

**520 Richmond Street West – Zoning Amendment,
Application – Final Report**

Date:	June 18, 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:	12 279689 STE 20 OZ

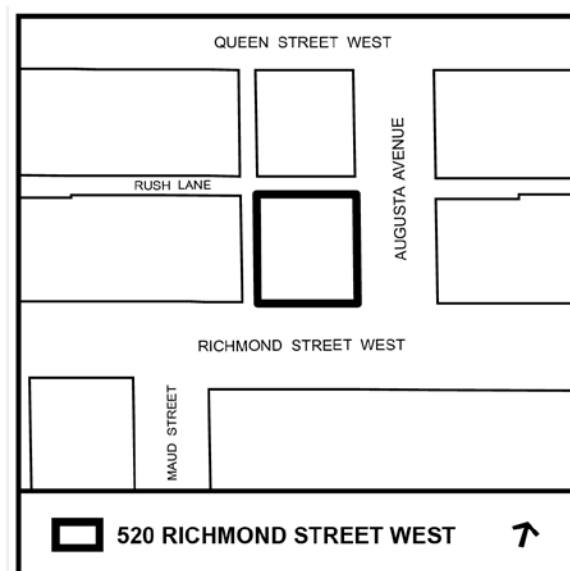
SUMMARY

This application proposes to amend the Zoning By-law for the property at 520 Richmond Street West to facilitate the redevelopment of the site with a 15-storey mixed-use building having a height of 45 metres, including the mechanical penthouse. The building will contain retail uses at grade, 124 residential units above and 25 parking spaces in a below-grade parking garage. A total of 126 bicycle parking spaces will also be provided.

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

Additionally, the proposal confirms with the policies of the Official Plan, the King-Spadina Secondary Plan, the Council adopted King-Spadina Urban Design Guidelines (2006), King-Spadina Secondary Plan Review and the King-Spadina Heritage Conservation District Study.

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



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 438-86, for the lands at 520 Richmond Street West, substantially in accordance with the draft Zoning By-law Amendment to be available at the July 4, 2018 meeting of the Toronto and East York Community Council.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bill to City Council for enactment, require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* satisfactory to the City Solicitor and in consultation with the Acting Director, Community Planning, Toronto and East York District, to secure the following as a legal convenience to support the development:
 - i. Prior to the issuance of the first below-grade building permit for the 520 Richmond Street West property, the owner shall convey to the City for nominal consideration good and marketable title in fee simple to that part of the air space of the property municipally known as 530 Richmond Street West located above the horizontal plane that is fifteen (15.0) metres above the grade of the property at ground level, free and clear of all encumbrances, except those that may be acceptable to the City in its sole and unfettered discretion; and
 - ii. Upon conveying the required 0.72 metre lane widening of the north-south lane abutting the site at 520 Richmond Street West on the west side, the owner is required to restore the portion of the lane immediately abutting the property at 520 Richmond Street West (between Richmond Street West and Rush Lane) in accordance with City standards and reflecting any required public realm improvements associated with the future pedestrianization of the lane to be initiated by the City, from Richmond Street West to Queen Street West, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Original Proposal (November 2012)

The original application was submitted in November 2012 and was for a 13-storey, 37 metre tall (43 metres including the mechanical penthouse), mixed-use building containing 108 residential units, commercial uses at grade and 36 parking spaces below-grade. The ground floor of the building was setback from the Richmond Street West and Augusta Street property lines, however, the remainder of the building cantilevered over these setbacks right up to the property lines for the full height of the building. Additionally, the proposal did not include any setbacks or stepbacks from the west and north property lines. Lane widening of the adjacent east-west lane was provided for, but the required widening of the north-south lane was not.

A preliminary report on the original proposal was before the February 26, 2013, Toronto and East York Community Council and, subsequently, a Community Consultation meeting was held on November 4, 2013. At the Community Consultation meeting and within the Preliminary report, staff identified concerns related to building height, lack of building stepbacks from the west and north lot lines to provide an appropriate separation distance from adjacent properties, and lack of an appropriately sized base building with stepbacks above, along the Richmond Street West and Augusta Street frontages to establish an appropriate street wall height. The lack of lane widening of the north-south lane was also identified as an issue.

Revised Proposal (July 2017)

A revised application was submitted in July 2017 for a 15-storey building with a height of 46 meters (53 metres including the mechanical penthouse). The proposal included a base building of 23 metres (7 storeys) with 3 metre stepbacks above starting at the 8th storey along the Richmond Street West and Augusta Street frontages. No stepbacks were proposed from the west and north property lines, and lane widening of the adjacent north-south lane was also still lacking.

Second Community Consultation Meeting

A community consultation meeting to review the revised proposal was held on June 15, 2017. Comments received from the community included concerns related to overall building height, impact on the Queen Street West HCD, impact on the King-Spadina HCD, potential shadow impacts on the Cityscape Terrace residential building located on the opposite side of Augusta Avenue and access to vehicular parking spaces via Rush lane.

At the meeting, staff also identified issues regarding overall building height, lack of stepbacks from the north and west property lines, and the requirement for lane widening of the north-south lane. Staff also noted that the requirement to provide a minimum of 10 percent of all units as three-bedroom units was not being met.

Final Proposal (April 2018)

After numerous meetings between staff and the applicant, a second and final revised proposal was submitted at the beginning of April 2018. This latest version is the subject of this report, the details of which are outlined in the Issue Background section below.

ISSUE BACKGROUND

Proposal

The proposal is for a 15-storey mixed-use building with a total height of 45 metres, including the wrapped mechanical penthouse. The proposal includes retail uses at grade, 124 residential units above, 25 vehicular parking spaces below grade and a total of 126 bicycle parking spaces.

The proposed base building is seven-storeys (22 metres) tall and 3.0 metre stepbacks are provided above base building starting at the eighth storey along both, the Richmond Street West and Augusta Street frontages.

The required lane widening of 0.72 metres and 1.02 metres of the east-west (Rush Lane) and north-south lanes respectively, is being provided.

A 2.5 metre stepback above the podium has been incorporated along the west façade opposite the site at 530R Richmond Street West. This stepback, together with the required lane widening of the adjacent north-south lane, locates the upper storeys of the building 5.5 metres from the centreline of the lane. The remainder of the west façade, opposite the site at 530 Richmond Street West, is located on the new property line (created through the lane conveyance).

Please refer to the applicant's submitted architectural drawings found in Attachments 1-5 for more information. Additional project data is available on the Application Data Sheet found as Attachment 7.

Site and Surrounding Area

The site, located at the northwest corner of Richmond Street West and Augusta Avenue, has 27 metres of frontage on Richmond Street West and 30 metres of frontage on Augusta Avenue, with a total lot area of 815 square metres. The property abuts a north-south lane accessible via Richmond Street on the west side and an east-west public lane, Rush Lane, accessible via Augusta Avenue on the north side.

Land uses surrounding the site are as follows:

South: Immediately across the street within the block between Maud Street and Brant Street is the site of the former Toronto Water Works Building. This site is currently being re-developed to accommodate a 13-storey (48 metre tall) mixed-use building with a retail food hall at grade, a YMCA community centre on the second and third floors, and residential units above. The

Toronto Water Works Building, a designed heritage building, is being incorporated into the development.

- East: Located at the northeast corner of Richmond Street West and Augusta Avenue is Cityscape Terrace, a six-storey residential building containing grade-related units. This development occupies most of the block between August Avenue and McDougall Lane.
- West: Adjacent to the subject site on the west side are two-and-a-half storey row houses, semi-detached and detached buildings. The properties immediately west of the subject site are included on the City's Heritage Register. The property immediately west of the lane abutting the site, 530 Richmond Street West, contains the eastern half of a semi-detached house-form building included on the City's Heritage Register and is owned by the applicant. Just to the north of this property, at the northwest corner of Rush Lane and the north-south Lane, at 530R Richmond Street West, is a three-storey building containing employment uses.
- North: Adjacent to the site on the opposite side of Rush Lane are rear yards of the properties fronting Queen Street West which are mostly two and four-storey mixed-use buildings containing commercial uses at grade and residential uses above the first storey. This section of Queen Street West falls within the Queen Street West Heritage Conservation District.

Provincial Policy Statement and Provincial Plans

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

- (d) the conservation of features of significant architectural, cultural, historical, archeological or scientific interest;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (r) the promotion of a built form that,
 - (i) is well designed;
 - (ii) encourages a sense of place;
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant

Provincial Policy Statements 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; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

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.

Furthermore, 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
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and 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.

The PPS and Growth Plan are more than an individual set of policies but 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 the Report.

Toronto Official Plan and Urban Design Guidelines

This application has been reviewed against the policies of the City of Toronto Official Plan, the King-Spadina Secondary Plan (2006) and the King-Spadina Secondary Plan review, the King-Spadina Urban Design Guidelines, the King-Spadina Heritage Conservation District Study, the City-Wide Tall Buildings Design Guidelines and subsequent Official Plan Amendment 352 (Updating Tall Building Setbacks Downtown) and TO Core: Planning Toronto's Downtown as follows:

Chapter 2 - Shaping the City

In Section 2.2, Structuring Growth in the City: Integrating Land Use and Transportation, the Official Plan states that future growth within Toronto will be steered to areas which are well served by transportation choices and which have a number of properties with redevelopment potential. Areas that can best accommodate growth in the City and that are well served by transit are shown on Map 2 of the Official Plan. Map 2, Urban Structure, identifies the site as *Downtown*. Section 2.2.1 of the Official Plan identifies that the *Downtown* offers opportunities for substantial growth, but it is not anticipated that this growth will be uniform. Rather, it is expected that the physical setting of many areas will remain unchanged and that design guidelines specific to districts of historic or distinct character will be implemented to ensure new development fits into the context of existing built form, setbacks, heights, and relationship to historic and landmark buildings.

Chapter 3 - Building a Successful City

In Section 3.1.2, Built Form, the Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible, and provide ground floor uses that have views into and access from the street. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and

enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

Section 3.1.5, Heritage Conservation, contains policies related to the conservation of Toronto's cultural heritage, significant buildings, properties, districts, landscapes and archeological sites. On May 12, 2015, the former Ontario Municipal Board approved Official Plan Amendment 199 to provide further policy direction on development adjacent to heritage properties. In particular, Policy 3.1.5.4 states that heritage resources on the City's Heritage Register will be conserved and maintained. Additionally, 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. Finally, Policies 3.1.5.32-33 deal specifically with development within Heritage Conservation Districts (HCD) to ensure the integrity of the district's heritage values, attributes and character are conserved in accordance with the HCD Plans.

Chapter 4 – Land Use Designations

The site is designated *Regeneration Areas* on Map 18 of the Official Plan. *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 and office 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 the areas of the City that are vacant or underused. Section 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

Chapter Five provides guidance to understand and interpret the Official Plan. In particular, Section 5.6, Policy 1 indicates that the Official Plan should be read as a whole in order to understand its comprehensive and integrative intent as a policy framework. Additionally, Section 1.5 How to Read this Plan in Chapter One indicates that the Official Plan is a comprehensive and cohesive whole. The proposed application was evaluated against the policies described above as well as the policies of the Official Plan as a whole.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

King-Spadina Secondary Plan (2006)

The site is situated within the West Precinct of the King-Spadina Secondary Plan Area found in Chapter 6.16 of the Official Plan. The King-Spadina Secondary Plan emphasizes reinforcement of the characteristics and qualities of the area through special attention to built form, heritage and public realm. The major objectives of the Plan include the policy

that heritage buildings and other important buildings within the King-Spadina Area, including the West Precinct, will be retained, restored and re-used.

The policies of Section 3 – Built Form and in particular the policies of Section 3.6 – General Built Form Principles specify that:

- Buildings are to be located along the front property line to define edges along streets and lower levels are to provide public uses accessed from the street;
- Servicing and parking are encouraged to be accessed from lanes rather than streets to minimize pedestrian/vehicular conflicts;
- New buildings will be sited for adequate light, view and 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 building height, massing, scale, setbacks, stepbacks, roof line and profile, and architectural character and expression;
- Appropriate proportional relationships to streets and open spaces will be provided, and wind and shadow impacts will be maintained on streets and open spaces;
- The streetscape and open space improvements will be coordinated in new development; and,
- High quality open spaces will be provided.

A major objective of the King-Spadina Secondary Plan is to use the historic fabric of the area as the context within which to assess new development. Additionally, achieving a mixture of compatible land uses, and retaining and promoting commercial and light industrial uses is another major objective of the plan.

The King-Spadina Secondary Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

King-Spadina Secondary Plan Review

The King-Spadina Secondary Plan Review began as the "King-Spadina East Precinct Built Form Study", however, at its meeting on July 7, 2015, City Council expanded the boundary to also include the Spadina Precinct. 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 a downward gradation of tower heights from east to west from University Avenue towards Spadina Avenue, 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.

The geographic boundaries of the study were further expanded to include the West Precinct, thereby including the entire King-Spadina Secondary Plan Area by Toronto and East York Community Council at its September 6, 2017 meeting, through their consideration of the Draft Policy Directions Report. Draft policy direction includes:

- Proposed land use redesignation 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>.

King-Spadina is one of the highest growth areas in the City of Toronto. The King-Spadina Secondary Plan Review recognizes that this area has evolved from an area of employment (non-residential uses) into an area with a range of uses including residential. 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.

Staff anticipate that the Draft King-Spadina Official Plan policies will be posted on the City Planning web site in 2018. A 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.

TOcore: Planning Downtown

At its meeting on October 2-4, 2017, City Council considered a proposed plan for the Downtown and directed staff to undertake stakeholder and public consultation on that document and its proposed policies, leading to an Official Plan Amendment for the Downtown as described below.

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 with 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 three-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.

This OPA brings forward 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 liveability, 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. The OPA is consistent with the Provincial Policy Statement (2014), conforms to the Growth Plan and has regard to matters of provincial interest under Section 2 of the *Planning Act*. Further background information can be found at www.toronto.ca/tocore.

The subject site is identified as *Mixed-Use Area 2 – Transitional* which contemplates a scale of building form that provides a transition between taller buildings anticipated on some sites in *Mixed-Use Area 1* and the predominantly mid-rise character of *Mixed-Use Area 3*.

OPA - 352 – Downtown Tall Building Setback Area

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.

King-Spadina Urban Design Guidelines (2006)

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. They 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 Official Plan (Section 5.3.2: Implementation Plans and Strategies for City-Building, Policy 1) 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 King-Spadina Urban Design Guidelines support the implementation of the King-Spadina Secondary Plan. These 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 of the Guidelines 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.

Section 5 contains the built form guidelines that expand on Section 4. Section 5.2.1 emphasizes that the street wall should be designed to ensure pedestrian comfort and adequate light penetration. This can be achieved through a 1:1 ratio of building height relative to street width. New development should reinforce the continuity of the street wall of a particular street using existing building heights and setbacks as the basis for the design of the street frontage.

Further, Section 5.4.1 Building Heights affirms that the West Precinct is characterized by a homogenous form of low to mid-rise warehouse, office and mixed-use building patterns. The Guidelines state that applications displaying portions of buildings above the height limit set out in the Zoning By-law will be required to demonstrate no undue impacts on light, view, privacy and sunlight access on nearby properties.

Section 5.4.3 Angular Planes and Stepbacks stipulates that where buildings are permitted to be higher than the street wall height, a stepback will be required that is large enough to ensure that the higher portion does not overwhelm and detract from the consistency of the street wall from the perspective of the pedestrian experience. This section also considers that, even in situations where a particular development meets angular plane requirements and does not cause significant wind or shadow impacts, the height may still not necessarily be acceptable within its context.

Section 5.4.4 Light, View and Privacy states that taller building elements (i.e. above the as-of-right height permissions) should be evaluated on their ability to achieve optimum proximity, light, view and privacy conditions, as well as on their impact on other properties on the same block with similar potentials.

City-wide Tall Building Design Guidelines

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

In Policy 1 in Section 5.3.2 - Implementation Plans and Strategies for City-Building, the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas." The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3, The Built Environment, and other policies within the Plan related to the design and development of tall buildings in Toronto.

The Tall Building Design Guidelines include guidelines to address the conservation and integration of heritage buildings into tall building development and address new developments within their historic context. Section 1.6(a) directs to conserve and integrate heritage properties into tall building developments in a manner that is consistent with accepted principles of good heritage conservation. Section 1.6(c) states that new base buildings be designed to respect the urban grain, scale, setbacks, proportions, visual relationships, topography and materials of the historic context.

The city-wide Guidelines are available at
<http://www.toronto.ca/planning/tallbuildingdesign.htm>

Growing Up: Planning for Children in New Vertical Communities

In July 2017, City Council adopted the Growing-Up Draft Urban Design Guidelines, and directed City Planning staff to apply the Guidelines in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing-Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. The Council decision and draft guidelines are available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>.

Zoning

Former City of Toronto By-law 438-86 designates the site RA "Reinvestment Area" which permits a range of uses including residential, commercial, office and retail. As part of the RA zoning controls, density standards were replaced by built form objectives expressed through height limits and setbacks. The maximum height permitted is 23

metres plus an additional five metres for the mechanical penthouse above this. A three-metre stepback is required above a height of 20 metres.

The site predates Zoning By-law 569-2013 and therefore is not subject to it. As part of the process of enacting the new City-wide Zoning By-law, a Transition Protocol was established with criteria to determine which properties would be left out of new Zoning By-law. One category in the Protocol related to sites subject to complete applications for a zoning by-law amendment prior to the date of passage of By-law 569-2013. This was done so that the applications may proceed, and be completed under the former general zoning by-laws which were in place at the time of complete application submission. Consistent with this Protocol, this site was removed from the draft Zoning By-law prior to the enactment of By-law 569-2013.

Site Plan Control

The development proposal is subject to Site Plan Control. A Site Plan Approval application was submitted on July 14, 2017, and is currently under review.

Reasons for Application

Zoning By-law 438-86 permits a height limit of 23 meters which the proposal exceeds by 22 metres, resulting in a building height of 45 metres, including the mechanical penthouse. Other areas of non-compliance include, but are not limited to, reduced building stepbacks and the provision of parking spaces.

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

Provincial Policy Statement and Provincial Plans

Section 2 of the *Planning Act* requires municipalities to have regard for matters of provincial interest, including, as noted in Section 2(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest and in 2(r), the promotion of a built form that is well-designed and encourages a sense of place. The proposed development has regard for these policies of the *Planning Act* as it results in a well-designed built form, which, at a height of 45 metres with three metre stepbacks provided above the base building from both the Richmond Street West and the Augusta Street frontages, appropriately addresses the existing and planned built form context of the King-Spadina West Precinct.

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of this report.

Policy documents including the PPS, the Growth Plan and City's Official Plan must be read in their entirety and relevant policies must be applied to each situation. To this end, staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan, as is discussed below.

The PPS encourages intensification and efficient development, and requires that sufficient land be made available for intensification and redevelopment, however, it recognizes that local context is important and that well-designed built form contributes toward long-term economic prosperity. Policy 1.7.1. d states that long-term economic prosperity shall be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built 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 indicates 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, 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 numerous heritage buildings, and protects the character of the area, consistent with the direction of the PPS. In this context, the proposal represents intensification in a manner which fits harmoniously into its existing and planned context, is consistent with key objectives of the Official Plan and, thereby, is consistent with the PPS.

The Growth Plan builds on the policy foundation established by the PPS and provides more specific land use policies related to managing growth and providing environmental protection for the Greater Golden Horseshoe. Section 2.2.1 provides policies for managing growth and setting minimum density targets and Section 1.2.1., Guiding Principles, speaks to achieving complete communities, making efficient use of land and transit, and providing economic opportunities. Section 1.2.1 also speaks to conserving and promoting cultural heritage resources to support the social, economic and cultural well-being of communities. Furthermore, Section 4.2.7 indicates that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities.

The Growth Plan for the Greater Golden Horseshoe identifies the Downtown as an Urban Growth Centre (UGC), 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 LPAT shall have regard for in making their decisions. The Growth Plan policies also build on PPS Policy 1.7.1(d), which states that long term economic

prosperity will be supported by encouraging a sense of place by promoting well-designed built form.

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 as well as transition of built form towards adjacent areas. Policy 5.2.5.6 states that, in planning to achieve the minimum intensification and density targets of the Plan, municipalities will develop and implement urban design and Official Plan policies, including other supporting documents, which direct the development of a high quality public realm and compact built form.

The King-Spadina area is located in the Downtown UGC, which is on track to achieve or exceed the UGC density target of 400 jobs and residents per hectare by 2031. The target is the average for the entire Downtown UGC area, and it is not for any one particular area within Downtown to meet this target. The increased density that results from the proposed development is not required to meet the minimum growth figures set out in the Growth Plan for the Greater Golden Horseshoe. Therefore, while the proposal does help contribute towards the growth targets of the Growth Plan, this is not an influential factor in staff's recommendation that City Council approve the application.

Rather, the Official Plan, the King-Spadina Secondary Plan, the King-Spadina Secondary Plan review, the King-Spadina HCD Study, the King-Spadina Urban Design Guidelines (2006), provide direction on the appropriate scale, massing, height and separation distances between buildings within the King-Spadina area. This proposal addresses these policy directions of the Official Plan and its supporting documents, and, thereby, conforms with the Growth Plan.

Conformity with the Planning Framework for King-Spadina

The application has been assessed in the context of the planning framework for King-Spadina, which includes the Official Plan, the King-Spadina Secondary Plan, the ongoing King-Spadina Secondary Plan Review and the King-Spadina HCD Plan.

The proposal meets the King-Spadina planning framework in terms of both height and massing as is discussed below.

Height

The King-Spadina Secondary Plan review and its emerging policies, as it relates to the West Precinct, seeks to provide a planning framework for the King-Spadina West Precinct which recognizes the existing context established through numerous recently approved development proposals, while at the same time seeks to preserve the historic, midrise warehouse character of the West Precinct. To this end, the Secondary Plan review identifies 45 metres, including mechanical elements, as the appropriate maximum height for the West Precinct. This establishes a 'tall midrise' built form typology for the West Precinct.

As previously noted, the original proposal submitted in 2012 was for a 13-storey, 37 metre tall building (43 metres including the mechanical penthouse) and that, at the time, staff identified concern with the proposed height. Given the update to the King-Spadina Planning Framework which recognizes recent developments in the area, staff are satisfied with the revised proposal of 15 storeys with a height of 45 metres as this conforms with the height proposed in the King-Spadina Secondary Plan review. Additionally, this is a revision from the second submission received in July 2017 from the applicant for a 46 meter tall building (53 including the mechanical penthouse). A small elevator overrun, measuring approximately 2.2 metres in height, will be permitted above the roof height of 45 metres, including sunken mechanical penthouse, and the specific location and dimensions will be secured in the draft Zoning By-law Amendment.

Massing

The most notable change in the proposed application between the original 2012 proposal and the current 2018 proposal is the establishment of an appropriate base building resulting in a streetwall height of 22 metres, which is in keeping with the character of the King-Spadina West Precinct. This conforms with the King-Spadina Secondary Plan Built Form Policies, in particular Policy 3.6. e) requiring all new buildings to achieve a compatible relationship with their built form context through the consideration of such matters as building height, massing, scale, setback and stepbacks. The proposed setback of 3.0 metres above the height of the seven storey podium along both the Richmond Street West and the Augusta Street frontages satisfies the City's minimum requirements identified in the Avenues and Midrise Guidelines as well as the City-Wide Tall Building Design Guidelines to minimize the visual impact of taller building elements as seen from the street.

In order to achieve a minimum distance of 11 metres between buildings, as typically required for tall midrise buildings in the West Precinct, staff requested that the original proposal, located right on the west property line, be amended to provide a minimum stepback of 5.5 metres from the centreline of the lane. To address this, the applicant purchased the adjacent property to the west, at 530 Richmond Street West. In order to provide further assurances that the adjacent property will not be redeveloped in the future with a similarity-sized building also located on its east property line, the applicant also agreed to sell the air rights for the property at 530 Richmond Street West, above a height of 12 metres, to the City for a nominal fee. This arrangement will be secured as a legal convenience is a Section 37 Agreement.

For the portion of the site opposite the property at 530R Richmond Street West however, the proposed building is stepped back the required 5.5 metres from the centreline of the lane.

The proposal is located on the new property line on the north side (established through the required lane conveyance). Staff are satisfied with this condition given that the properties on the opposite side of the lane fronting Queen Street West are within the Queen Street West Heritage Conservation District and are themselves contributing heritage buildings within the Queen Street West HCD. Guideline 5.4 of the Queen Street

West Heritage Conservation District Plan places a maximum height of 16 metres for these properties which is in line with the in-force Zoning By-law. The purpose of this height limit, in combination with a 45 degree angular plane requirement, is to protect against shadow on the north sidewalk of Queen Street West during the spring and fall equinox. Staff can therefore be assured that development above 16 metres is unlikely in this area.

The zoning by-law which applies to the development site, 438-86, permits a building to be generally located lot-line to lot-line for the first 20 meters in height before applying any stepbacks, so as to ensure a separation distance for taller building elements minimizing their impact on the public realm, limiting shadow, protecting sky views and ensuring privacy between residential units. As the sites on the opposite side of the lane are unlikely to develop above a height of 16 metres, this eliminates the concern that the condition proposed by the development will result in an unfavourable separation distance between it and taller elements of any potential redevelopment proposals on the sites to the north. There will also be no projecting balconies along the north façade.

Additionally, Guideline 5.4 of the Queen West HCD plan indicates that shadow impact of new buildings outside the Heritage District should not result in greater shadowing on Queen Street West than what is permitted by the plan. The proposal will very minimally shadow the north sidewalk at 11:18 am, however, as noted in the shadow study, the existing shadow conditions illustrated are based on existing conditions, not as-of-right conditions along Queen Street West, therefore, the incremental shadow impact would likely be lessened if not eliminated should as-of-right conditions be applied. The incremental shadow impact moves off the sidewalk by 12:18 PM.

Sun, Shadow, Wind

The Official Plan requires new development to be massed to fit harmoniously into its existing and/or planned context by adequately limiting any resulting shadowing on neighbouring streets, properties, and open spaces. A sun and shadow study was prepared by the applicant for the spring and fall equinox (March 21st and September 21st) and review has determined that minimal shadow impacts on the surrounding properties will be created by the proposed development.

As noted above, the development will result in very minimal shadow impact on the Queen Street HCD and additionally, its location north of St. Andrew's Playground, identified as an important park and area of special heritage identity in the King-Spadina, means that there are no resultant shadow impacts on the park.

Residents of the Cityscape Terrace building to the immediate east raised concerns related shadow on their property. While some new shadow will be created by the proposal beginning at 3:18 PM, staff recognize some shadow in an urban setting, particularly later in the afternoon, is unavoidable and is therefore acceptable. It is also noted and the shadow is created by a building mass that otherwise adequately addresses other built form principles such as building height and stepbacks from the street.

The submitted wind study confirms that wind comfort at all grade-level pedestrian sensitive locations across the site, including nearby sidewalks, laneways and building access points, will be suitable for anticipated uses without mitigation. Furthermore, the proposed building will not significantly influence pedestrian wind comfort at neighbouring areas including building entrances, sidewalks.

Land Use

The proposed residential and retail land uses are appropriate for the site and consistent with the *Downtown* and *Regeneration Areas* policies in the Official Plan, and the policies in the King-Spadina Secondary Plan.

Provision of Family-Sized Units

The proposed development includes 124 residential units. The proposed unit breakdown includes 47 one-bedroom units (38%), 51 one-bedroom plus den units (41%), 13 two-bedroom units (10%), and 13 three-bedroom units (10%). Staff generally seek to secure a minimum 10% of all units as three-bedroom units consistent with Official Plan objectives to create a diversity of unit types and accommodate families. This is also consistent with the City's "Growing Up" study which emphasizes the need to accommodate the growing demand for family housing in vertical communities. This is particularly important given the location of the proposal in proximity to St. Andrew's Playground, the under construction YMCA facility and surrounding public transit and amenities. The applicant's original proposal and first revision in April 2017 fell short of the minimum requirement for three-bedroom units, however, based on requested revisions by staff, the application now proposes to meet this minimum threshold. The draft Zoning By-law Amendment will secure the percentage of two and three-bedroom units.

Lane Widening

Lane widening of both lanes abutting the site, the north-south lane and the east-west lane (known as Rush Lane) is required. This supports Official Plan policy 2.4 related to protection of the City's laneways and achieving a laneway network of at least 6.0 metres for all lanes abutting commercial properties. Furthermore, the King-Spadina Secondary Plan review and the Heritage Conservation District Plan both refer to the importance of mid-block connections and laneways in relation to the pedestrian network and seeks to protect for these so as to accommodate increased pedestrian levels. In this respect, the emerging King-Spadina planning principles include recognition of mid-block connections and laneways as defining features of the public realm to be protected and also seek to further the pedestrian network through the expansion of the existing network of mid-block connections and laneways.

The proposed application complies with these policies by providing the required 0.72 metre widening of Rush Lane and 1.02 metre widening of the north-south lane. In this instance, the staff have also agreed to permit below-grade structures to encroach into the lane widening requirement of the north-south lane subject to various requirements.

Pedestrianization and Animation of North-South Lane

In consultation with the local Councillor and City staff, the applicant has also expressed an interest in animating and pedestrianizing the portion of the north-south lane abutting the site (between Richmond Street West and Rush Lane). This north-south lane is a short lane which only runs the depth of the block between Richmond Street West and Queen Street West. The idea to pedestrianize this lane is supportable as it meets the previously noted objectives related to the King-Spadina Secondary Plan Update regarding mid-block connections and pedestrian linkages. The proximity of this lane to the publicly accessible food hall space under construction at the former Toronto Water Works building across Richmond Street West also makes it a desirable location for a pedestrianized lane.

In addition to the required lane widening noted above, the applicant would also typically be required to provide a corner splay of 1.5 metres by 1.5 metres in order to improve sightlines and vehicular manoeuvring. In this instance, given the intent to pedestrianize the lane, which is supported by the local Councillor, Transportation Services staff has agreed to reduce the amount of the corner splay to 0.45 metres by 0.45 metres, so as to secure a minimal corner rounding in the event that the lane is re-opened to vehicular traffic in the future.

City staff will work towards obtaining City Council approval to close the north-south lane to vehicular traffic, a process which includes support from all property owners that abut the lane.

Consideration related to any proposed public realm improvements along the lane for the portion immediately abutting the subject site will be conducted as part of the Site Plan Approval process. Additionally, as noted in the Recommendations section of this report, it is recommended that, upon conveying the lane widening of the north-south lane, the owner is required to reinstate the portion of the lane immediately abutting the property at 520 Richmond Street West in accordance with City standards and reflecting any required public realm improvements associated with pedestrianizing the lane, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Access, Parking and Bicycle Parking.

Vehicular parking will be accessed at the northwest corner of the site via Rush Lane. The underground parking garage, containing 25 parking spaces, will be accessed by means of two self-operated elevators located within the ground floor of the building. The parking elevators will be setback 6.0 metres from the public lane, as widened, so that vehicles waiting for the elevators will not block the lane. Parking for visitors will not be provided.

City Transportation Services staff reviewed the Applicant's submitted Transportation Impact Study (2012) and update memorandum (2017), and concur with the applicant's findings that, given the location of the site within the downtown and the physical constraints of the site, the proposed parking reduction from the required 80 spaces to 25 spaces is acceptable. Additionally, given the impracticality of providing visitor parking with car elevator access, Transportation Services is also accepting of the non-provision of visitor parking.

As well, to meet Tier 1 TGS Guidelines, 124 bicycle parking spaces are required and 126 are proposed to be provided.

Servicing and Loading

One Type-G loading space will be provided to serve the development which meets the minimum requirements. The loading space is located within the north-east corner of the site at ground level and will be accessed via a driveway off of Augusta Avenue, with the garbage truck entering the site in a forward motion and exiting in a backward motion. The applicant's consultant conducted a review regarding the location of the loading access (on the Augusta Avenue frontage versus the Rush lane frontage) and balanced the impact this would have on the street versus the lane, and concluded that, of the two options, the access off of the street would be the least impactful.

While the proposed site access with vehicles reversing onto the street is not consistent with standard City practice, in this instance, given the constraints of the site and of the adjacent lanes, City Solid Waste Management staff agree with the findings of the applicant's consultant and have accepted this proposed access. The building on the opposite side of August Avenue (Cityscape Terrace) has a similar arrangement and the proposal was purposely designed to locate the loading entrance door directly opposite that of the building across the street.

Through the Site Plan Approval process, the City will secure the necessary notations on the site plan drawing, as well as conditions in the Site Plan Agreement, requiring the owner to designate a fully trained employee to be present at all times during City refuse collection days to transfer bins from the residential garbage/recycling storage to assist the driver of the City's refuse collection vehicle with the back-up manoeuvres onto Augusta Avenue, and also to install any required warning systems including convex mirrors to warn vehicles and pedestrians to use caution when the City's solid waste refuse collection truck is on site.

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 second highest 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 application is required to satisfy the parkland dedication requirement through cash-in-lieu. The non-residential nature of this proposal is subject to a 2% parkland dedication, while the residential will be subject to a 10% 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.

Amenity Space

Zoning By-law 438-86 requires a minimum of 2 square metres per unit each of indoor and outdoor amenity space (a total of 248 square metres of each). The applicant is providing 199 square metres and 40 square metres of indoor and outdoor amenity space respectively. The outdoor amenity space and majority of the indoor amenity space are located on the second storey and, to maximize their utility, are connected. While the proposed provision of outdoor amenity space falls quite short of the minimum requirement, given the proximity of the site to St. Andrew's Playground, staff find the provision acceptable. The location and configuration of the amenity space will be secured in the draft Zoning By-law Amendment and the more detailed design of the amenity space will be secured as part of the Site Plan Approval process.

Facilities for Dogs

Given the current rise in dog population in the downtown area, especially within condominiums, the applicant is expected to provide on-site off-leash amenities with proper disposal facilities and dog relief stations. This will help to alleviate some of the pressure on the existing neighbourhood parks. The facilities will be further reviewed as part of 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

The following matters are recommended to be secured in a Section 37 Agreement as a legal convenience to support development:

- i. Prior to the issuance of the first below-grade building permit for the 520 Richmond Street West property, the owner shall convey to the City for nominal consideration good and marketable title in fee simple to that part of the air space of the property municipally known as 530 Richmond Street West located above the horizontal plane that is fifteen (15.0) metres above the grade of the property at ground level, free and clear of all encumbrances, except those that may be acceptable to the City in its sole and unfettered discretion; and

- ii. Upon conveying the required 0.72 metre lane widening of the north-south lane abutting the site at 520 Richmond Street West on the west side, the owner is required to restore the portion of the lane immediately abutting the property at 520 Richmond Street West (between Richmond Street West and Rush Lane) in accordance with City standards and reflecting any required public realm improvements associated with the future pedestrianization of the lane to be initiated by the City, from Richmond Street West to Queen Street West, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Conclusion

The proposed development is consistent with the Provincial Policy Statement (2014), conforms with the Growth Plan for the Greater Golden Horseshoe (2017), and conforms with the *Regeneration Areas* policies in the Official Plan and the King-Spadina Secondary Plan. City Planning staff recommend Council approve the proposed zoning by-law amendment and that the Bill to introduce the By-law be held until the applicant addresses various matters associated with the orderly development of the site.

CONTACT

Joanna Kimont, Planner
Tel. No. 416-392-7216
E-mail: Joanna.Kimont@toronto.ca

SIGNATURE

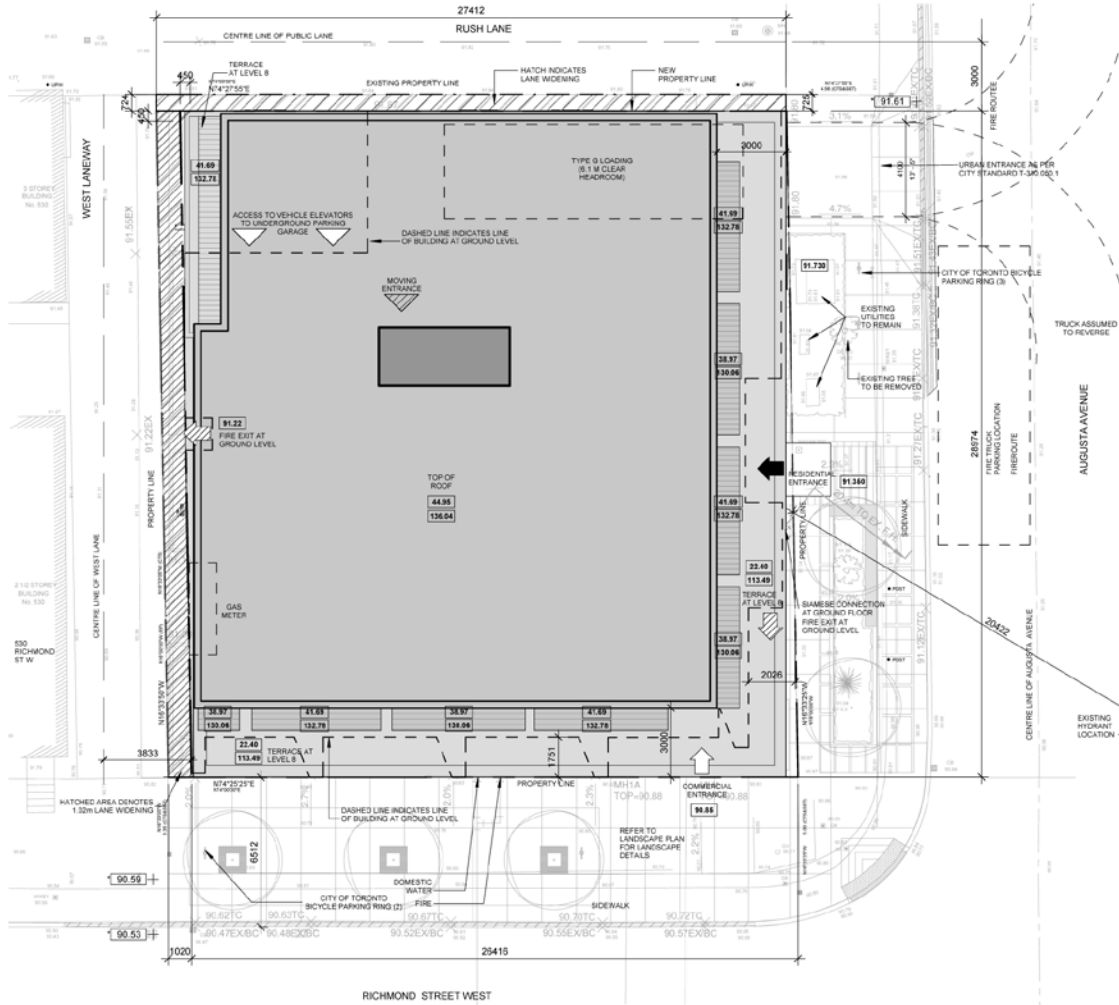
Lynda H Macdonald
Acting, Director, Community Planning
Toronto and East York District

(P:\2018\Cluster B\pln\TEYCC\16022780093.doc) – lm

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: South Elevation
Attachment 3: East Elevation
Attachment 4: North Elevation
Attachment 5: West Elevation
Attachment 6: Zoning
Attachment 7: Application Data Sheet
Attachment 8: Draft Zoning By-law Amendment (By-law 438-86)

Attachment 1: Site Plan



Site Plan

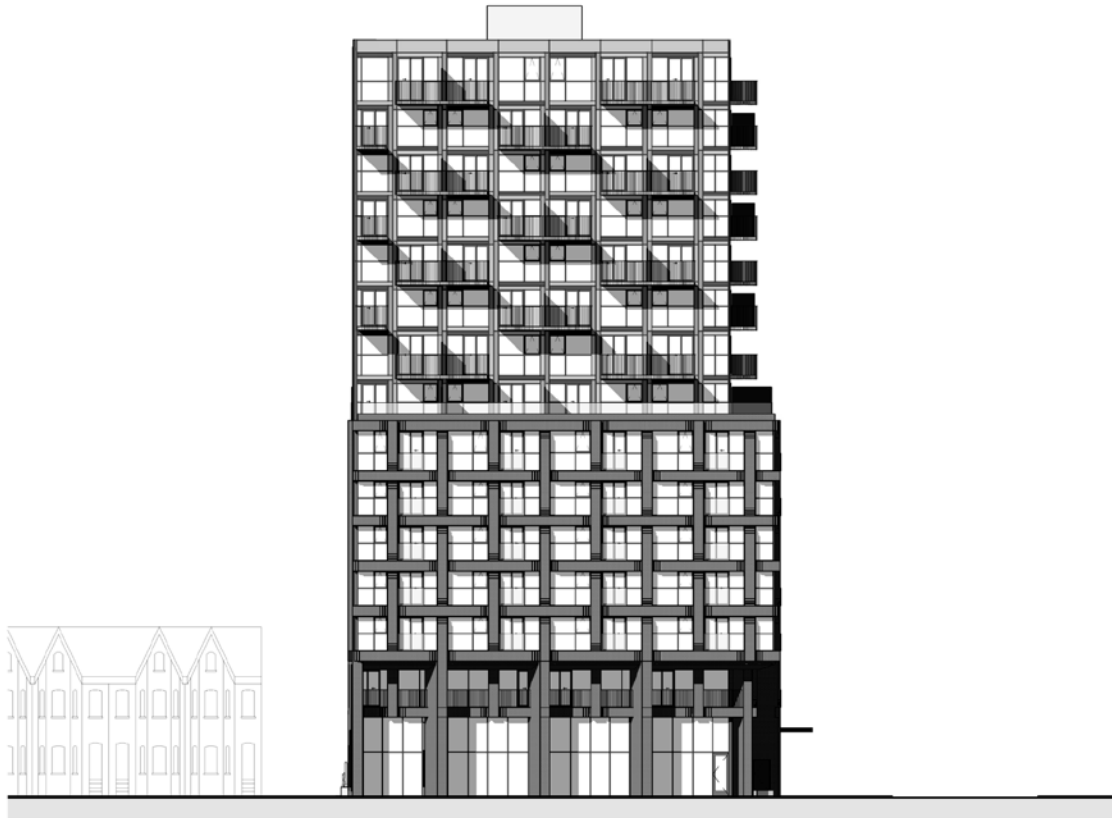
Applicant's Submitted Drawing

Not to Scale 
06/04/2018

520 Richmond Street West

File # 12 279689 STE 20 OZ

Attachment 2: South Elevation



South Elevation

Applicant's Submitted Drawing

Not to Scale
05/31/2018

520 Richmond Street West

File # 12 279689 OZ

Attachment 3: East Elevation



East Elevation

Applicant's Submitted Drawing

Not to Scale
05/31/2018

520 Richmond Street West

File # 12 279689 02

Attachment 4: North Elevation



North E

North Elevation

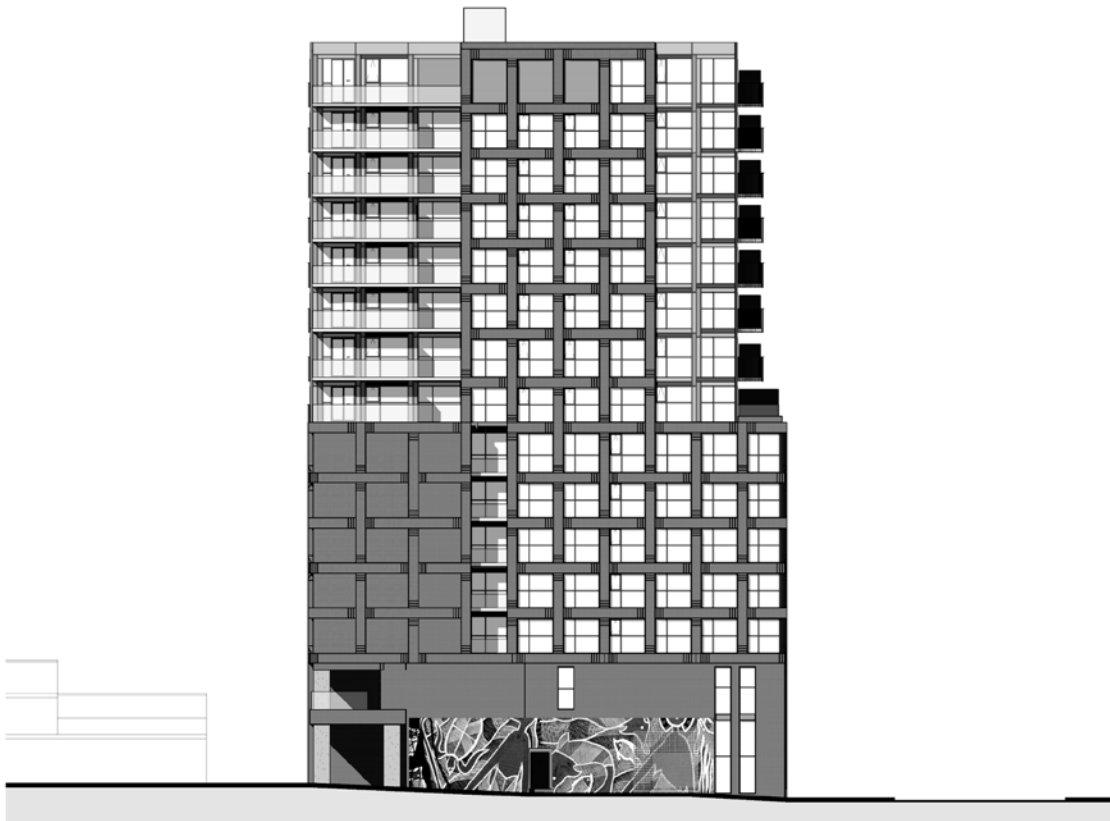
Applicant's Submitted Drawing

Not to Scale
05/31/2018

520 Richmond Street West

File # 12 279689 02

Attachment 5: West Elevation



West Elevation

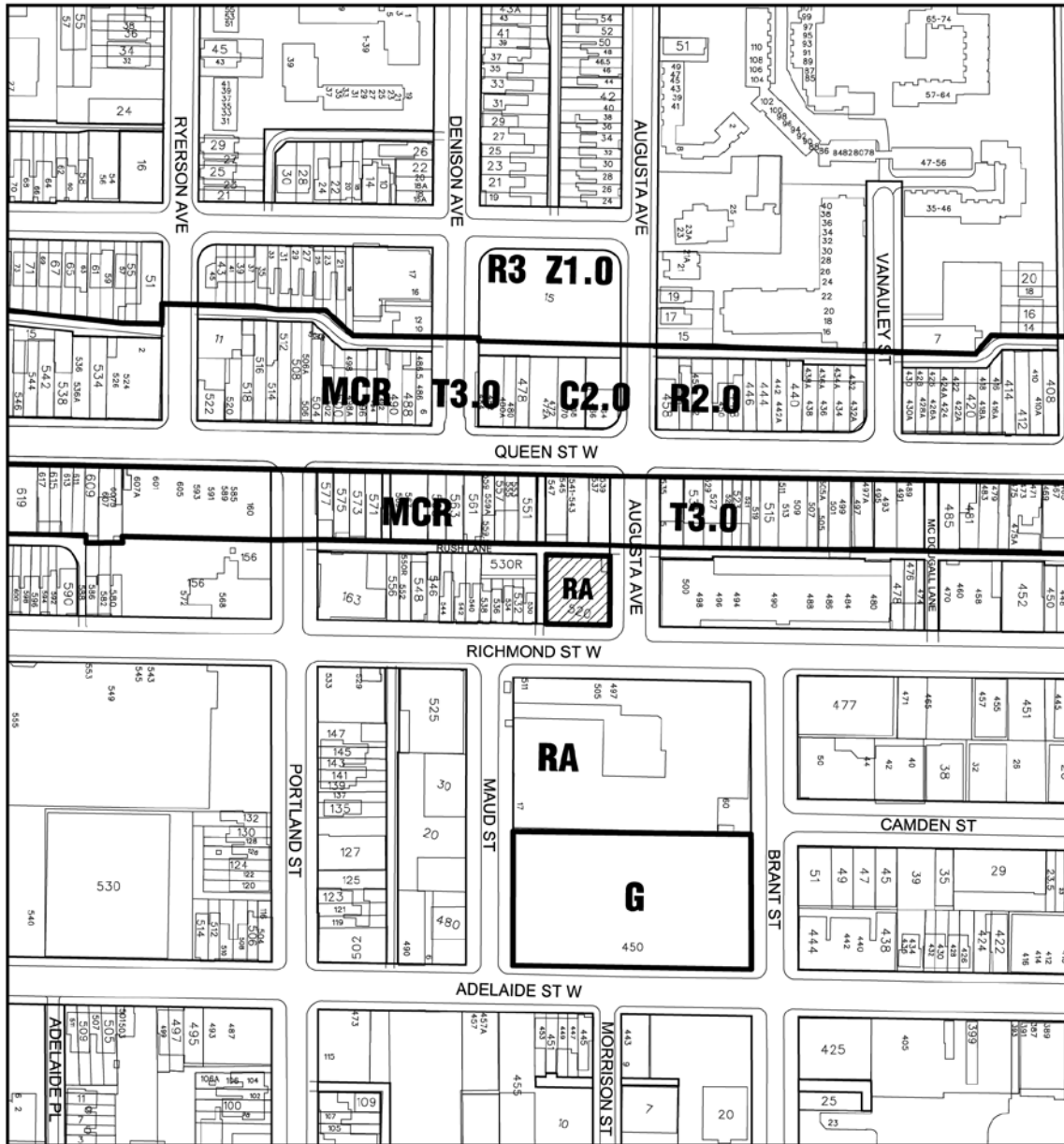
Applicant's Submitted Drawing

Not to Scale
05/31/2018

520 Richmond Street West

File # 12 279689 OZ

Attachment 6: Zoning



TORONTO City Planning
Zoning

520 Richmond Street West

File # 12 279689 0Z

- RA Mixed-Use District
- MCR Mixed-Use District
- R3 Residential District
- G Parks District



Not to Scale
 Zoning By-law 438-86 (as amended)
 Extracted 02/05/2013

Attachment 7: Application Data Sheet

Municipal Address: 520 RICHMOND ST W **Date Received:** November 15, 2012

Application Number: 12 279689 STE 20 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Revised Zoning Amendment application to redevelop the site with a 15-storey mixed-use building containing 124 residential units, commercial uses at grade and 25 parking spaces below grade. The building will have a height of 45 metres, including the sunken mechanical penthouse.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC. PETER SMITH		QUADRANGLE ARCHITECTS LIMITED	ALTERRA-FINER (RICHMOND STREET) LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:
Zoning:	RA	Heritage Designation:
Height Limit (m):	23, 0, 0	Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 815 Frontage (m): 27 Depth (m): 29

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			484	484
Residential GFA (sq m):			8,546	8,546
Non-Residential GFA (sq m):			215	215
Total GFA (sq m):			8,761	8,761
Height - Storeys:			15	15
Height - Metres:			45	45

Lot Coverage Ratio (%): 59.39 Floor Space Index: 10.75

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	8,546	
Retail GFA:	215	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			124	124
Other:				
Total Units:			124	124

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			98	13	13
Total Units:			98	13	13

Parking and Loading

Parking Spaces: 25 Bicycle Parking Spaces: Loading Docks: 1

CONTACT:

Joanna Kimont, Planner
416-392-7216
Joanna.Kimont@toronto.ca

Attachment 8: Draft Zoning By-law Amendment (438-86)

Forthcoming