

**250 University Avenue - Zoning Amendment Application  
– Request for Interim Directions Report**

<b>Date:</b>	June 19, 2018
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 20 – Trinity-Spadina
<b>Reference Number:</b>	18 150984 STE 20 OZ

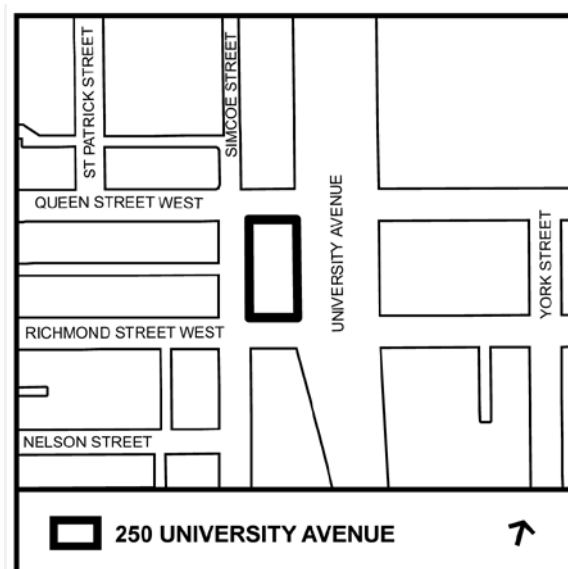
**SUMMARY**

This report responds to an application where staff are currently not in a position to provide a Final Report to Council, but which could be appealed to the Local Planning Appeal Tribunal due to a lack of decision during the break in Council's meeting schedule (July to December 2018).

The report sets out outstanding issues related to the application and makes an initial determination as to whether or not the application is consistent with the Provincial Policy Statement (2014), conforms with the Growth Plan for the Greater Golden Horseshoe (2017) and conforms with the City of Toronto Official Plan.

This application proposes a 54-storey mixed use building incorporating the existing former Bank of Canada listed heritage building, with 495 residential units, 669 square metres of retail space and 12,463 square metres of office space at 250 University Avenue. A total of 562 bicycle parking spaces, 48 underground vehicular parking spaces and 3 loading spaces are also proposed.

A Community Consultation Meeting is anticipated to be held in the fourth quarter of 2018. A Final Report will be submitted for Council's consideration following community



consultation and the resolution of outstanding issues related to this application.

The proposed development as currently configured is not consistent with the Provincial Policy Statement (2014), does not conform with the Growth Plan for the Greater Golden Horseshoe (2017) and does not conform with the City of Toronto Official Plan.

Issues to be resolved, as outlined in this report, include achieving an increase in employment uses, the building's height, massing and density, an appropriate response to the existing heritage building on site, potential impacts on the St. Michael's heliport flight path, pedestrian and transit accessibility improvements, and skyview and shadow impacts upon the public realm. Additional issues may be identified through the continued review of the application, agency comments and the community consultation process.

## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 250 University Avenue together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.
3. City Council direct City Staff to continue processing the application to resolve the issues detailed in this report and the issues raised through community consultation.
4. City Council direct the City Solicitor and appropriate City Staff to attend and oppose the application in its current form, should the application be appealed to the Local Planning Appeal Tribunal (the "LPAT") on the basis of Council's failure to make a decision on the application within the statutory timeframe of the *Planning Act*.

### Financial Impact

The recommendations in this report have no financial impact.

## DECISION HISTORY

### Pre-Application Consultation

A pre-application consultation meeting was held with the applicant on February 27, 2018, to provide preliminary feedback and discuss complete application submission requirements. City staff raised concerns with the proposal relating to the height of the building as it pertains to the St. Michael's Hospital heliport flight path and potential shadow impacts upon Campbell House, the Osgoode Hall grounds and Nathan Phillips Square; the need for improvements to the abutting

sidewalks and TTC subway entrance; the amount of proposed amenity space; and the lack of additional non-residential floor space for office uses as part of the new development on site. The current Zoning By-law Amendment application submitted on April 30, 2018, is substantially similar to the proposal presented at the meeting, and did not address the concerns raised by staff at the preconsultation meeting and in subsequent letters.

## ISSUE BACKGROUND

### Proposal

The application proposes to amend City of Toronto Zoning By-law Nos. 438-86 and 569-2013 for the lands at 250 University Avenue to permit a 54-storey mixed use building incorporating the existing former Bank of Canada listed heritage building. The building design incorporates the existing building as an 8-storey podium, incorporates the existing two-storey mechanical penthouse as mechanical floors, and then proposes a single 44-storey tower containing residential units, and an additional two-storey mechanical penthouse. The proposed development would result in minimal interior changes to the existing heritage building beyond the creation of a new residential lobby and installation of structural columns required to support the tower.

Attachments 1 to 5 contain the application's site plan and elevation drawings. The table below summarizes the elements of the proposed building design.

Category	First Submission (April 30, 2018)	
Site Area	2,190 square metres	
Existing Base Building Setbacks from Property Line	North (Queen Street West)	0.1 metres
	East (University Avenue)	1.3 metres
	South (Richmond Street West)	2.7 metres
	West (Simcoe Street)	0.0 metres
Tower Stepbacks from Property Line	North (Queen Street West)	10.0 metres
	East (University Avenue)	6.3 metres
	South (Richmond Street West)	12.7 metres
	West (Simcoe Street)	3.0 metres
Gross Floor Area (GFA)	Residential	36,377 square metres
	Non-Residential	13,132 square metres
	Total	49,509 square metres
Floor Space Index (FSI)	22.6 (approximate)	
Building Heights	Base Building:	34 metres
	Tower (including Base):	170 metres
	Mechanical Penthouse:	176 metres
Tower Floor Plates	Typical: approximately 890 square metres	
Number of Residential Units	1 bedroom	80 (16%)
	2 bedroom	328 (66%)
	3 bedroom	87 (18%)
	Total	495

Category	First Submission (April 30, 2018)	
Amenity Area	Indoor Amenity	990 square metres
	Outdoor Amenity	585 square metres
Vehicular Parking	Proposed: 48 spaces / Required: 444 spaces	
Loading Spaces	3 spaces (1 x Type G, 2 x Type C)	
Bicycle Parking	Proposed: 445 spaces / Required: 446 spaces	

See Attachment 12: Application Data Sheet for further details.

### Site and Surrounding Area

The site is located on the southwest corner of University Avenue and Queen Street West, and spans the entire block extending westerly to Simcoe Street and southerly to Richmond Street West. The property is approximately 2,190 square metres (0.22 hectares) in size with frontages of approximately 67 metres on University Avenue and Simcoe Street and 33 metres on Queen Street West and Richmond Street West. Access stairs to the TTC Osgoode Subway Station are located on the Queen Street West and University Avenue sidewalks directly adjacent to the northeast corner of the site. The site is almost completely occupied by the ten-storey former "Bank of Canada" listed heritage building.

The surrounding uses are as follows:

- North: Immediately to the north of the site, on the north side of Queen Street West, is the two-storey William S. Campbell House at 160 Queen Street West, which is a designated property under Part IV of the *Ontario Heritage Act* and was moved to its current location in 1972. Campbell House is owned by the City of Toronto and operated as a museum, and the grounds are maintained as a public open space by the City on land leased from The Great-West Life Assurance Company. Farther north is the 14-storey Canada Life Assurance Building at 330 University Avenue, which is also designated under Part IV of the *Ontario Heritage Act*. Directly west of the Campbell House Museum is a pedestrian-enhanced section of Simcoe Street and a 15-storey mixed-use building containing retail at grade with office uses and Federal Courts at 180 Queen Street West. These properties are all within the area of the Canada Life Assurance Company Master Plan, and are subject to the associated Queen-University/Canada Life Urban Design Guidelines.
- South: Immediately to the south of the site, on the south side of Richmond Street West, is the 14-storey Sun Life Assurance Company of Canada Building at 200 University Avenue, which is listed on the City's Heritage Register. Farther south is the 66-storey Shangri-La Hotel.
- West: Immediately to the west of the site, on the southwest corner of Simcoe Street and Queen Street West is a one-storey CIBC bank building at 205 Queen Street West which is designated under the *Ontario Heritage Act*. Farther west is a 24-storey mixed-used building at 219 Queen Street West which was approved by the OMB in

2014 and is currently under construction. South of the bank, at the northwest corner of Simcoe Street and Richmond Street West is a 14-storey residential building.

East: The site fronts on to University Avenue to the east. On the east side of University Avenue, running from Queen Street West to Richmond Street West is the Four Seasons Centre for the Arts. Farther south is the 30-storey Hilton Toronto Hotel at 145 Richmond Street West. On the northeast corner of University Avenue and Queen Street West is Osgoode Hall which is designated under Part IV of the *Ontario Heritage Act*, and is part of the Ontario Superior Court of Justice courthouse complex.

## **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Section 2 of the *Planning Act* sets out matters of Provincial interest that approval authorities shall have regard to in carrying out their responsibilities. These matters include:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (k) the adequate provision of employment opportunities;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
  - (i) is well-designed,
  - (ii) encourages a sense of place, and
  - (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.

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
- 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.

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.

## Toronto Official Plan

The Official Plan is the City's primary land use planning document. The Official Plan contains policies which guide where and how the City grows its housing, commercial and employment areas, ensures the stewardship of the City's green spaces, and directs expansion and improvement of the City's transportation network, among other directions.

The site is located in the *Downtown* as identified in the Official Plan's Urban Structure (Map 2) and the *Financial District* (Map 6), and is designated *Mixed Use Areas*.

### 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 1.2 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 1.3 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

Chapter 2 of the Official Plan contains integrated land use and transportation policies for steering growth and change to some parts of the City, while protecting neighbourhoods and green spaces from development pressures. The Official Plan locates the site within the *Downtown* and more specifically the *Financial District*. Toronto's Downtown plays a vital role in the City's growth management strategy, and is critical to the health of the City and to the region that surrounds it.

Section 2.2 of the Official Plan contains policies recognizing that the integration of transportation and land use planning is critical to accommodating growth and improving accessibility throughout the City. Policy 2 in Section 2.2 directs growth to certain areas in the City, including the Downtown, to provide for higher living standards and more sustainable development in terms of infrastructure, environmental and social needs. Policy 3 in Section 2.2 recognizes the importance of enhancing streets and other elements of the transportation system to the ongoing well-being of the City. Policy 4 in Section 2.2 requires new development adjacent to existing or planned transportation facilities to be supportive of the long-term purposes of the facilities and be designed to avoid, mitigate or minimize potential associated negative impacts. Policy 2.4.5 of the Official Plan further recognizes the importance of transit facilities and requires that subway stations will be integrated into multi-storey developments wherever it is technically feasible.

Section 2.2.1 contains policies designed 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.

Policy 2.2.1.1 sets out broad principles on how growth will be accommodated in the Downtown including facilitating the achievement of a minimum combined gross density target of 400 jobs



and residents per hectare, building on the strength of the Downtown as the GTA's premier employment centre and the Financial District as the prime location for development of prestige commercial office buildings, and the need to provide a full range of housing opportunities for Downtown workers.

Policies 2.2.1.5 and 2.2.1.6 recognize the importance of the architectural and cultural heritage of the Downtown, which are to be preserved by designating buildings, districts and open spaces with heritage significance, and by working with owners to maintain and restore historic buildings. Design Guidelines specific to districts of historic or distinct character will be developed and applied to ensure new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, heights and relationship to landmark buildings.

### 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. Policies 3.1.1.5 and 3.1.1.6 recognize the importance of a Complete Streets approach and the need to enhance streets so that they provide for the safe movement of all users including pedestrians. Policies 3.1.1.9 and 3.1.1.10 recognize the importance of maintain and framing views from the public realm to prominent buildings, structures, landscapes and natural features.

Sections 3.1.2 and 3.1.3 of the Official Plan includes policies for the City's Built Form and require that new development be located and organized to fit within an area's existing and/or planned context, to provide amenity for adjacent streets and open spaces, and to limit its impact on neighbouring streets, properties, open spaces and parks. Tall buildings come with larger civic responsibilities and obligations than other buildings.

Section 3.1.5 of the Official Plan recognizes the importance of Toronto's rich cultural heritage in creating a shared sense of place belonging for its inhabitants, and contains policies that form the policy framework for heritage conservation in the City and provide direction on the conservation of heritage properties included on the City's Heritage Register, including direction on development adjacent to heritage properties. The updated Heritage Conservation Policies contained in Official Plan Amendment 199, recently approved by the LPAT, cover a wide array of heritage properties including: individually significant buildings and structures, properties that are a part of a heritage conservation district, cultural heritage landscapes, archaeological resources and areas of archaeological potential. Policy 3.1.5.5 requires that proposed alterations and/or development on, or adjacent to, a property on the Heritage Register ensures that the integrity of the heritage property's cultural heritage value and attributes will be retained. Policy 3.1.5.26 requires that new construction on or adjacent to, a property on the Heritage Register is designed to conserve the cultural heritage values, attributes and character of that property, and to mitigate visual and physical impact on it. Policies 3.1.5.32 and 3.1.5.33 deal specifically with development within Heritage Conservation Districts and focus on ensuring the integrity of the district's heritage values, attributes and character are conserved in accordance with HCD plans.

Section 3.2.3 of the Official Plan seeks to maintain, enhance and expand the system of parks and open spaces across the city, including requiring that new development on adjacent properties is designed to minimize additional shadow, noise, traffic and wind impacts on parks and open spaces.

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.

#### Chapter Four – Land Use Designations

The site is designated *Mixed Use Areas* in the Official Plan, and a broad range of commercial, residential and institutional uses are permitted. Section 4.5 includes criteria to guide development and its transition between areas of different development intensity and scale.

#### 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 that guidelines, such as the Urban Design Guidelines, will provide direction that supports the Official Plan's objectives and provide more detailed implementation guidance.

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

### **Official Plan Amendment 231**

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. Policy 3.5.1(9) requires an increase in office space on any site containing 1,000 square metres or more of existing office space, where residential development is proposed.

The property at 250 University Avenue contains over 1,000 square metres of existing office uses and is located in the *Downtown* directly abutting the Osgoode Subway Station and within 500 metres of the St. Andrew and St. Patrick Subway Stations, as such is subject to the policies in OPA 231.

## **TOcore - 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 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. 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](http://www.toronto.ca/tocore).

Map 41-2 of the Downtown Plan identifies the site as being within the *Financial District* and Map 41-3 designates the site as *Mixed Use Areas 1 – Growth*. See Attachment 7 for the referenced land use map. Map 41-4 identifies the location of existing and planned rapid transit stations in close proximity to the site, including the existing Osgoode Station on the Line 1 Subway and the planned interchange Osgoode Station for the Relief Line Subway.

Policies within Section 3 set out goals for how growth will be accommodated in the Downtown. , Policy 3.3 requires that new buildings will fit within their existing and planned context, conserve heritage attributes, and expand and improve the public realm. Policy 3.10 further details that non-residential uses will be prioritized in the Financial District.

Policies within Section 6 provide detailed guidance relating to land use and appropriate built form. Policies 6.1 and 6.2 emphasize the importance of the *Financial District* as a major office employment centre, and require that development provide a net gain in floor area dedicated to office uses and only contain non-residential floor area for any increase in density beyond what is allowed as-of-right by the in-force Zoning By-law. Policies 6.23 and 6.24 detail that development within the *Mixed Use Areas 1* designation will include a diverse range of building typologies dependent on the site characteristics, and will provide a high proportion of non-residential uses within new mixed-use developments. Policies 6.34 and 6.35 require that development in proximity to planned rapid transit stations prioritize mixed-use development, and notes that the City will undertake studies to devise appropriate Site and Area Specific Policies for the areas surrounding planned rapid transit stations prior to development above the existing as-of-right permissions.

Policies 6.20 and 6.22 detail that *Mixed Use Areas* are expected to contain development of varying scales and intensities, based on the existing and planned context, and that not all sites will be appropriate for or be able to accommodate the maximum scale of development while also supporting the liveability of the development and neighbourhood. Development will be required to address specific site characteristics including lot width and depth, location on a block, on-site or adjacent heritage buildings, parks or open spaces, shadow impacts, and other sensitive adjacencies, potentially resulting in a lower-scale building.

University Avenue is identified as a *Great Street* on Map 41-7 of the Downtown Plan, and Queen Street is identified as both a *Great Street* on Map 41-7 and a *Priority Retail Street* on Map 41-5. Policies 6.37, 6.38 and 6.39 require that building frontages on *Priority Retail Streets* primarily contain retail and service commercial uses and incorporate high-quality design that

maintains and enhances the prevailing character of the street. Policies 7.17, 7.18 and 7.19 emphasize the important contribution of the *Great Streets* to the City's public realm network, and require that adjacent development incorporate public realm improvements to enhance their civic role, create a unified streetscape, improve mobility, especially as relates to the scale of pedestrian clearways, transit stops and space for public gathering, and implement and maintain a high standard of design. Policy 7.20 further details that intersections where two *Great Streets* meet are significant public spaces and will be designed to support high pedestrian volumes and public life. Policies 6.3.2, 8.4, 8.5, 9.2 to 9.7, and 9.20 further emphasize the importance of improving the public realm to enhance pedestrian safety, comfort and accessibility when considering proposals for development.

Map 41-9 and Map 41-13 identify the site as being directly adjacent to the *Civic Precinct* and a *Sun-Protected Park/Open Space*, respectively, which are significant public realm elements within the Downtown. See Attachments 8 and 9 for the referenced maps. The policies of the Downtown Plan, especially those in Section 9, emphasize the importance of enhancing the public realm, protecting it from negative shadow and wind impacts, and ensuring that tall buildings provide adequate transition to parks and open space areas, heritage properties, or other lower scale areas.

Policies 9.1.1, 9.1.3, 9.2, 9.5, 9.6 and 9.7 set out expectations that development will contribute to improving and expanding the public realm to accommodate existing and anticipated pedestrian volumes and a range of pedestrian amenities, including widened sidewalks, street trees, access to transit and transit shelters.

Policies 9.1.2, 9.15, 9.17, 9.18, 9.20, 9.21, 9.24 and 9.27 provide guidance on the considerations that will guide the design and location of new development, especially for tall buildings, to ensure that they appropriately interface with the surrounding public realm. These policies include generally limiting the floorplate of residential towers to 750 square metres in area, requiring contextually appropriate transitions from tall buildings towards heritage assets and open spaces, and identifying expectations for the mitigation of shadow and wind impacts on streets, parks and open spaces. Policy 9.18 specifically requires that development will not cast net-new shadow as measured from 10:18am to 4:18pm on the equinoxes, on to parks and open spaces identified on Map 41-13. Policy 9.31 also speaks to the need to protect flight paths to Downtown hospital heliports.

Map 41-14 locates the site 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. Policy 12.6 further promotes 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.

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

In addition to the Downtown Plan itself, the TOcore study resulted in the development of five strategies providing further guidance on how to address the Downtown's current and future infrastructure needs.

The Downtown Mobility Strategy (DMS) is one of the five strategies associated with the new Downtown Plan and provides guidance on how to enable the growing numbers of residents, workers, students and visitors in Downtown to travel safely, efficiently, and more sustainably, while also strengthening the city's economic competitiveness and environmental resiliency. The DMS identifies increasing the quality and amount of space for walking and cycling, and improving connections to rapid transit stations, as priorities in the evolution of downtown streets and spaces. The site is located in an area of high pedestrian traffic and is adjacent to the entrances to the Osgoode Subway Station and stops for the Queen Street streetcar.

The Downtown Community Services and Facilities Strategy outlines directions and actions intended to align service and facility planning with long-term growth in the residential and worker populations. Community services and facilities are publically accessible, non-profit facilities and places where City Divisions, school boards and agencies deliver programs and services, and include child care centres, libraries, schools, recreation facilities and human services. This strategy identifies growth-related community space and facility needs and priorities to support infrastructure investment through collaboration and alignment with the strategic and capital plans of City divisions, boards and agencies. The strategy further notes that timing and provision of the necessary infrastructure to support growth in the Downtown will be a collective responsibility with the development industry for building a liveable Downtown.

The Downtown Park and Public Realm Plan (DPPRP) provides guidance on how the City can better use public space including streets, parks and other open spaces to enhance quality of life within the rapidly growing urban core. The site is located on the west side of University Avenue and across from the Civic Precinct. The DPPRP identifies University Avenue as a *Great Street*, and proposes an initiative to reimagine and repurpose the eastern traffic lanes of University Avenue for a linear park connecting Queen's Park with the Civic Precinct. The DPPRP aims to celebrate the cluster of Toronto's civic buildings and spaces along Queen Street West, including Campbell House, Osgoode Hall and City Hall, by creating a cohesive and connected green frontage for public life to unfold in.

Under the policies contained in OPA 352, tall buildings are expected to provide appropriate access to sunlight on surrounding streets, parks, open spaces, school yards and other public or civic properties, and to provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces. The policies also affirm that not every site in the Downtown can accommodate a tall building.

### **Queen Street West Heritage Conservation District Plan**

In 2005, the City of Toronto commissioned a study of Queen Street West between University Avenue and Bathurst Street to better understand the elements that give it its heritage character and to determine whether a Heritage Conservation District (HCD) was warranted. At its meeting of July 16, 17, 18 and 19, 2007, Council passed By-law 979-2007 pursuant to Section 41 of the

*Ontario Heritage Act*, designating Queen Street West between University Avenue and Bathurst Street as the Queen Street West Heritage Conservation District. See Attachment 10.

The overall objective of the Queen Street West HCD Plan is the protection, conservation and enhancement of the area's heritage attributes so that the District's heritage character and identity is protected in the long-term.

The site is located within the Queen Street West HCD and is therefore designated under Part V of the *Ontario Heritage Act*. The Queen West HCD identifies the property as non-contributing to the heritage character of the district.

The HCD Plan recognizes that the valuable attributes of the area include that the north sidewalk of Queen Street West is afforded sunlight for much of the day and during most seasons, particularly in spring, summer and fall, and accordingly provides guidance that the existing permitted heights in the Zoning By-law are affirmed and that new buildings outside the Heritage District should not result in greater shadowing on Queen Street West.

## **Zoning**

The site is subject to former City of Toronto Zoning By-law 438-86. The site is also included in the new City-wide Zoning By-law 569-2013, as enacted by City Council on May 9, 2013. The new By-law is subject to appeals at the LPAT and therefore is not in-force.

Under Zoning By-law 438-86, as amended, the site is zoned CR T12.0 C8.0 R11.7 "Commercial Residential", with a height limit of 76 metres. This zone permits a range of uses including residential, retail and office uses. The maximum density for all uses is 12.0 times the lot area, with commercial uses limited to a maximum density of 8.0 times the lot area and residential uses limited to a maximum density of 11.7 times the lot area.

The site is subject to a few site-specific exceptions, including 12(1)3(b), which allows the reconstruction of a building in case of disaster, 12(1)397, which relates to entertainment facilities and associated patios, 12(2)132, which restricts the erection of commercial parking garages, and 12(2)276, which relates to street-related retail and service uses in the Financial District.

Under Zoning By-law 569-2013, as amended, the site is zoned CR 12.0 (c8.0; r11.7) SS1 (x2333) "Commercial Residential", with a height limit of 76.0 metres. This zone permits a range of uses including residential, retail and office uses. The maximum density for all uses is 12.0 times the lot area, with commercial uses limited to a maximum density of 8.0 times the lot area and residential uses limited to a maximum density of 11.7 times the lot area. The site is also located within the Policy Area 1 parking rate overlay zone. Site-specific exception CR 2333 notes that various site-specific exceptions from the former 438-86 by-law continue to prevail. The height limit and density provisions of Zoning By-laws No. 438-86 and 569-2013 are consistent with the policy direction articulated in the Official Plan for this location, and contribute towards achieving the population and density targets set out in the PPS and Growth Plan.

The site is also subject to City of Toronto By-law 1432-2017, which regulates the use of lands in the vicinity of St. Michael's Hospital and The Hospital for Sick Children to ensure that development does not interfere with the safe operation of hospital heliports and aircraft, pursuant to section 5.81(1) of the *Aeronautics Act*. This By-law sets out "Obstacle Limitation Surfaces" which establish height limits above which no buildings, structures or naturally growing objects are permitted to project.

The proposed tower is located within the Western Flight Path for the St. Michael's Hospital Heliport, for which the Obstacle Limitation Surface establishes a maximum height of approximately 264 metres Above Sea Level (ASL) (corresponding to 175 metres above the established grade of the site) at the southwesterly curb of the intersection of Queen Street West and University Avenue, increasing to a maximum height of approximately 272 metres ASL (corresponding to 183 metres above established grade) at the northeasterly curb of the intersection of Richmond Street West and Simcoe Street.

### **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.

This site is located within an area that is also subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines (adopted by City Council in July 2012 and consolidated with the city-wide Tall Building Design Guidelines May 2013). This document identifies where tall buildings belong Downtown, and establishes a framework to regulate their height, form and contextual relationship to their surroundings. The Downtown Vision and Supplementary Design Guidelines should be used together with the city-wide Tall Building Design Guidelines to evaluate new and current Downtown tall building proposals. The City-wide and Downtown Tall Buildings Guidelines are available at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/tall-buildings/>

The Downtown Supplementary Guidelines provide geographically-specific guidance on ranges of permissible heights and factors to be considered in determining whether a tall building is appropriate. The east side of the site fronts onto University Avenue, which is identified as a High Street, and the south side of the site fronts onto Richmond Street, which is identified as a Secondary High Streets on Map 1 of the Guidelines. This portion of Queen Street is not identified as a High Street or Secondary High Street.

The Guidelines note that High Streets are where tall buildings are considered an appropriate form of development with Map 2 - Downtown Vision Height Map of the Guidelines detailing a potential height range for development along this part of University Avenue from 137 metres and above (45-storeys), with a range of 77 metres to 137 metres (25- to 45-storeys) for tall buildings fronting onto Richmond Street West.



The Guidelines identify three mitigating factors that take precedence over heights assigned to High Streets and Secondary High Streets. The presence of any of these factors overrides the ability to locate a tall building on a particular site if it is deemed to negatively impact:

- Heritage properties located on or adjacent to the development site;
- Sunlight on parks and open space; and
- Views of prominent and heritage properties, structures and landscapes.

In interpreting these heights, Section 1.5 of the Guidelines sets out that it should not be assumed that every site located along a High Street or Secondary High Street will be able to accommodate the upper height limit within the stated ranges, particularly as height and performance standards are intended to work together in determining whether a tall building development application will successfully meet the overall intention of the Guidelines, and perform to the highest architectural and built form design standards.

Map 4 of the Guidelines also identifies the Queen Street West frontage of the site as a Priority Retail Street, which requires 60 percent of the building frontage along Queen Street West to contain active retail uses.

### **Growing-Up: Planning for Children in Vertical Communities**

In July 2017, Toronto City Council adopted the Growing-Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing-Up 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 Growing-Up Draft Urban Design Guidelines will be considered in the review of this proposal.

Section 3.1 of the Guidelines states that units larger than one bedroom should be thoughtfully designed to accommodate children. To ensure a suitable unit size to accommodate families the Guidelines identifies ranges for unit sizes of 87 – 90 square metres for two bedroom units and 100 – 106 square metres for three bedroom units.

The Council Decision and draft guidelines are available on the City's website at:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>

### **Site Plan Control**

The proposed development is subject to Site Plan Control. An application for Site Plan Approval has not been submitted.

### **Relief Line Project Assessment**

On May 24, 2017, Council approved the alignment and stations for the Relief Line project – a study to determine the preferred alignment and stations for a new rapid transit line connecting the Bloor-Danforth Subway east of the Don River to the Downtown. The report and decision document can be accessed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.1>

The Notice of Commencement for the Transit Project Assessment Process (TPAP) was issued on March 26, 2018. Preliminary design for the Relief Line is currently underway. A report to Council on the Relief Line cost estimate is anticipated in the fourth quarter of 2019.

The site fronts on Queen Street West and is situated within a section of the Council-approved alignment for the Relief Line, at an anticipated station location. City and TTC staff will review the proposal in light of the Relief Line's approved alignment and station locations. Notwithstanding Council's approval to commence the study, the TPAP approval is anticipated to take six months for the Relief Line from the Notice of Commencement, and the funding strategy has yet to be confirmed.

### **Reasons for the Application**

The applicant submitted a Zoning By-law Amendment application to permit development of a building that exceeds the permitted maximum building height of 76 metres by approximately 100 metres, resulting in a proposed building height of 176 metres (inclusive of mechanical penthouse). The proposal also exceeds the maximum density of 12.0 times the lot area, with a proposed maximum gross floor area of 49,509 square metres (corresponding to a density of approximately 22.6 times the lot area). In addition, the proposed building does not comply with other performance standards that apply to the lands including those relating to the provision of parking spaces and amenity space.

### **Application Submission**

The application was submitted on April 30, 2018, and has been deemed complete. The following reports/studies were submitted with the application:

- Architectural Plans
- Boundary & Topographical Surveys
- Accessibility Standards Checklist
- Toronto Green Standards Checklist
- Shadow Study
- Computer-Generated Massing Model
- Landscape Plans
- Arborist Report
- Planning Rationale Report
- Community Services and Facilities Study
- Heritage Impact Assessment
- Archaeological Assessment
- Public Consultation Strategy Letter
- Geotechnical Report
- Geohydrology Report
- Hydrological Review Summary
- Phase 1 Environmental Site Assessment
- Servicing Plans
- Functional Servicing & Stormwater Management Report

- Urban Transportation Considerations Study
- Pedestrian Level Wind Study
- Noise & Vibration Study
- Energy Strategy Report
- Draft Zoning By-Laws

The submitted application materials are available at: <https://aic.to/250University>

## **Agency Circulation**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. The application was submitted on April 30, 2018 and subsequently the materials are still currently being reviewed by circulation partners with responses expected by June 22, 2018.

As such, the review of the application is ongoing and any additional issues not identified herein will be discussed with the applicant as, and when, further circulation responses become available. Responses received to date have been used to assist in evaluating the application.

## **Community Consultation**

The applicant has submitted a Public Consultation Strategy Letter as part of the complete application submission requirements. This strategy suggests additional stakeholders to be consulted, and proposes a community consultation meeting in the form of an open house with small group roundtable discussions.

Community consultation helps to inform Council in respect of the exercise of its authority to make a decision with regard to the planning application. This report seeks Community Council's direction on the community consultation process.

## **COMMENTS**

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

The provisions of Sections 2 (d), (f), (h.1), (k), (p), (q) and (r) of the Planning Act address the challenges of accommodating development in a manner which adds to livability in a high density neighbourhood, conserves heritage resources, provides for employment opportunities and is supportive of transit and pedestrian needs. The scale and massing of the proposed built form, proposed mix of uses and lack of public realm improvements poses challenges to ensuring that intensification is sustainable, well designed, encourages a sense of place and provides for public spaces that are of high quality, vibrant and attractive.

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 the Report.

Staff have determined that the current proposal is not consistent with the PPS and does not conform with the Growth Plan for the reasons set out below.

The PPS, and in particular Policy 1.1.3.3, encourages intensification and efficient development. However, this policy recognizes that local context is important and Policy 4.7 of the PPS identifies the Official Plan as being the most important vehicle for implementing the PPS. The City of Toronto Official Plan has responded by establishing areas for intensification and includes policies to encourage intensification, provided that this can occur in the context of other applicable policies.

The City's Official 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 and protects the character of the area consistent with the direction of the PPS and the Growth Plan.

The site is located in an area well-served by public transit in Toronto's *Financial District*, and directly adjacent to the City's civic precinct which contains important cultural heritage assets and open spaces. While certain aspects of the site's location would support the development of a tall building, especially if it contained substantial new commercial office floor space, other aspects pose severe challenges to the development of a tall building which exceeds the current in-force height permissions. Given the site's close proximity to significant heritage buildings and open spaces, the height of the proposed building height would result in shadow impacts on important civic assets and would not represent an appropriate transition from the open spaces and low-rise buildings along the north side of Queen Street West to the greater heights of buildings to the south and west.

The PPS and Growth Plan recognize that public streets, parks and open spaces, and cultural heritage resources are key components that contribute to the liveability of communities. Policy 1.5.1 of the PPS and Policy 4.2.5.2 of the Growth Plan encourage municipalities to establish and protect park and open space systems that will foster social interaction and community connectivey. Policies 1.7.1.d, 2.6.1 and 2.6.3 of the PPS emphasize that development is required to demonstrate that it is conserving heritage resources, both on site and in relation to its impact upon adjacent protected heritage properties. The Official Plan policies implementing this direction recognize that the shadow and wind impacts from development need to be controlled to ensure that public spaces remain vibrant and well-used, and to avoid compromising the context of heritage resources.

The proposed tower would have shadow impacts on a number of protected heritage resources, including within the Queen Street West HCD and on Campbell House, the Canada Life Building, Osgoode Hall and its grounds, and Nathan Philips Square. In addition to being significant heritage resources, these properties also perform an important role in providing publicly-accessible open space within the Downtown.

The PPS and Growth Plan emphasize the importance of the transportation system to the ongoing vitality of the region, and the need to integrate land use and transportation considerations in the planning process. Policies 1.6.7.2 to 1.6.7.5 of the PPS and 3.2.2.1, 3.2.2.2, 3.2.3.3 and 3.2.3.4 of the Growth Plan require that development makes efficient use of existing and planned transportation infrastructure, improves connectivity within and among transportation systems, and is supportive of active transportation. Policies 1.6.8 of the PPS and 2.2.4.8, 2.2.4.11, 3.2.3.1, 3.2.3.2 and 3.2.5 of the Growth Plan require that development adjacent to transportation

corridors and facilities is designed to be supportive of the long term purposes of the corridor, and that development not be permitted if it would negatively affect the use of existing and planned corridors.

The site is located above the existing Osgoode Subway Station and the preliminary location for a future interchange station between the existing Line 1 subway and the planned Relief Line subway, as well as being adjacent to a stop for the Queen Street streetcar, where people transfer between the subway and surface transit systems through two stairwells located on the sidewalk. Walking plays a major role in the Downtown's transportation system and the site is in an area with high pedestrian volumes, especially along Queen Street West, where the sidewalk width is currently deficient. The site is also located along the flight path for the St. Michael's Hospital heliport, and the proposed building's height is in very close proximity to the flight path's protected surface. The proposal does not incorporate elements to address the existing and anticipated needs of the transportation system in this location, such as integration of a subway entrance and sidewalk improvements, and does not conform to the Provincial direction to integrate land use and transportation considerations.

Policy 1.3.1 of the PPS promotes economic development and competitiveness by requiring an appropriate mix and range of employment and institutional uses to meet long-term needs, and Policy 1.8.1 notes that major employment uses should be focused on sites which are well served by transit. Furthermore, Growth Plan Policies 2.2.3.1, 2.2.5.1, 2.2.5.2 and 2.2.5.3 seek to increase employment densities, ensure sufficient provisions to accommodate forecasted employment growth and to retain and attract investment and employment. Accordingly, the Official Plan and the Downtown Plan recognize the *Financial District* as the premier area in the City for the accommodation and growth of major commercial office uses.

All of the proposed new floor space in the tower would be dedicated to residential dwelling units and associated amenity spaces, and the existing base building would see a reduction of 730 square metres in non-residential floor space from 13,862 square metres to 13,132 square metres. This would not meet the intent of the PPS and the Growth Plan with regard to encouraging an increase in employment uses.

The Growth Plan contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities. At the time of the MCR, municipalities can make a request to the Province for alternative targets to those set out in the Growth Plan.

The Growth Plan contains policies related to setting minimum intensification targets throughout delineated built-up areas and implementing growth forecasts. The site is located in the Downtown directly adjacent to the Osgoode Subway Station. As of 2016, it is estimated that the existing density for the 500 metre area around Osgoode Station was over 1000 people and jobs per hectare. As previously discussed, the Downtown is an important area for the accommodation of

employment growth. The Downtown area is subject to policies of the Official Plan and the new Downtown Plan that are designed to be transit- and employment-supportive, and the Downtown Urban Growth Centre is on track to achieve a population density of over 400 residents and jobs per hectare within the Growth Plan horizon. The proposed development does not conform with Policy 5.2.4.5.b) of the Growth Plan as it does not represent an contextually appropriate type and scale of development.

As part of the next MCR, the Province has set out a number of requirements, including MTSA density, Urban Growth Centre density, Employment Area density, and others, that are to be comprehensively addressed. The Ministry's draft Guidance document can be accessed at this link:

[http://www.placestogrow.ca/images/pdfs/MCR/en/draft\\_guidance\\_the\\_municipal\\_comprehensive\\_review\\_process\\_EN.pdf](http://www.placestogrow.ca/images/pdfs/MCR/en/draft_guidance_the_municipal_comprehensive_review_process_EN.pdf)

Given the above-noted reasons, the current proposal is not consistent with the PPS and does not adequately conform to the Growth Plan (2017).

## **Land Use**

This application has been reviewed against the Official Plan policies, Secondary Plan policies and studies described in the Issue Background Section of the Report as well as the policies of the Toronto Official Plan as a whole.

As previously noted, all of the proposed new floor space in the tower would be dedicated to residential dwelling units and associated amenity spaces, and the existing base building would see a reduction of 730 square metres in non-residential floor space from 13,862 square metres to 13,132 square metres. The proposed reduction in gross floor area for employment uses within the *Financial District* would not meet the intent of the Employment policies of the Official Plan and OPA 352, which recognize the importance of the Downtown and *Financial District* for employment uses (Policies 2.2 2b, 2.2.1 and 2.2.1.1), and require the net gain in gross floor area for commercial office uses on redevelopment sites in proximity to rapid transit stations (Policy 3.5.1).

The proposed addition of substantial new residential floor area in the tower and reduction in amount of non-residential floor area within the existing building also conflict with Policy 6.24 of the Downtown Plan, which requires development in the *Mixed Use Areas 1* designation to provide a high proportion of non-residential uses, and Policies 6.1 and 6.2, which require a net gain in gross floor area for office uses and restricts increases in residential density above the existing as-of-right permissions for development within the *Financial District*.

The proposed addition of solely residential development to the existing building and net reduction in non-residential space is not appropriate for this site, and does not support the mix of uses anticipated under the policies of the Official Plan and the Downtown Plan.

## **Density, Height and Massing**

A tall building is one that is either taller than the width of the street right-of-way or more than 11 storeys in height. Where a tall building is proposed, certain performance standards must be met

to ensure that the objectives of Official Plan are addressed, including but not limited to the quality of life, light, view and privacy.

Tall buildings are generally expected to incorporate three distinct components comprising a base building, tower and top floors. Providing adequate separation distances from adjacent properties, and limiting floorplate sizes are important to ensure appropriate building designs. The Tall Building Design Guidelines indicate that a minimum 12.5 metre separation distance is required from adjacent property lines or centrelines of the laneways, and set a maximum floorplate area of 750 square metres for residential buildings, while noting that bigger floorplates can be acceptable for office uses as long as adverse impacts in regards to light, view and privacy are mitigated through design and articulation. This direction is reiterated in the policies of the new Downtown Plan relating to tall buildings and the public realm.

The base building for the proposed tower is the existing former "Bank of Canada" heritage building on site. The base building is between 7 to 8 storeys tall (29.6 metres to 33.7 metres) excluding the existing two-storey mechanical penthouse which is stepped back above this height. The existing building has a non-residential density of 6.3 times the lot area. The as-of-right zoning for the site permits a maximum height of 76.0 metres and a density of 12.0 times the lot area.

The proposed tower cantilevers out approximately 1.1 metres from the base building's existing mechanical penthouse towards Simcoe Street and University Avenue, and from there provides stepbacks of 10 metres from the Queen Street West property line (20 metres from centreline), 6.3 metres from the University Avenue property line (19.8 from centreline of westerly lanes), 12.7 metres from the Richmond Street West property line (26.2 metres from centreline), and 3.0 metres from the Simcoe Street property line (13.5 metres from centreline). The 53<sup>rd</sup> and 54<sup>th</sup> floors maintains the easterly and westerly setbacks of the lower tower floors but step back a further 2.5 metres on the north and south, and the new mechanical penthouse steps back a further 5.5 metres on the north and south. The proposed stepbacks meet the separation distance requirements set out in the Tall Buildings Design Guidelines.

The proposed building would measure a total 176 metres in height, inclusive of the new mechanical penthouse, with a combined density of approximately 22.6 times the lot area, consisting of a non-residential density of 6.0 and a residential density of 16.6. For the 13<sup>th</sup> to 52<sup>nd</sup> floors, the tower would have a typical residential gross floor area of 851 square metres per floor, corresponding to a floorplate size of approximately 890 square metres, with the 53<sup>rd</sup> and 54<sup>th</sup> floors each having a reduced gross floor area of 772 square metres, corresponding to a floorplate of approximately 810 square metres.

The proposal involves a reduction in non-residential density from the existing building, and an increase in residential density beyond what is permitted as-of-right. As previously noted, the policies of the Official Plan, OPA 231 and the Downtown Plan require that development in the *Financial District* provide a net gain in office floor space, and limits increases in residential floor density. The proposed typical tower floorplate exceeds the 750 square metre maximum set out in the Downtown Plan and Tall Buildings Design Guidelines by approximately 140 square metres. Increases to the floorplate size may be considered when it has been demonstrated to the City's

satisfaction that the impacts of the larger floorplate, including but not necessarily limited to pedestrian comfort including shadow and wind impacts, sky-view and transition, can be mitigated, however the proposed development as currently configured does not adequately address the impacts of the proposed building height and floorplate size, especially as they relate to shadowing of the public realm and transition to surrounding built form context including heritage properties, and appropriate stepbacks of the proposed tower above the existing on-site heritage building.

The proposal is within the St. Michael's Hospital Air Ambulance Service Protection Corridor as indicated in By-law 1432-2017. The proposed building in its current form does not appear to encroach into the flight path surface, however the provided draft Zoning By-laws would allow projections to intrude above the 176 metre height and into the heliport flight path obstacle surface.

The application was circulated to Nav Canada for comments, and will be circulated to St. Michael's Hospital for comments. Confirmation from St. Michael's Hospital on any outstanding issues on the proposal's relation to the hospital flight path will be required should the application be approved in some form.

### Sun, Shadow, Wind

A Shadow Study, prepared by IBI and dated April 2018, has been submitted with the application, and shows existing, as-of-right and proposed shadow conditions between the hours of 9:18 am and 6:18 pm on March 21<sup>st</sup>, June 21<sup>st</sup> and September 21<sup>st</sup>. The table below compares the approximate time and extent of shadow impact, as measured at the spring equinox, of the existing building, a building at the height of 76 metres permitted under By-laws 438-86 and 569-2013, and the proposed building.

<b>Affected Location</b>	<b>Existing Building (34 metres + 6.5 metre MPH)</b>	<b>As-of-Right (76 metres + 5 metre MPH)</b>	<b>Proposed Building (170 metres + 6 metre MPH)</b>
Queen Street West - north sidewalk within HCD	9:18 to post-3:18	9:18 to 3:18  expanded shadow from 10:18 to 12:18	9:18 to 3:18  (same as as-of-right)
Campbell House	pre-11:18 to 2:18  Shadow extends on to southern lawn	pre-11:18 to 2:18  Shadow extends across full property	pre-11:18 to 2:18  Shadow extends across full property (same as as-of-right)
Osgoode Hall grounds	None	pre-3:18 to post-4:18  Shadow extends on to southwest corner of grounds	pre-1:18 to 5:18  Shadow extends beyond southerly wall of Osgoode Hall



<b>Affected Location</b>	<b>Existing Building (34 metres + 6.5 metre MPH)</b>	<b>As-of-Right (76 metres + 5 metre MPH)</b>	<b>Proposed Building (170 metres + 6 metre MPH)</b>
Nathan Phillips Square	None	None	pre-4:18 to 5:18  Shadow extends on to southwest corner and southern frontage of Square, but does not intrude beyond the raised walkway

The Pedestrian-level Wind Study, prepared by Theakston Environmental and dated April 27, 2018, identified current wind comfort conditions as generally suitable for walking or standing, with a few localized exceptions where conditions are uncomfortable. The proposed development was anticipated to generally maintain or slightly improve comfort levels along Queen Street and Richmond Street, and generally maintain or worsen comfort levels along parts of Simcoe Street and University Avenue. The proposed development would result in a decrease in wind comfort levels on the sidewalk abutting the four corners of the building. The Wind Study did not identify any locations with unsafe wind comforts conditions either in the existing situation or with the proposed building.

The policies of the Official Plan and the Downtown Plan, and the criteria set out in the Tall Buildings Design Guidelines, identify the preservation and enhancement of the public realm including sidewalks, parks and open spaces as important considerations in assessing the appropriateness of applications to develop tall buildings.

Policies 3.2.3.3 and 4.5.2 require that new development is located and massed to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. OPA 352 expands on the general Official Plan policies and states that not every site can accommodate a tall building, and that proposed tall buildings that do not provide appropriate access to sunlight on surrounding streets, parks, open spaces, school yards and other public or civic properties are not considered suitable for tall building development.

The new Downtown Plan provides more specific policy direction that takes into account the civic assets and the Downtown built form context. The site is located adjacent to the Osgoode Hall grounds and near Nathan Phillips Square, which are identified as *Sun-Protected Parks & Open Spaces* on Map 41-13 of the Downtown Plan. Policy 9.18 of the Downtown Plan requires that development will not cast net-new shadow as measured from March 21st to September 21st from 10:18 am to 4:18 pm on the parks and open spaces identified on Map 41-13.

The Tall Buildings Design Guidelines detail design approaches that can lead to attractive and functional buildings that mitigate negative impacts on the public realm. The Guidelines emphasize that a tall building may not be appropriate where development would negatively

impact heritage properties located or adjacent to the development site, sunlight on parks and open spaces or views of prominent and heritage properties, structures and landscapes. (Downtown Tall Buildings Supplementary Guidelines 1.3 and 3.2).

The shadow impacts of the proposed development on protected open spaces including the Osgoode Hall grounds and Nathan Phillips Square are not appropriate as they represent a substantial increase from the existing and as-of-right conditions, and do not conform with the policies of the Official Plan and Downtown Plan.

### **Residential Unit Mix**

The proposed overall unit breakdown consists of 16% one-bedroom units, 66% two-bedroom units and 18% three-bedroom units, which meets the requirements of the relevant housing policies and guidelines. However, of the 2- and 3-bedroom units (84% of the total units), only 11 units would have floor areas that fall within the recommended range of unit sizes in the Growing-Up Urban Design Guidelines and Policy 11.1 of the Downtown Plan, and all but one of the larger units is located in the top two floors.

As previously noted, the applicable policies for the *Financial District* support the development of employment space in this location, and the Downtown Plan limits the amount of residential floor space to what is permitted as-of-right. Any resubmission will be required to address the issues identified relating to the proposed mix of uses. Residential components in a revised submission should maintain the proposed mix of unit types, while increasing the floor areas of the 2- and 3-bedroom units to meet the recommended range of unit sizes and provide a diversity of bedroom sizes, which may lead to a reduction in the total number of units.

### **Amenity Space**

Amenity space is required for this development at a rate of 2.0 square metres per unit, for a total of 990 square metres each of indoor space and outdoor space. The proposed development would provide 990 square metres of indoor space on the 11<sup>th</sup> and 12<sup>th</sup> floors, and 585 square metres of outdoor amenity space on the roofs of the 8<sup>th</sup> and 10<sup>th</sup> floors. The amenity space will need to provide for a range of uses and users including children, seniors and pets. The applicant will be required to provide dog amenities on-site with proper disposal facilities such as dog relief stations to accommodate their future residents' needs, and help alleviate pressure on neighbourhood parks.

The Wind Assessment discussed above details that wind levels to the external amenity space are predicted to be generally suitable for standing or sitting during the summer months, much of the time, but will on occasion experience conditions that are less appropriate. Incorporation of mitigation measures such as windscreens, trellises, recessed seating, and planting in raised planters would be required to allow for longer outdoor exposure.

Revisions to the proposal to address the land use and built form comments would result in an overall reduction in gross floor area and units, and would improve the amount of amenity space per unit, which is currently deficient.

### **Traffic Impact, Vehicle Access, Loading and Parking**

The proposed development would consolidate vehicular access onto Simcoe Street, and result in the closing of the current vehicular access on the Richmond Street West frontage of the site. One Type 'G' and two Type 'C' loading spaces would be located within the building at grade.

Parking for the residential uses is proposed in a fully-automated two-level below grade parking garage located below the existing basement and sub-basement levels. A total of 48 parking spaces are proposed for the residential uses, which is less than the 389 or 390 spaces that would be required under the standard provisions of By-law 569-2013 and 438-86 respectively. No parking is proposed for the residential visitor component, while 49 or 30 visitor spaces would be required under By-law 569-2013 and 438-86 respectively. No parking is proposed for the office and retail uses, which represents a continuation of the existing site condition.

The development proposes the inclusion of 87 short-term bicycle parking spaces and 475 long-term bicycle parking spaces for a total of 562 bicycle parking spaces in the basement and sub-basement levels of the building. Access to the bicycle storage would be provided through a separate bike elevator.

Transportation Services staff are currently reviewing the application and should any issues arise these will be communicated to the applicant.

### **Pedestrian Movement, Transit Access and Downtown Relief Line**

The site directly abuts the existing Osgoode Station on the Line 1 Subway and the location of a planned interchange Osgoode Station for the Relief Line Subway. A stop for the Queen Street streetcar is also located directly east of the subway access stairs on Queen Street West.

At present, the subway station is accessed at this corner by two sets of stairs located in the public boulevards of Queen Street West and University Avenue in close proximity to the intersection of these streets. The clear width of sidewalk adjacent to the subway entrance stairs on Queen Street is approximately 1.3 metres wide, and is approximately 2.1 metres wide for the portion adjacent to the subway entrance stairs on University Avenue. Osgoode Station can also be accessed by stairs located in the sidewalk on the west and east sides of University Avenue, north of Queen Street, and by an accessible entrance located within the Four Seasons Centre for the Performing Arts.

The policies of the Official Plan recognize the importance of the subway to Toronto's transportation system and economic success. Policy 2.4(5) of the Official Plan requires that "Subway and underground light rapid transit stations will be integrated into multi-storey developments wherever it is technically feasible".

The policies of the Official Plan and Downtown Plan also identify the importance of enhancing the pedestrian environment especially in areas of the Downtown where there is existing high pedestrian volume. Policies 8.4 and 8.5 of the Downtown Plan set out the expectation that development will contribute towards pedestrian and public realm improvements that improve pedestrian safety, comfort and accessibility, and pedestrian movement, connectivity and circulation by providing more generous pedestrian clearways.

The proposed development does not integrate access to the existing Osgoode Subway Station or protect for a connection to the potential future Relief Line station in this location. The proposed development does not investigate opportunities to improve the width of the pedestrian clearway along the University Avenue or Queen Street West frontages, which are insufficient to comfortably serve existing pedestrian volumes and in the case of the Queen Street West sidewalk is not wide enough to allow passage by more than one sidewalk user with a mobility aid.

Transportation Planning staff have provided preliminary comments advising that the proposed development should provide a connection, or at minimum protect for a future connection, that facilitates integrated access between the proposed development and the existing subway station as well as any future rapid transit stations including those for the Relief Line. Additionally, the application should provide improvements to the public realm and subway system access, including providing an expanded pedestrian clearway on Queen Street, an improved location for the streetcar stop that would increase the waiting space and shelter for riders while facilitating efficient transfers between the subway and streetcar, and provide consideration for an entrance to the subway station from University Avenue.

The application has been circulated to Transportation Planning staff and to the TTC, and detailed comments will be provided to the applicant as they become available.

### **Tree Preservation**

Four City-owned street trees are located in the public boulevard along University Avenue, within raised concrete planters sitting above the sidewalk. In addition to street trees, low planters containing shrubs and annuals are located against the existing building within the site. There are no trees located along the Queen Street West, Simcoe Street or Richmond Street West frontages of the site.

The landscape plan proposes the removal of the existing four trees and planting of seven trees in the University Avenue boulevard, as well as the planting of eight trees in the Simcoe Street boulevard, all of which would be planted in continuous soil trenches

The Arborist Report and associated landscape plans are currently being reviewed by Urban Forestry staff, and should any issues arise these will be raised with the applicant.

### **Servicing**

A Preliminary Geotechnical Report, a Preliminary Geohydrology Assessment Report, Hydrological Review Summary, and Functional Servicing and Storm Water Management Report have been submitted with the application. These are currently being reviewed by the various divisions and should any issues arise these will be communicated to the applicant.

### **Parkland**

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The proposal is not providing any parkland on site. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication. In the event that the owner acquires additional land which increases the total area of the development site, Parks, Forestry and Recreation reserves the right to modify these comments in order to request an on-site parkland dedication where such dedication would result in a functional public park.

### **Archaeological Assessment**

The site has been identified as having archaeological resource potential, and therefore a Stage 1 Archaeological Resource Assessment (ARA) prepared by Stantec Consulting Ltd. and dated April 6, 2018, was submitted as part of the application. The ARA concludes that there is low to no potential for the preservation of significant archaeological resources within the project area due to extensive below grade disturbance during the mid-20th century, and recommends that no further archaeological assessment of the project area is required.

Heritage Preservation Services concurs with the recommendations set out in the ARA.

### **Heritage Impact & Conservation Strategy**

The property at 250 University Avenue is included on the City's Heritage Register, but is not designated under Part IV of the *Ontario Heritage Act*. The existing building was constructed in 1958 for use by the Bank of Canada, and was designed by Marani and Morris Architects. The site is included in the boundaries of the Queen Street West HCD, enacted as by-law 979-2007, and is therefore designated under Part V of the *Ontario Heritage Act*. The Queen Street West HCD does not identify the site as a contributing property.

The site is located adjacent, or in close proximity, to a number of listed and designated properties, including the William S. Campbell House at 160 Queen Street West, the Canada Life Building at 330 University Avenue to the north, the Canadian (Imperial) Bank of Commerce building at 205 Queen Street West to the west, Osgoode Hall at 130 Queen Street West and 345 University Avenue to the northeast, and the Sun Life Assurance Company of Canada Building at 200 University Avenue to the south. The site is also adjacent to the area of the King-Spadina HCD to the southwest.

A Heritage Impact Assessment (HIA) prepared by GBCA Architects and dated April 23, 2018, was submitted in support of the application. The HIA concludes that the proposed development would have no significant impact on heritage resources on the property or in the vicinity.

The HIA is being reviewed by Heritage Preservation Services and any issues that arise will be communicated to the applicant.

### **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 or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. To this end, the development proposes the required number of long-term (475) and short-term (87) bicycle parking spaces. Should the Zoning By-law Amendment application be approved in some form, other applicable TGS performance measures will be secured through the Site Plan Approval process.

## **Community Services Assessment**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The site is within the area subject to the new Downtown Plan. The Downtown Plan and the associated Downtown Community Services and Facilities Strategy identify needs for new or expanded CS&F and provide mechanisms to assist in coordinating the provision of infrastructure including: the requirement that developers undertake a Complete Community Assessment for their proposals that will determine and address their infrastructure (physical, community service facility, green and parkland) requirements to support growth; the potential use of a "Holding" symbol in the event that growth is outpacing the necessary infrastructure requirements; and opportunities to integrate and/or provide infrastructure within or in the area of the proposed development.

A Community Services and Facilities Report, prepared by Goldberg Group and dated April 2018, has been submitted with the application. This report notes that the population within the study area grew by 25.3% between 2006 and 2011. The report notes that daycare space in the study area is limited but anticipates that contributions from other recently approved developments could be used to increase community services in the area, and concludes that the proposed development is well-served by the City's existing and inventory of services and facilities and would not significantly increase pressure on community services. The report did not include consideration of more recent demographic information available in the 2016 Ward and Neighbourhood Profiles or the strategic direction in the TOcore Downtown Community Services and Facilities Strategy.

The Community Services and Facilities Report is currently being reviewed by City Planning and other divisions, and should any issues arise these will be raised with the applicant.

## **Section 37**

Section 37 of the *Planning Act* allows the City to require community benefits in situations where increased density and/or height are permitted. Community benefits are specific capital facilities (or cash contributions for specific capital facilities) and can include: affordable housing; daycare; public art; streetscape improvements on the public boulevard not abutting the site; and other works detailed in Section 5.1.1.6 of the Official Plan.

Section 37 may also be used as may otherwise be agreed upon, subject to the policies contained in Chapter 5 of the Official Plan. The community benefits must bear a reasonable planning relationship to the proposed development including, at a minimum, an appropriate geographic relationship and may relate to planning issues associated with the development (e.g. local shortage of parkland). No discussions have been advanced as the development review process is in the initial stages.

Should the application be appealed to the LPAT then City Planning staff recommend that the City Solicitor be directed to request the LPAT, in the event it determines to allow the appeals in whole or in part, to withhold any Order that may approve the development until such time as the City and the owner have presented by-laws to the Tribunal in a form acceptable to the Acting Director, Community Planning, Toronto and East York District and the City Solicitor. This includes providing for the appropriate Section 37 benefits to be determined and incorporated into any zoning by-law amendment and a satisfactory Section 37 agreement has been entered into as between the City and the owner and registered on title, all to the satisfaction of the Acting Director, Community Planning, Toronto and East York District and the City Solicitor.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017) and the Toronto Official Plan. Staff are of the opinion that the proposal in its current form is not consistent with the PPS (2014) and conflicts with the Growth Plan (2017). Further, the proposal does not conform to the Toronto Official Plan, particularly as it relates to the promotion of employment-supportive mix of uses, the building's height, massing and density, potential impacts on the St. Michael's heliport flight path, pedestrian and transit accessibility improvements, and skyview and shadow impacts upon the public realm. Additional issues may be identified through the continued review of the application, agency comments and the community consultation process.

This report recommends that City Council direct City Staff to continue processing the application and working with the applicant to try to resolve the outstanding issues detailed in this report. This report also recommends that City Council direct the City Solicitor, and appropriate City Staff, to attend and oppose the application in its current form should the application be appealed to the LPAT on the basis of Council's failure to make a decision on the application within the statutory timeframe.

## **CONTACT**

John Duncan, Planner

Tel. No. (416) 392-1530  
E-mail: John.Duncan@toronto.ca

## **SIGNATURE**

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

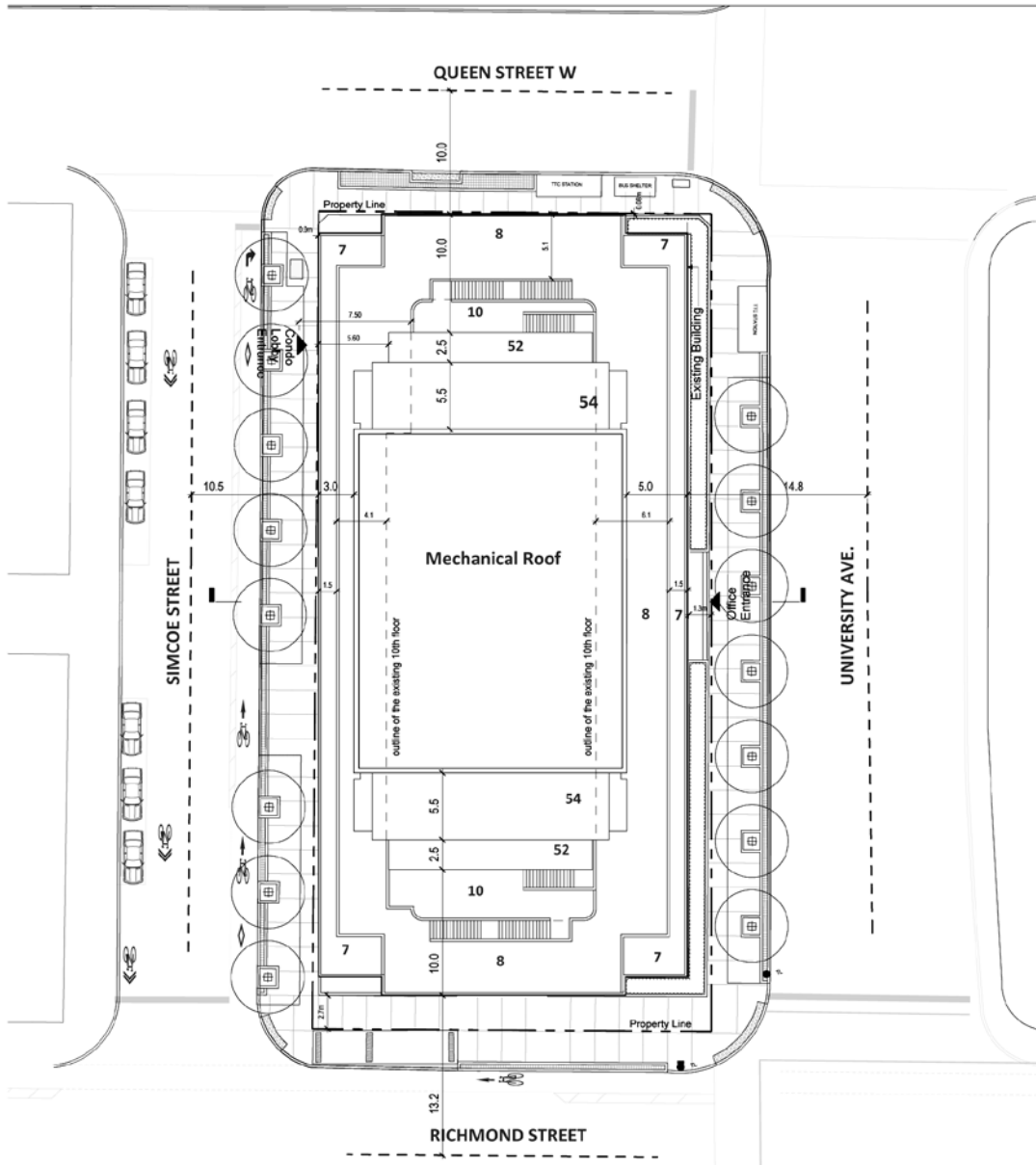
(P:\2018\Cluster B\pln\TEYCC\15355055052.doc) – lm

## **ATTACHMENTS**

- Attachment 1: Site Plan
- Attachment 2: North Elevation
- Attachment 3: East Elevation
- Attachment 4: South Elevation
- Attachment 5: West Elevation
- Attachment 6: Official Plan
- Attachment 7: Downtown Plan - Map 41-3A (Mixed Use Areas 1)
- Attachment 8: Downtown Plan - Map 41-9 (Queen's Park & Civic Precinct)
- Attachment 9: Downtown Plan - Map 41-13 (Sun-Protected Parks & Open Spaces)
- Attachment 10: Queen Street West Heritage Conservation District Plan
- Attachment 11: Zoning Map
- Attachment 12: Application Data Sheet




# Attachment 1: Site Plan



## Site Plan

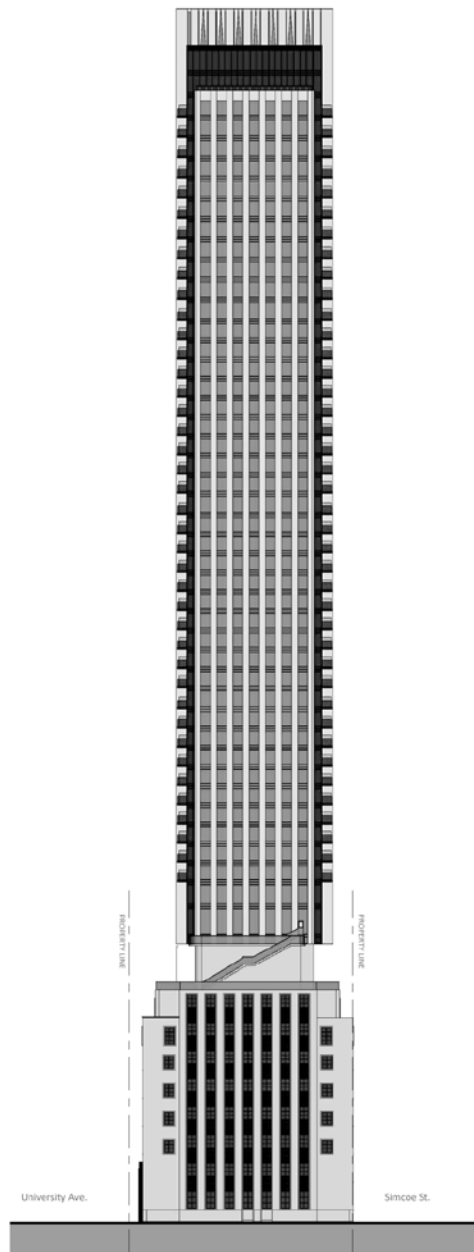
Applicant's Submitted Drawing

Not to Scale   
06/06/2018

## 250 University Avenue

File # 18 150984 STE 20 OZ

## Attachment 2: North Elevation



**North Elevation**

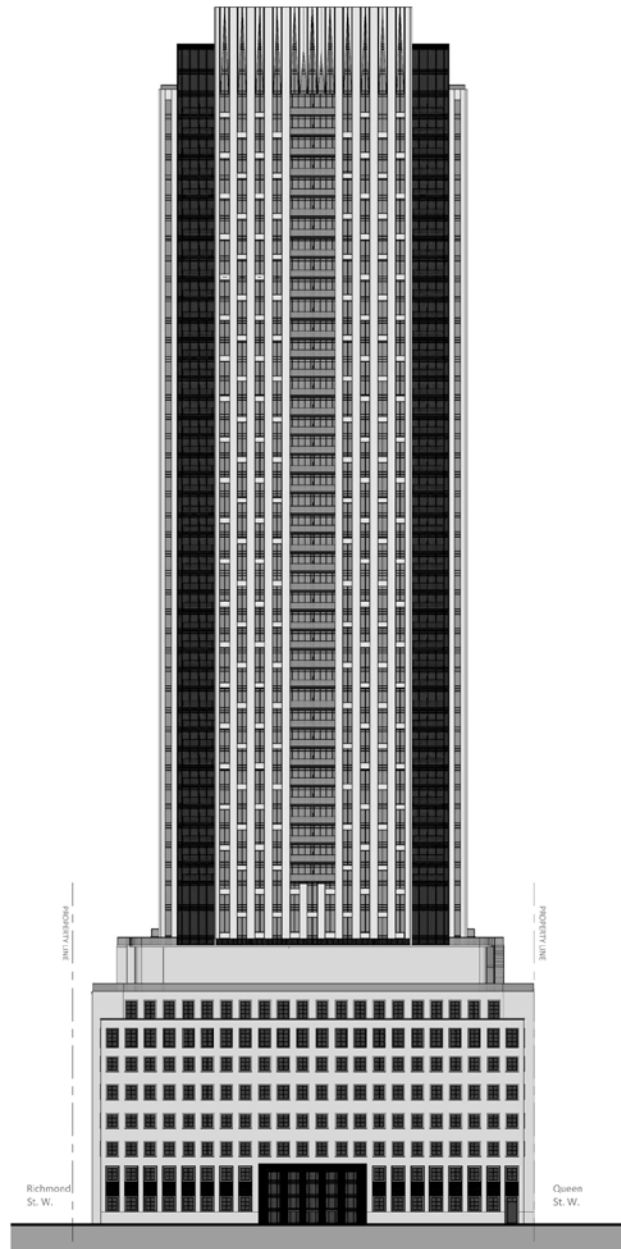
Applicant's Submitted Drawing

Not to Scale  
06/06/2018

**250 University Avenue**

File # 18 150984 STE 20 OZ

### Attachment 3: East Elevation



**East Elevation**

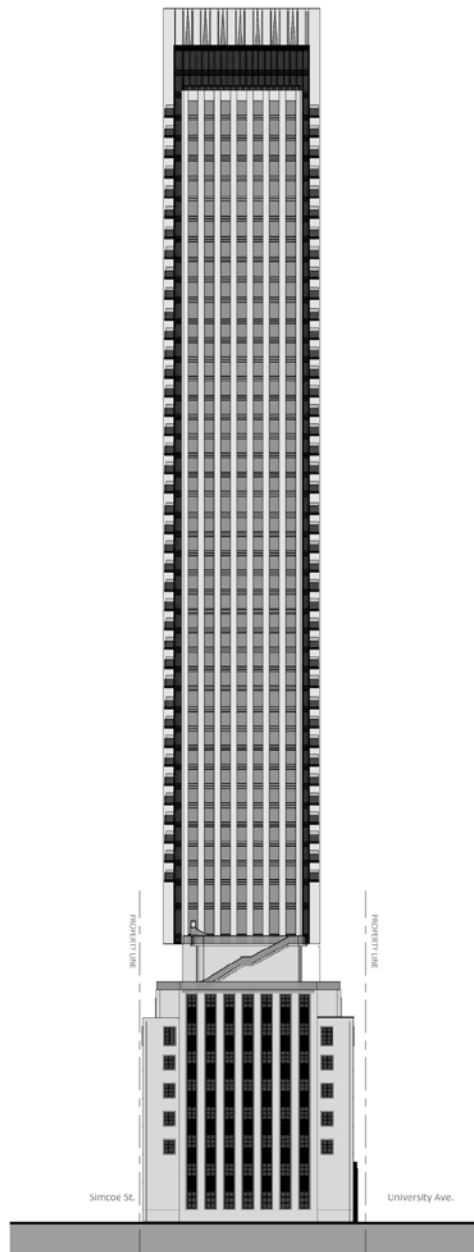
Applicant's Submitted Drawing

Not to Scale  
06/06/2018

**250 University Avenue**

File # 18 150984 STE 20 OZ

## Attachment 4: South Elevation



**South Elevation**

Applicant's Submitted Drawing

Not to Scale  
06/06/2018

**250 University Avenue**

File # 18 150984 STE 20 OZ

## Attachment 5: West Elevation



**West Elevation**

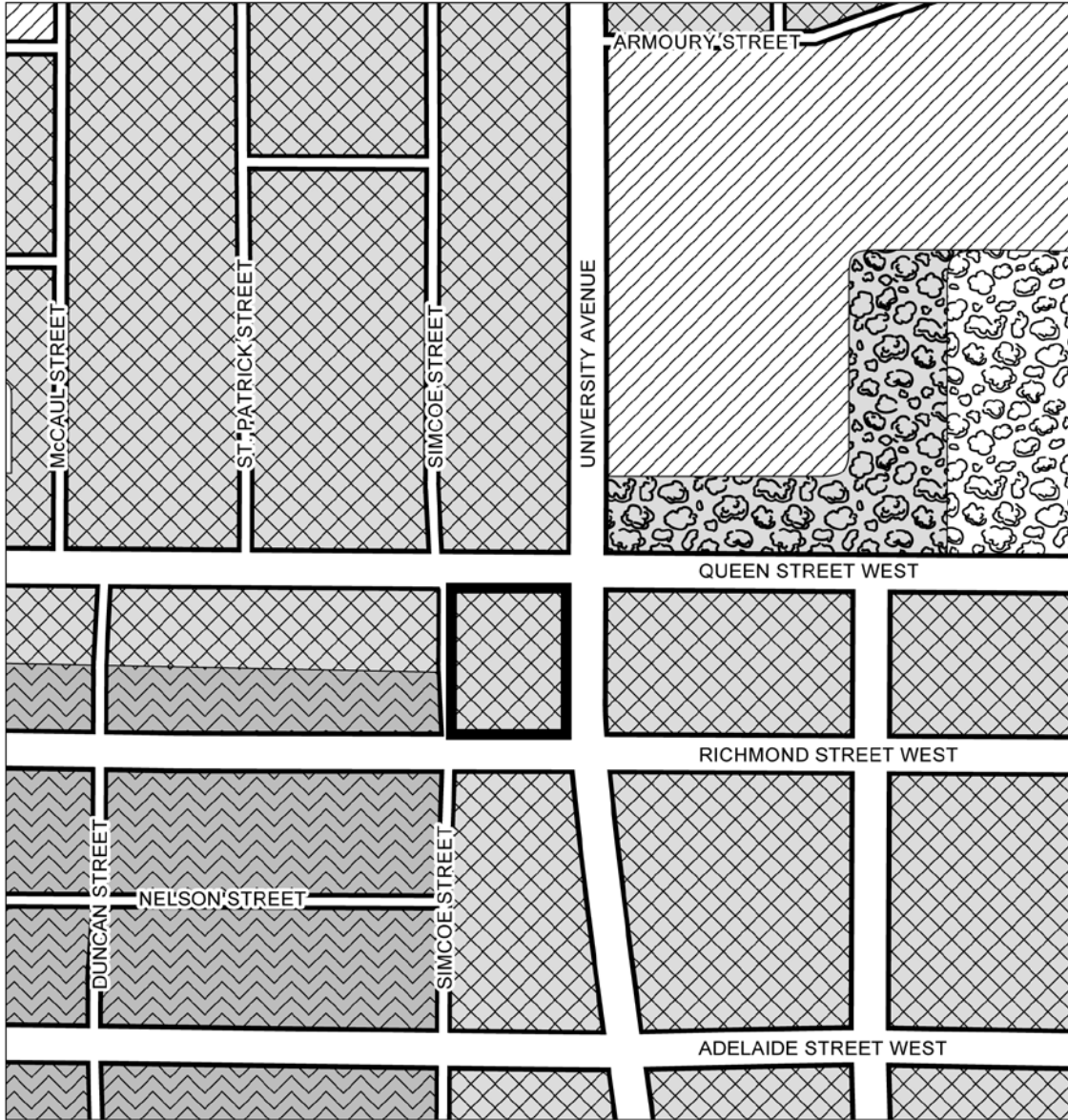
Applicant's Submitted Drawing

Not to Scale  
06/06/2018

**250 University Avenue**

File # 18 150984 STE 20 OZ








## Attachment 6: Official Plan



**TORONTO**  
**Official Plan Land Use Map #18**

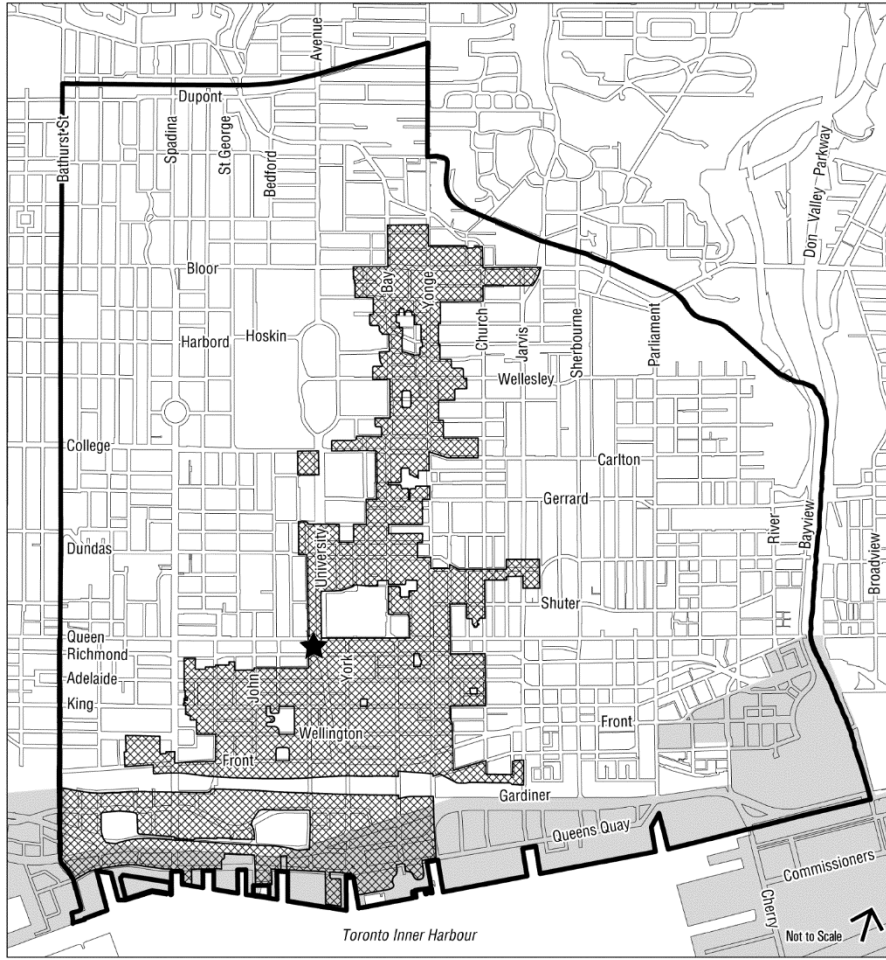
**250 University Avenue**

File # 18 150984 STE 20 0Z

	Location of Application		Parks & Open Space Areas
	Mixed Use Areas		Parks
	Institutional Areas		Other Open Space Areas
	Regeneration Areas		

  
 Not to Scale  
 06/06/2018

**Attachment 7: Downtown Plan - Map 41-3A (Mixed Use Areas 1)**



**Downtown Plan**  
**MAP 41-3-A Mixed Use Areas 1 - Growth**

- Downtown Plan Boundary
- Mixed Use Areas 1 - Growth
- Central Waterfront Secondary Plan
- Location of Application

April 2018

**TOcore Secondary Plan Map 41-3-A**

**250 University Avenue**

Mixed Use Areas 1 - Growth

Not to Scale  
 06/07/2018

File # 18 150984 STE 20 0Z

**Attachment 8: Downtown Plan - Map 41-9 (Queen's Park & Civic Precinct)**



**Downtown Plan**

MAP 41-9 Queen's Park Precinct and Civic Precinct

- Downtown Plan Boundary
- ▨ Civic Precinct
- ▨ Queen's Park Precinct
- ▭ Central Waterfront Secondary Plan
- ★ Location of Application

April 2018

**TOcore Secondary Plan Map 41-9**

**250 University Avenue**

Queens's Park Precinct and Civic Precinct

Not to Scale  
06/12/2018

File # 18 150984 STE 20 0Z








**Attachment 9: Downtown Plan - Map 41-13 (Sun-Protected Parks & Open Spaces)**



**Downtown Plan**

**MAP 41-13 Sun Protected Parks and Open Spaces**

-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Sun Protected Parks and Open Spaces
-  Location of Application
-  Sun Protected Parks and Open Spaces (as included in existing SASPs)

June 2018

**TOcore Secondary Plan Map 41-13**

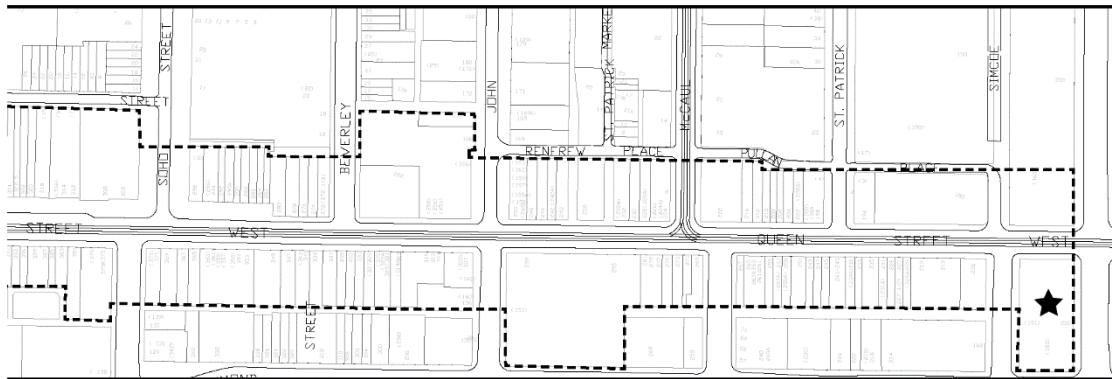
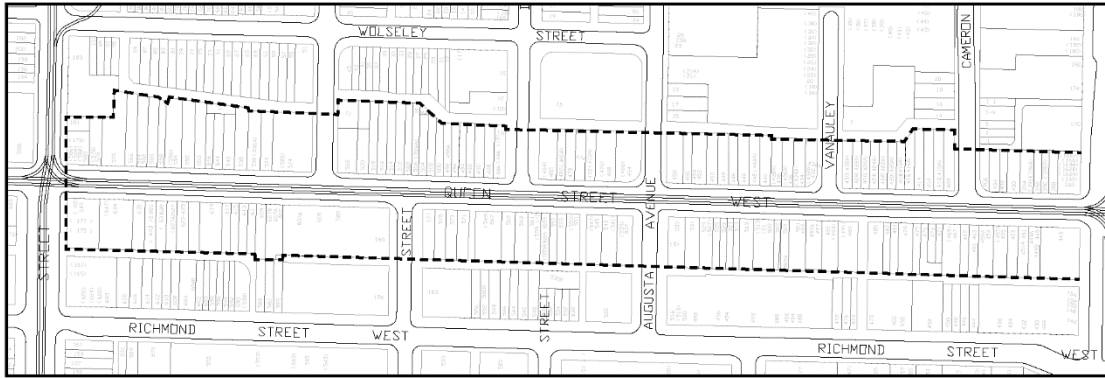
**250 University Avenue**

**Sun Protected Parks and Open Spaces**

Not to Scale  
06/07/2018

File # 18 150984 STE 20 0Z

# Attachment 10: Queen Street West Heritage Conservation District Plan



★ Location of Application

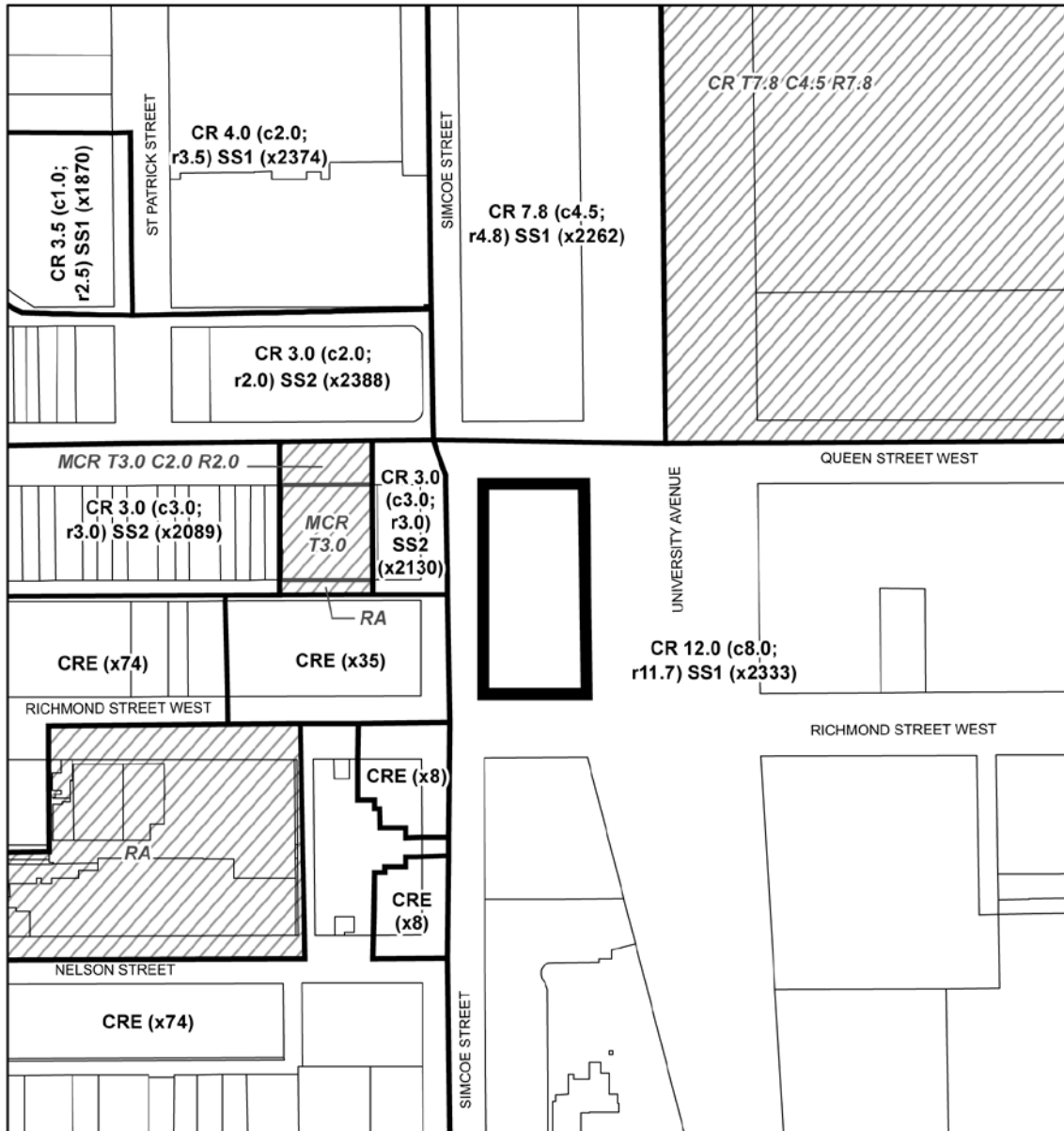
**Queen Street West HCD Boundary Map**  
 Extracted from the Queen Street West Heritage  
 Conservation District Plan - August 2006

Not to Scale   
 06/07/2018

**250 University Avenue**

File # 18 150984 STE 20 0Z

## Attachment 11: Zoning Map



**Zoning By-law 569-2013**

**250 University Avenue**

**File # 18 150984 STE 20 OZ**



Location of Application

CR Commercial Residential    CRE Commercial Residential Employment



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

CR Mixed-Use District  
MCR Mixed-Use District  
RA Mixed-Use District



Not to Scale  
Extracted: 06/06/2018

**Attachment 12: Application Data Sheet**

**Municipal Address:** 250 UNIVERSITY AVE      **Date Received:** April 30, 2018

**Application Number:** 18 150984 STE 20 OZ

**Application Type:** Rezoning

**Project Description:** Zoning By-law Amendment to facilitate redevelopment on the lands municipally known as 250 University Avenue for a 54-storey mixed-use building. The project consists of a mix of 495 residential units, 669 sq. m. of retail space, 12,463 sq. m of office space, and 36,337 sq. m of residential area. This results in a total gross floor area of 49,469 sq. metres.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
250 UNIVERSITY HOLDINGS LIMITED		IBI GROUP ARCHITECTS	250 UNIVERSITY HOLDINGS LIMITED

**EXISTING PLANNING CONTROLS**

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CR 12.0(c8.0,r11.7) SS1(x2333) / CR T12.0 C8.R11.7	Heritage Designation:	Y
Height Limit (m):	76.0	Site Plan Control Area:	Y

**PROJECT INFORMATION**

Site Area (sq m): 2,193      Frontage (m): 67      Depth (m): 32

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	1,017	1,017		<b>1,017</b>
Residential GFA (sq m):			36,337	<b>36,337</b>
Non-Residential GFA (sq m):	13,881	12,863	269	<b>13,132</b>
<b>Total GFA (sq m):</b>	<b>13,881</b>	<b>12,863</b>	<b>36,606</b>	<b>49,469</b>
Height - Storeys:	10	10	44	<b>54</b>
Height - Metres:	41	41	135	<b>176</b>

Lot Coverage Ratio (%): 46.37      Floor Space Index: 22.56

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	36,337	
Retail GFA:	669	
Office GFA:	12,463	
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			495	<b>495</b>
Other:				
<b>Total Units:</b>			<b>495</b>	<b>495</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:			80	328	87
Proposed:					
<b>Total Units:</b>			<b>80</b>	<b>328</b>	<b>87</b>

#### **Parking and Loading**

Parking Spaces: 48      Bicycle Parking Spaces: 562      Loading Docks: 3

#### **CONTACT:**

John Duncan, Planner  
(416) 392-1530  
John.Duncan@toronto.ca