height of 45.2 metres.

At the Toronto and East York Community Council meeting of September 6, 2017, staff provided an update to the ongoing King-Spadina Secondary Plan review. This review locates the site within the West Precinct of the Secondary Plan, where it is envisaged that new development is limited to a height of 45 metres (inclusive of mechanical penthouse). With the exception of the elevator overrun and mechanical penthouse, the mid-rise element of the proposed development is set below 45 metres with various elements set well below this height. Although the elevator overruns and the sunken mechanical

penthouse exceed 45 metres in height, given the minimal projection of 0.2 metres above this, their central location on the site and their setback from all property edges, the overrun height is considered to be acceptable and would not result in an undesirable precedent within the area. The location and height of the elevator overrun and mechanical penthouse will be secured on the Zoning By-Law schedules.

The mid-rise element of the proposal includes generous setbacks to the north and east property lines with a gradual stepped form of 4 and 5-storeys where it addresses Portland Street. The height, setbacks and stepbacks create a positive transition to the surrounding built form, and would respect both the existing and planned context of the surrounding area. Additionally, the Portland Street elevation incorporates a number of projecting and recessed elements to articulate the façade, create a base building condition that provides an architectural link between the mid-rise and taller elements of the proposal, and relates to the on-site heritage buildings.

Taller element

The 15-storey element of the proposed development is located on the southern edge of the site fronting Front Street West and has a maximum height of 62 metres (72 metres inclusive of mechanical penthouse) and sits atop a 4-storey base building. The building steps down from the top of the mechanical penthouse to a height of 62 metres to the north before adjoining the mid-rise portion of the building. Above the base building, the taller element has a 3 metre stepback at fifth floor level before stepping back out to the property line at the sixth floor and above. To the east, the proposed building has a stepped form which is set back from the main building façade facing Front Street West and steps down from 15-storeys to 10, 4 and finally 2-storeys.

To the east of the site is 'The Well' development, which includes four tall buildings along Front Street West and ranges in height from 80 metres at its closest point to the site, to 167 metres at its farthest point. West of the site beyond Portland Park Village is the 14-storey 'Reve' Condo building and the 'Minto Westside' development, which would have a height of 63 metres onto Front Street West. To the south on the opposite side of Front Street West is the railway corridor that is over 100 metres wide and is subject to a City-initiated Official Plan amendment to designate the area above the corridor as *Parks and Open Space* (Rail Deck Park). On the southern side of the rail corridor is the CityPlace neighbourhood, a master planned community with various tall buildings.

Although the taller element of the proposal would exceed the King-Spadina Secondary Plan review height of 45 metre for the West Precinct, given the existing and emerging taller building context along Front Street West, the open rail corridor and/or potential Rail Deck Park, either of which would provide an open setting and counterpoint to the taller element of the proposed building, and the location of the proposal on the edge of the King-Spadina area, the introduction of a 15-storey building with appropriate setbacks and stepbacks from its property lines, as discussed below, would be compatible with the context of the area and would not result in an undesirable precedent.

The Tall Building Design Guidelines recommend that tall buildings be placed away from streets, parks, open spaces and neighbouring properties to reduce visual and physical impacts of the tower, and allow the base building to be the primary defining element for the site and adjacent public realm. OPA 352 and the associated Zoning By-law amendments provide for minimum tower setbacks of 12.5 metres from property lines other than streets, 3 metres along streets, and 12.5 metres to the centre line of streets.

The main façade of the taller element of the proposal would face onto Front Street West and would incorporate a 4-storey base building that has a recessed ground floor and is broken into two distinct elements by the entrance to the mews. Above the base building, the taller element steps back 3 metres at the fifth-storey before stepping back out to the property line at the sixth-storey. The base building massing, together with the fifth-storey recess provides a clearly defined base to the lower levels of the building at a scale that relates to the low-rise form of the properties to the east, west and the on-site heritage buildings, while also appropriately framing the improved public realm. The base building design wraps around the proposed building to the Portland Street elevation, continuing along the mid-rise element and providing consistency with the street wall height of the on-site heritage buildings fronting Wellington Street West.

Above the base building, the closest part of the taller element of the proposal would be setback 12.5 metres from the centre line of Portland Street, with the main west elevation set back a further 1.6 metres. This would meet the Tall Buildings Design Guidelines and would provide sufficient separation distance to the 9-storey Portland Park Village building.

To the east, the proposal has a 4-storey element located on the property line with 500 Front Street West before stepping down to 2-storeys where it would abut the rear gardens of the residential properties on Draper Street West. Above this, up to 10-storey level the building has a 5.5 metre setback, before stepping back to 10.5 metres up to 15-storey level and finally stepping back 16.7 metres to the mechanical penthouse.

The setbacks to the east do not achieve those detailed in OPA 352 and the associated Zoning By-law. However, the stepped form of the eastern flank of the proposed development, with a transition from 2-storeys to the full height of the building provides a gradual transition to the lower form of the properties on Draper Street. Furthermore, the 4 to 10-storey element of this part of the building has a 5.5 metre setback that would be appropriate for a mid-rise building.

With regard to tower separation distances, the taller element of the proposal is located a sufficient distance from the neighbouring properties to the north, south and west. Although the taller element is located within 12.5 metres of the adjoining property to the east, 500 Front Street West, this property is located within the Draper Street Heritage Conservation District, where the Draper Street HCD Plan (1998) provides design guidelines to manage new and infill construction so that it respects and complements the original 19th century features of the HCD.

For this neighbouring property, the design guidelines state that any new construction should have a similar height on Draper Street to the residential buildings to the north, with higher portions of the building located further back to the west, but that this increase in height would be minor. As such, this neighbouring property is not planned as a tall building site. Notwithstanding this, should the neighbouring site come forward for redevelopment as part of an amalgamation, the proposed development at the subject site provides sufficient stepbacks and setbacks, which together with the 25 metre width of the neighbouring property, would ensure an appropriate separation between any potential neighbouring tall buildings.

Staff are of the opinion that the site can accommodate a development of this size, scale, and form, and the proposed height, density and setbacks are appropriate in this case.

Design Review Panel

The City's Design Review Panel (DRP) considers large scale development proposals within the growth areas throughout Toronto including within the *Downtown*. The application was considered by the DRP on February 22, 2018.

At the meeting the DRP considered the initial proposal and supported the introduction of commercial space, the retention of the heritage buildings and the transition to Portland Street, commending the principle of the development. Panel members generally supported increased height onto Front Street West and the provision of publicly accessible space.

However, panel members expressed concern with the relationship of the overhanging element to the mews space, planting and the heritage buildings, shadows to Victoria Square Memorial Park, the transition to Draper Street, the location of the vehicular access on Front Street and the articulation of the facades. Members recommended a stepped form to provide a transition to Draper Street, the lowering and reduction of the overhanging elements over the heritage buildings, the alteration of the taller element to ensure no net-new shadows onto Victoria Square Memorial Park, the redesign of the landscaping within the mews area, to explore relocating the vehicular entrance onto Portland Street and changes to the joining of the lower and taller elements.

Many of these comments have been addressed in the revised massing and design of the proposed development, including the introduction of the stepped form to the east of the taller element of the proposal.

Heritage

The development site includes the property at 517 Wellington Street West (also known as 495 Wellington Street West, 31 Portland Street, and 510 Front Street West), which is designated under Part IV of the *Ontario Heritage Act* and is identified as a contributing property in the King-Spadina HCD Plan. The proposal conserves the on-site heritage buildings as whole buildings, consistent with Official Plan policies. The new development will not be physically connected to the heritage buildings thereby allowing full retention of the buildings' elevations.

The proposed new building is set back approximately 27 metres from Wellington Street West, and off the heritage buildings, maintaining their scale and full three-dimensional integrity. This generous set back also mitigates any impact of the new development on the historic character of Wellington Street West, the low-scale residential heritage properties adjacent to the site at 518-520 Wellington Street West and the commercial detached buildings at 482 and 488 Wellington Street West.

Along Portland Street, the new base building is five storeys in height and visually broken up into three components responding to the height and massing of the on-site heritage buildings. The northernmost portion of the base building steps back 9 metres to a 10-storey height which cantilevers minimally over the west elevation of the rear (south) wing of 495 Wellington Street West. While the new development would block most of the view of the west elevation of 495 Wellington Street West from Portland Street, there would be no physical connection of the new development to the heritage building. A five-storey mews would be created along the west elevation of the heritage building with public access from Portland Street - allowing some view of that elevation - and Front Street West.

Alterations are proposed for the west elevation of 495 Wellington Street West by lowering the existing ground floor window openings to a lowered grade in this area. This area has already been subject to excavation to create several walk-out entrances to the building's raised basement. The openings will maintain the original window width and general fenestration pattern with minimal impact to the building's heritage character.

Directly east of the development site is the Draper Street HCD which is a rare surviving example of a residential street in a predominantly industrial area. The Draper Street HCD Plan does not provide policies or guidelines for development adjacent to the district, however, the applicant has made efforts to ensure the impact to this important residential street is mitigated through transitions in massing.

The proposed ten-storey portion of the development will be located in the centre of the site, with the three and five storey rear (south) additions of 495 Wellington Street between it and the rear of the properties on the west side of Draper Street. The taller, 15-storey portion of the new development will be situated closer to the east property line and therefore closer to the Draper Street properties but will transition to 10 storeys, to two storeys where it is behind the southernmost Draper Street properties and to four storeys further south. The new four-storey base building along Front Street West is similar to that along Portland Street and will transition in height to the lower scale of Draper Street along Front Street West.

The proposed development will neither impede views of Victoria Memorial Square Park nor affect its important historic relationship with Wellington Street and Clarence Square.

The proposal retains the on-site property's heritage attributes and mitigates against the impact on its scale, form and massing by incorporating stepbacks, introducing

appropriately-scaled base buildings with complementary articulation and transitioning in height to Draper Street. The proposal conserves the heritage attributes of the on-site heritage property, the King-Spadina HCD, the adjacent Draper Street HCD, and the heritage properties on Wellington Street West and Niagara Street.

Archaeology

The submitted Stage 2 Archaeological Assessment prepared by Stantec Consulting Ltd and dated April 13, 2018, details that there are no further archeological concerns regarding the site. Heritage Preservation Services have reviewed the assessment and concur with its findings and recommendations.

Shadow Impacts

The Public Realm and Built Form policies of the Official Plan provide that new development limit its impact on neighbouring streets, parks and open spaces and properties. The King-Spadina Urban Design Guidelines, the King-Spadina Heritage Conservation District Plan and the Council-adopted TOcore Downtown Plan also seeks to ensure that there is no net-new shadow to parks.

The submitted shadow study prepared by Sweeny and Co. and dated April 5, 2018, indicates that limited additional shadows in excess of as-of-right shadowing at the spring and fall equinoxes exclusive to the development will extend into the rear yards of residential properties on the west side of Draper Street at 1:18pm. However, between 2:18pm and 4:18pm the level of shadow on the rear of these properties would be similar to as-of-right shadowing. The more northerly of the properties on the east side of Draper Street would have additional shadowing to the front windows between 3:18pm and 4:18pm, with additional shadows in excess of as-of-right on the more southerly properties at 4:18pm.

Residents raised concern at the Community Consultation Meeting and in letters/emails regarding the shadowing of the properties at Portland Park Village to the west of the site. The Shadow Study shows that the limited additional shadows in excess of as-of-right shadowing at the spring and fall equinoxes exclusive to the development will extend onto the townhouse properties at Portland Park Village in the early morning, with shadows clear of all but a small northeast corner of the eastern most building by 11:18am. With regard to the 9-storey apartment building that forms the southern part of Portland Park Village, the Shadow Study shows that this building would not be subject to any shadows from the proposed development from 9:18am onwards.

The shadowing to the public realm on Wellington Street West, which is identified in the King-Spadina Urban Design Guidelines as a 'sunlight street', is generally less than the as-of-right shadowing.

The Study indicates that there would be a small area of additional shadow, in excess of as-of-right shadowing in the southeast corner and a small central portion of Victoria Square Monument Park at 9:18am on March 21 and September 21. The central shadow would be off the park by 10:18, while the corner shadow would be off the park by 10:48.

City Planning staff consider the shadow impacts from the proposed development acceptable.

Wind Study

The submitted Preliminary Pedestrian Level Wind Assessment and Addendum prepared by Theakston Environmental Consulting Engineers and dated April 20, 2018, indicates that the buildings include several design features that are positive for wind control, including the irregular building facades, stepped massing, terraces and design features that act to deflect winds. The Assessment indicates that suitable wind conditions are expected along sidewalks, at main building entrances and within the mews area. The original assessment identified some uncomfortable conditions at the southwest corner of the site, however, the revised proposal includes a deep setback at this corner that would provide an appreciable improvement to this area.

Staff are satisfied with the results of the wind assessment and recommend that a more detailed wind assessment be undertaken through the Site Plan Approval process with mitigation measures as necessary secured as a part of the development's Site Plan Approval.

Traffic Impact, Access, Parking

The revised submission has replaced the originally proposed open vehicular access and driveway with an enclosed vehicular access directly off Front Street West.

Transportation Services staff have reviewed the submitted Transportation Impact Study, inclusive of an 'Access Location Analysis', and note that the traffic impacts of the proposal would be acceptable and concur that the location of the access is generally acceptable.

The proposed development includes 309 parking spaces for the shared use of the office and retail. Toronto By-law 569-2013 requires a minimum of 212 parking spaces and a maximum of 565 parking spaces for the proposed development. The layout of the parking garage is generally acceptable and although 30 of the proposed spaces are substandard in width, the resultant level of parking would remain within required amounts. 142 Parking spaces would be dedicated for low-emitting vehicles (LEV), carpooling or for publicly accessible spaces dedicated to car sharing. Transportation Services staff have reviewed the submitted Transportation Impact Study and note that the proposal is generally acceptable but that the plans and site statistics need to be updated to reflect the 30 substandard spaces.

Bicycle Parking

The Official Plan contains policies which encourage reduced automobile dependency as well as promoting alternative modes of transportation. The policies seek to increase the opportunities for better walking and cycling conditions for residents.

The development proposes 211 bicycle parking spaces, comprising 101 long-term spaces and 110 short-term spaces, which meets requirements of the Zoning By-law, and is therefore acceptable

Loading

On-site loading will be provided in the form of two Type B and three Type C loading spaces, located within the building envelope at grade and below grade levels. Transportation Services have noted that the number and type of loading spaces is acceptable, however, further details of vertical clearance and manoeuvring diagrams for loading trucks is required as part of a Site Plan Approval application.

Servicing

Engineering and Construction Services staff have advised that additional information is required including revisions to the Functional Servicing and Stormwater Management Implementation Report and Hydrological Review Summary.

Recommendations 4.c. to 4.e. inclusive of this report require the applicant to provide these plans and reports to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services before the Bills are introduced to Council for enactment.

Open Space/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 site is in the lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per chapter 415, article iii of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu contribution. The proposal, being non-residential, is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.

Streetscape and Public Realm

The revised plans propose a pedestrian connection varying between 6 and 12 metres in width running along the north-south axis of the site, connecting Wellington Street West, albeit through the existing heritage building to Front Street West, with an open western entrance from Portland Street also provided. The majority of the connection would be in the form of a covered mews with retail uses and office openings fronting onto these areas. The recommended draft Zoning by-law amendment includes a minimum width of 5 metres to this area, while Recommendation 6.b.iv) of this report requires the owner to enter into an easement agreement for this area to ensure it remains open to pedestrians. The minimum width of 5 metres provides some flexibility to the ground floor foot print

within the mews and will be reviewed further as part of the Site Plan Approval application.

A Privately-owned publicly accessible open space (POPS) approximately 280 square metres in area is proposed at the western entrance to the covered mews from Portland Street West. This would not be covered and is proposed to include planting.

The southwest corner of the site will include a POPS formed through a 5-storey recess to the tall building element of the proposal and would measure approximately 125 square metres in area.

The revised submission includes greater setbacks at grade to the ground floor of the development, with sidewalk widths of 7.8 metres to Front Street West and Portland Street and tree planting. The full details of the sidewalk area and tree planting will form part of the Site Plan Approval application submission.

Policy 8.2.2 of the King-Spadina HCD states that public realm improvements should be informed by and reinforce the original intentions of the 1837 Hawkins Plan for Wellington Place. A key objective to achieving this is to create a 'green link' between Clarence Square to the east and Victoria Memorial Square Park to the west through the reinstatement of a formal, tree-lined boulevard along Wellington Street West. The submitted Arborist Report and Concept Landscape Plan include the provision of a tree lined boulevard as part of the public realm works on Wellington Street West to the north of the site. To ensure a consistent streetscape to that of the development at 'The Well' to the east of the site, the applicant will work with the City and the applicants at 'The Well' and include full details of the boulevard as part of the Site Plan Approval application submission. Recommendation 6.b.v). requires that this be addressed through the Site Plan Approval application process.

The proposal includes the removal of a number of on-site and street trees. The City's Urban Forestry have noted that additional tree planting on the site and within the sidewalk would be required. The substandard replanting currently proposed will be addressed through the Site Plan Approval application process.

City Planning staff consider that the two proposed POPS at the site, mid-block mews connection, the public realm improvement works and historic boulevard works to Wellington Street West to be a positive element of the proposal. The western POPS will provide a visual connection to Victoria Memorial Square Park to the west, help to frame views of the heritage properties and will form a well defined entrance to the covered mews area for pedestrians. The proposed POPS at the southwest corner of the site would open up the corner of the site, while also emphasizing and providing greater legibility to this important intersection that forms the gateway from Front Street West into the King-Spadina precinct. This supports the City's proposed Rail Deck Park on the rail corridor across Front Street West to the south.

The proposed streetscape improvements and introduction of a mews provide an enhanced public realm. However, further tree planting is required.

City Planning staff recommend that the two POPS be secured in the Section 37 Agreement as a matter of legal convenience, and that the final design be secured through the Site Plan Approval process.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The applicant is required to meet Tier 1 of the TGS. The recommended site specific zoning by-law will secure performance standards for the provision of bicycle parking. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

Section 37

Section 37 of the *Planning Act* enables the approval authority to authorize increases in height and/or density, over and above that permitted by the Zoning By-law, in exchange for community benefits. Community benefits are specific capital facilities (or cash contributions for specific capital facilities) and can include: affordable housing, day care, parkland and/or park improvements above and beyond the parkland dedication; public art; streetscape improvements, and other works detailed in Section 5.1.1.6 of the Official Plan. They must also bear a reasonable planning relationship to the proposed development including an appropriate geographic relationship and addressing any planning issues associated with the development.

The community benefits to be secured in the Section 37 Agreement are as follows:

1. Provide a cash contribution, of \$400,000 for the Bathurst Quay Neighbourhood Plan, payable prior to introducing the necessary Bills to City Council for enactment.
2. Provide a cash contribution, of \$400,000 for the Waterfront School playground at 635 Queens Quay West, Toronto, ON, M5V 3G3, payable prior to introducing the necessary Bills to City Council for enactment.
3. Provide a cash contribution, of \$380,000 for the provision of new affordable housing as part of the Alexandra Park and Atkinson Housing Co-Operative Revitalisation, to be directed to the Capital Revolving Fund for Affordable Housing, payable prior to the issuance of the first above-grade building permit.

4. Provide a cash contribution, of \$720,000 toward streetscape and public realm improvements to Wellington Street West, Portland Street, Draper Street and/or Front Street West to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor, payable prior to the issuance of the first above-grade building permit.
5. The required cash contributions pursuant to recommendation 1 to 4 inclusive, are to be indexed upwardly in accordance with the Statistics Canada non-residential Construction Price Index for the Toronto Census Metropolitan Area, calculated from the date of execution of the Section 37 Agreement to the day the payment is made; and
6. In the event the cash contributions in recommendation 1 to 4 inclusive above, have not been used for the intended purpose within five (5) years of the by-laws coming into full force and effect, the cash contributions may be redirected for another purpose(s), at the discretion of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor, provided that the purpose(s) is identified in the Official Plan and will benefit the community in the vicinity of the lands.
7. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development, at the owner's expense:
 - a. The owner shall provide, at its own expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, an area of not less than 280 square metres at grade for use by the general public as a privately-owned publicly accessible open space (POPS), located on the western side of the site fronting Portland Street and providing an entrance to the mews in a location generally identified in the Zoning By-law Amendments, and shall convey, prior to the issuance of Site Plan Approval, an easement along the surface of the lands which shall constitute the POPS, for nominal consideration, to the City. The specific location, configuration and design of POPS shall be determined in the context of Site Plan Approval pursuant to Section 114 of the City of Toronto Act, 2006 and secured in a Site Plan Agreement with the City to the satisfaction of the Acting Director, Community Planning, Toronto and East York District. The owner shall own, operate, maintain and repair the POPS and install and maintain a sign, at its own expense, stating that members of the public shall be entitled to use the POPS.
 - b. The owner shall provide, at its own expense, all to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, an area of not less than 125 square metres at grade for use by the general public as a privately-owned publicly accessible open space (POPS), located at the southwest corner of the site in a location generally identified in the Zoning By-law Amendments, and shall convey, prior to the issuance of Site

Plan Approval, an easement along the surface of the lands which shall constitute the POPS, for nominal consideration, to the City. The specific location, configuration and design of POPS shall be determined in the context of Site Plan Approval pursuant to Section 114 of the City of Toronto Act, 2006 and secured in a Site Plan Agreement with the City to the satisfaction of the Acting Director, Community Planning, Toronto and East York District. The owner shall own, operate, maintain and repair the POPS and install and maintain a sign, at its own expense, stating that members of the public shall be entitled to use the POPS.

- c. Prior to the issuance of Site Plan Approval, the owner shall convey to the City a public pedestrian easement for the life of the building, across the two publicly-accessible private open spaces (POPS) having a total minimum area of 405 square metres, to the satisfaction of the Acting Director, Community Planning, Toronto and East York District.
- d. Prior to the issuance of Site Plan Approval, the owner shall convey to the City a public pedestrian easement for the life of the building, over the mid-block pedestrian mews, to the satisfaction of the Acting Director, Community Planning, Toronto and East York District.
- e. Detailed landscape and lighting plans will be submitted and approved through the Site Plan Approval process to realize the objective of creating a 'green link' on Wellington Street West to connect Clarence Square with Victoria Memorial Square. These plans will be subject to the approval of the Chief Planner and Executive Director, City Planning Division and the General Manager, Transportation Services.
 - i) Prior to the issuance of the first building permit, the owner shall submit a Construction Management Plan to the satisfaction of the General Manager of Transportation Services and the Chief Building Official and Executive Director, Toronto Building, in consultation with the Ward Councillor and thereafter in support of the development, will implement the Plan during the course of construction. The Construction Management Plan will include, but not be limited to, details regarding size and location of construction staging areas, dates of significant concrete pouring activities, measures to ensure safety lighting does not negatively impact adjacent residences, construction vehicle parking locations, refuse storage, site security, site supervisor contact information and any other matters deemed necessary.
 - ii) The owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on December 7, 2017, through the adoption of item PG23.9 of the Planning and Growth Committee.

The report recommends that City Council require the owner to enter into an Agreement Pursuant to Section 37 of the *Planning Act* to secure the above noted matters before the necessary Bills are introduced to City Council for enactment.

Conclusion

The proposal is consistent with the *Regeneration Areas* policies in the Official Plan and the King-Spadina Secondary Plan. The proposal introduces significant new commercial floor space to the area, a built form that is consistent with the existing and proposed context of the area, provides two POPS and will contribute to the public realm and open space network within the downtown. Section 37 contributions towards the Waterfront School playground and the Bathurst Quay Neighbourhood Plan, streetscape and public realm improvements and affordable housing will be secured in a Section 37 Agreement. City Planning recommend Council approve the proposed zoning by-law amendments and that the Bills to introduce the By-laws be held until the applicant addresses various matters associated with the orderly development of the site.

CONTACT

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SIGNATURE

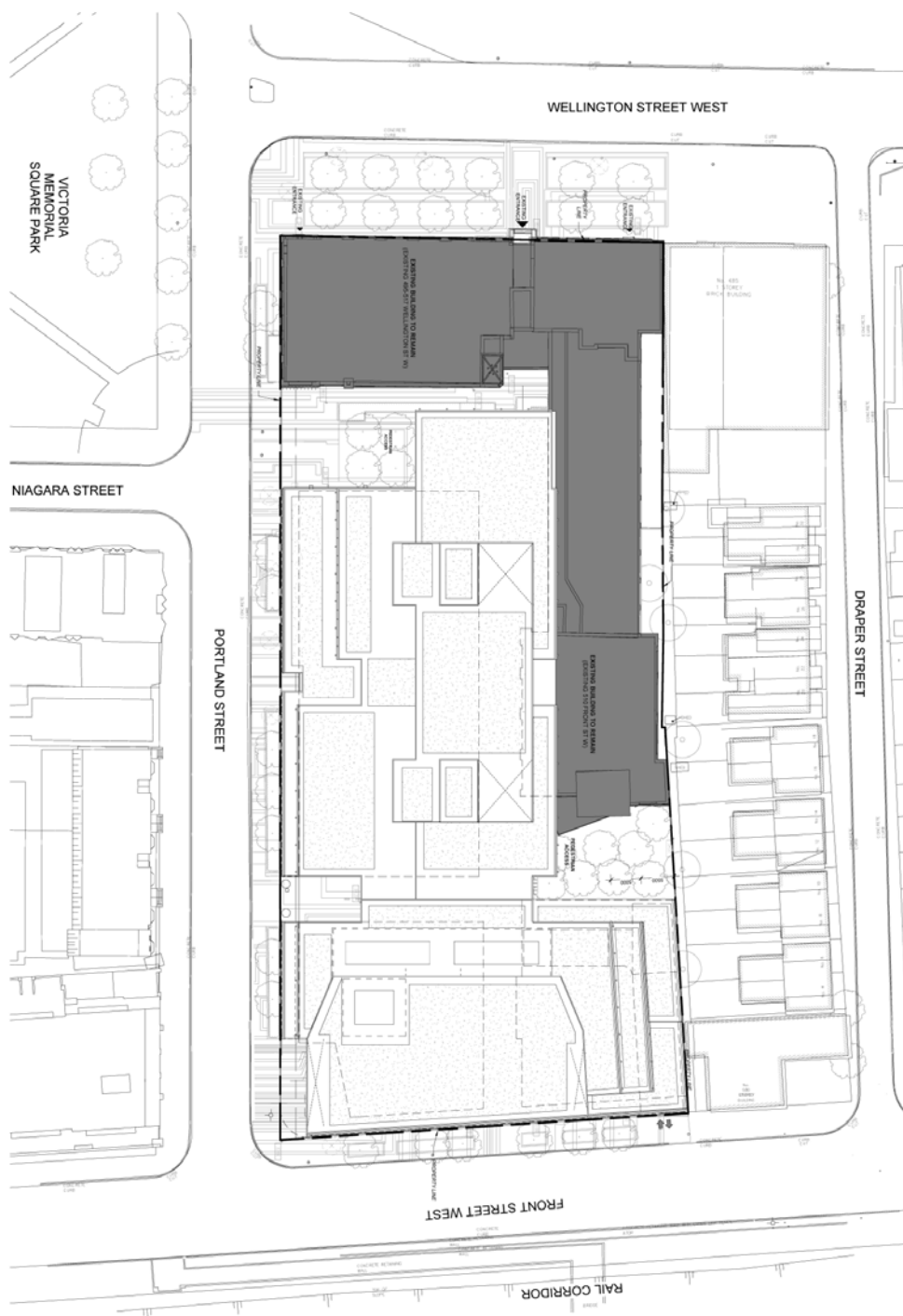
Lynda H Macdonald
Acting Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Ground Floor and POPS Plan
Attachment 3: North Elevation
Attachment 4: East Elevation
Attachment 5: South Elevation
Attachment 6: West Elevation
Attachment 7: Zoning
Attachment 8: Application Data Sheet

Attachment 1: Site Plan



Site Plan

495 - 517 Wellington St. & 510-532 Front St.

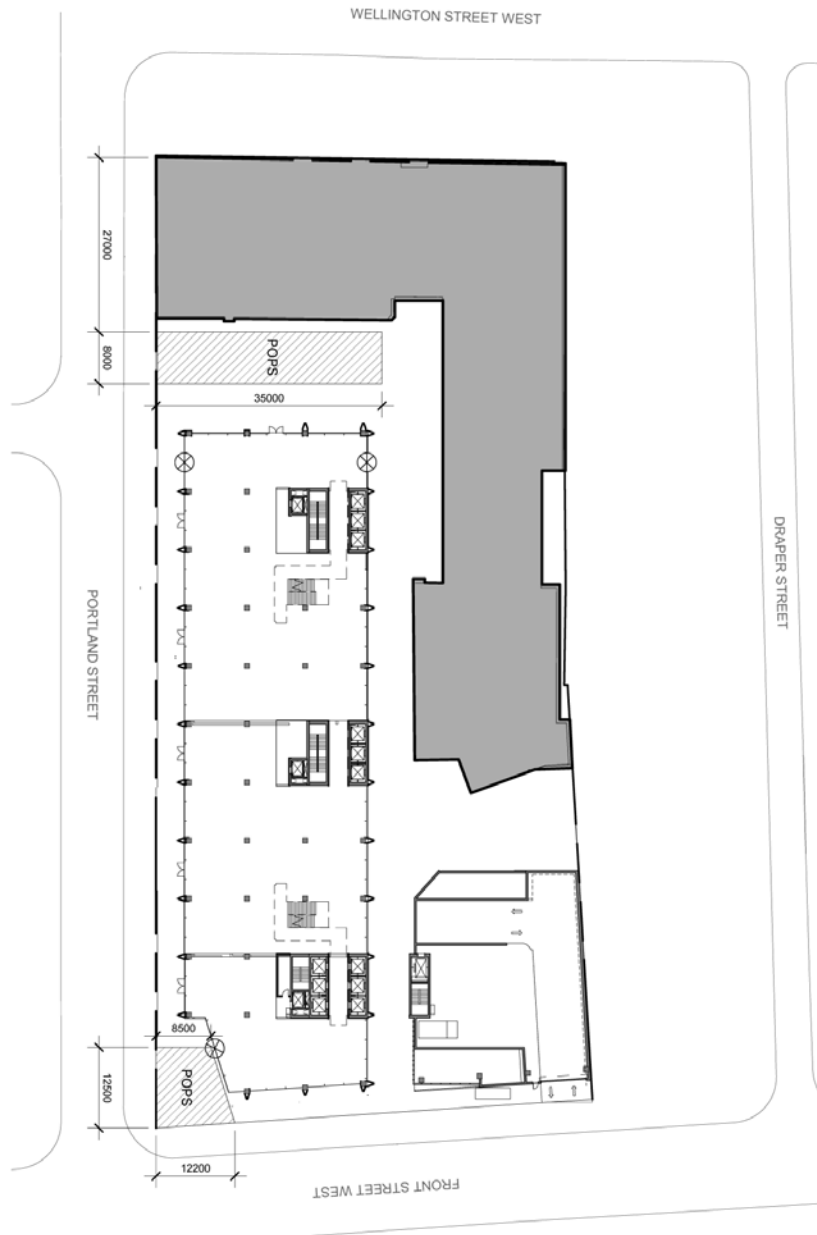
Applicant's Submitted Drawing

Not to Scale
05/29/2018



File # 17 256142 STE 20 0Z

Attachment 2: Ground Floor and POPS Plan



POPS Plan

495 - 517 Wellington St. & 510-532 Front St.

Applicant's Submitted Drawing

Not to Scale
05/29/2018



File # 17 256142 STE 20 0Z

Attachment 3: North Elevation



North Elevation

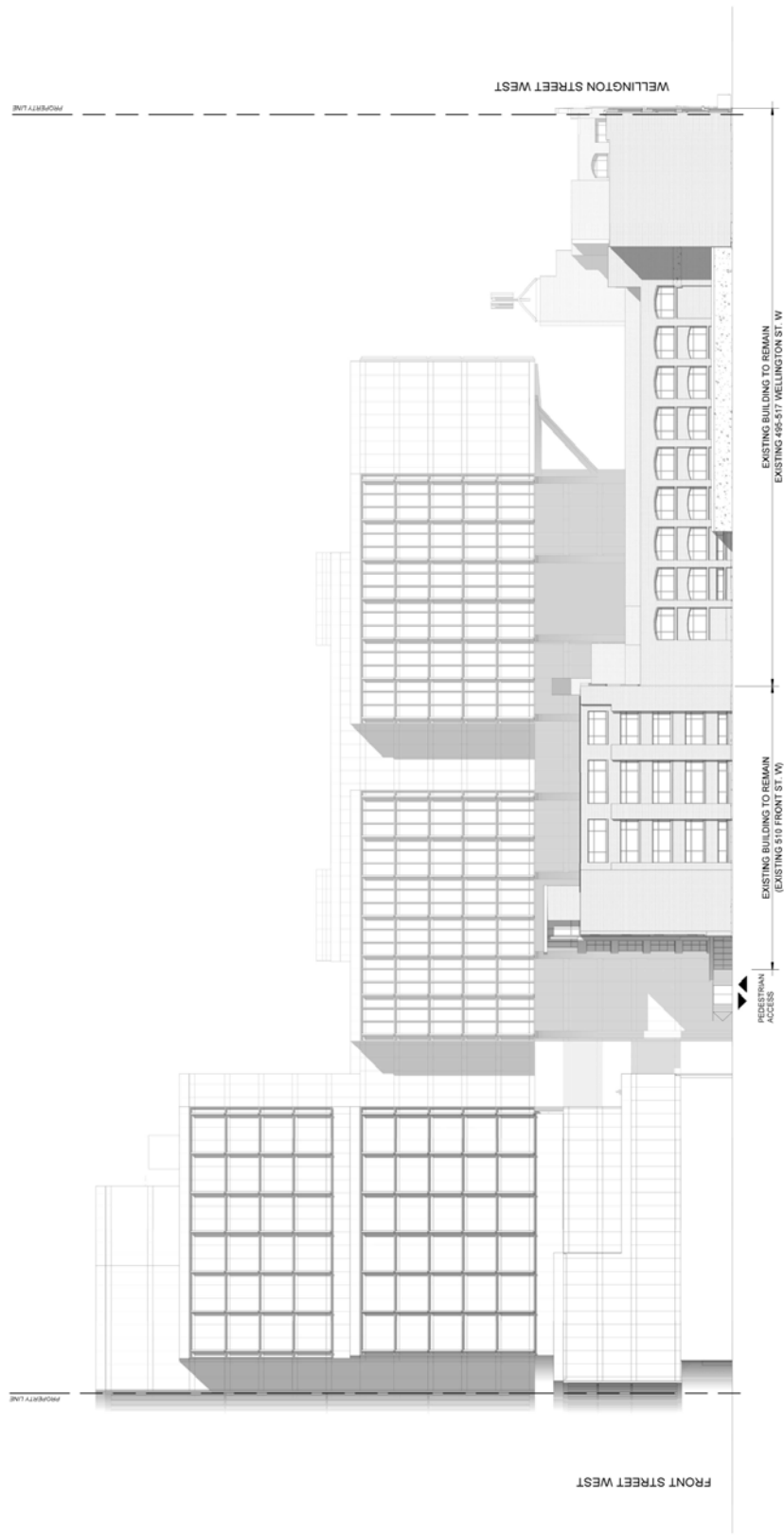
Applicant's Submitted Drawing

Not to Scale
05/29/2018

495-517 Wellington Street & 510-532 Front Street

File # 17 256142 STE 20 0Z

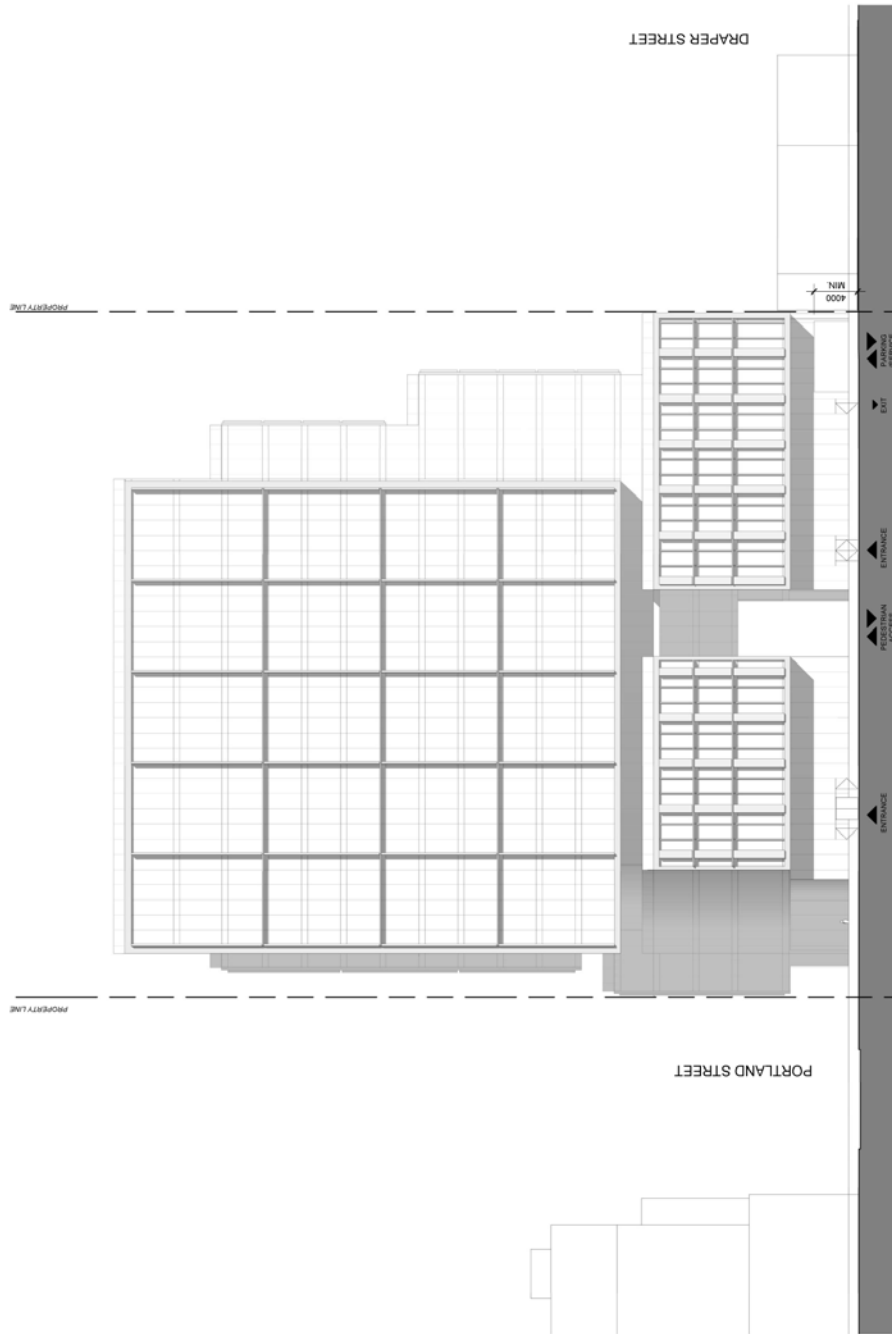
Attachment 4: East Elevation



East Elevation
Applicant's Submitted Drawing
Not to Scale
05/29/2018

495-517 Wellington Street & 510-532 Front Street
File # 17 256142 STE 20 0Z

Attachment 5: South Elevation



South Elevation

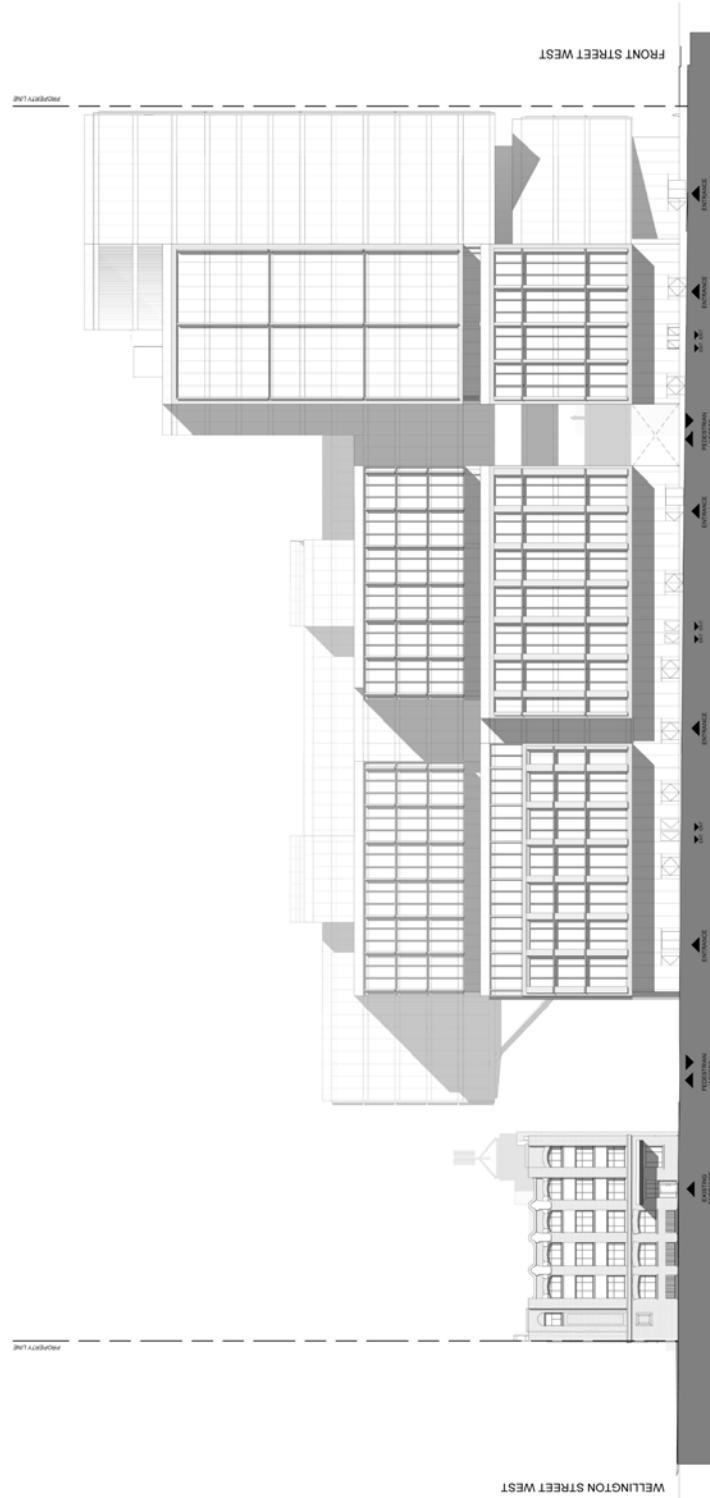
Applicant's Submitted Drawing

Not to Scale
05/29/2018

495-517 Wellington Street & 510-532 Front Street

File # 17 256142 STE 20 0Z

Attachment 6: West Elevation



West Elevation

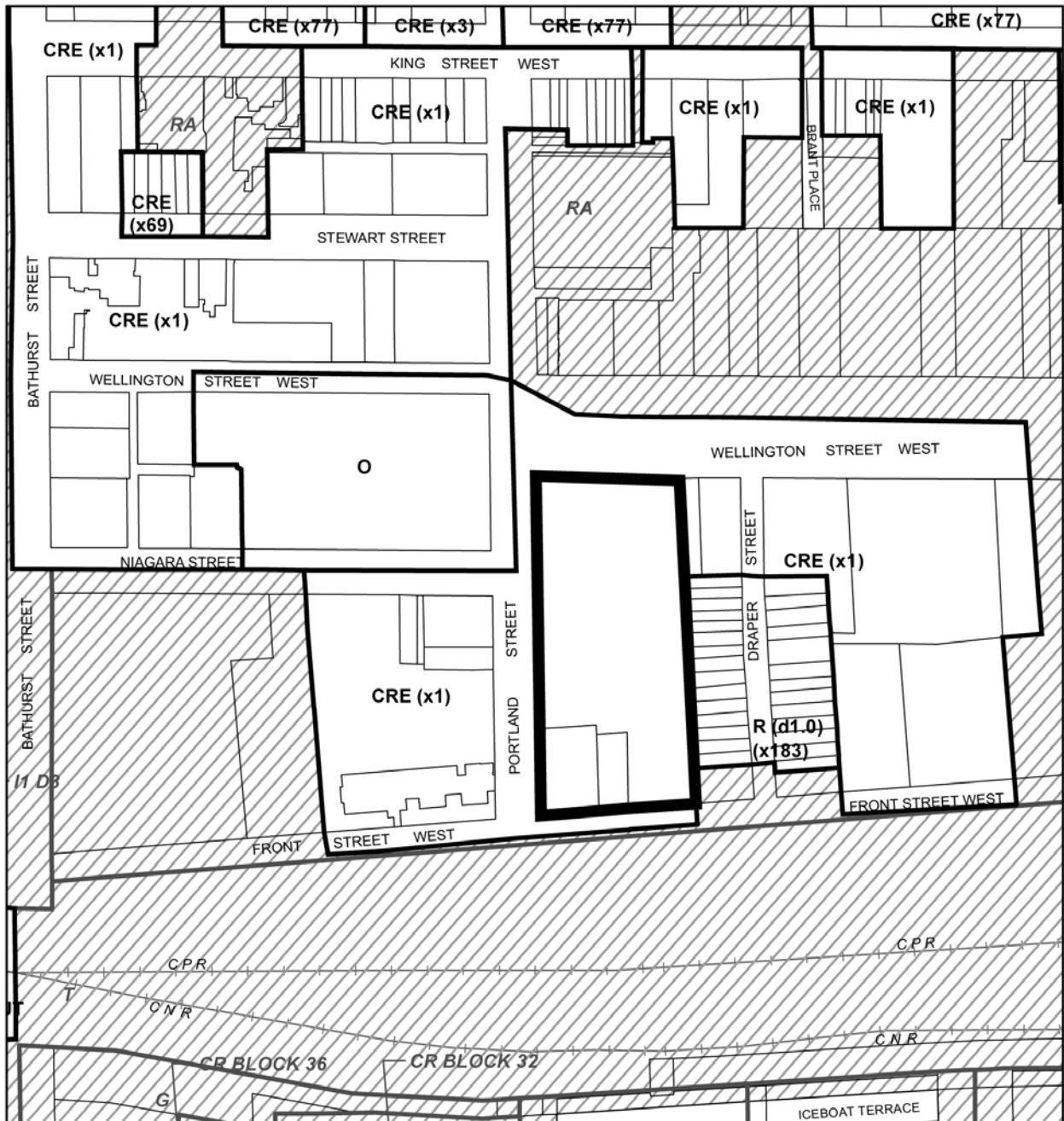
Applicant's Submitted Drawing

Not to Scale
05/29/2018

495-517 Wellington Street & 510-532 Front Street

File # 17 256142 STE 20 0Z

Attachment 7: Zoning



Zoning By-Law No. 569-2013

495 - 517 Wellington Street West

File # 17 256142 STE 20 0Z



Location of Application

R Residential
CRE Commercial Residential Employment

O Open Space
UT Utility and Transportation



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

CR Mixed-Use District
MCR Mixed-Use District
RA Mixed-Use District
T Industrial District
G Parks District



Not to Scale
Extracted: 11/28/2017

Attachment 8: Application Data Sheet

Municipal Address:	495-517 Wellington Street West and 510-532 Front Street West	Date Received:	November 1, 2017
Application Number:	17 256142 STE 20 OZ		
Application Type:	Rezoning		
Project Description:	Proposed 15-storey office building with ground floor retail space and the retention of the existing heritage buildings. Approximately 49,351 square metres of new non-residential gross floor area is proposed in addition to the retained gross floor area of 12,482 square metres, for a total of 61,833 square metres.		

Applicant	Agent	Architect	Owner
Sweeny and Co.		Sweeny and Co.	Portland Property Wellington Inc.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:	No
Zoning:	RA	Heritage Designation:	Designated Buildings
Height Limit (m):	23 and 30	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq m):	9,499	Frontage (m):	150	Depth (m):	68
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	4,064	2,956	2,577	5,533
Residential GFA (sq m):				
Non-Residential GFA (sq m):	14,698	12,482	49,354	61,836
Total GFA (sq m):	14,698	12,482	49,354	61,836
Height - Storeys:	4	4	15	15
Height - Metres:	17	17	71.7	71.7

Lot Coverage Ratio (%):	58.25	Floor Space Index:	6.51
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:		
Retail GFA:	2,643	
Office GFA:	59,190	
Industrial GFA:		
Institutional/Other GFA:		

Parking and Loading

Parking Spaces:	309	Bicycle Parking Spaces:	211	Loading Docks:	5
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CONTACT:

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