

## **315 and 325 Front Street West and the Rail Corridor between Blue Jays Way and John Street/Rod Robbie Bridge – Official Plan Amendment and Zoning By-law Amendment Applications – Preliminary Report**

Date: October 22, 2019

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward 10 - Spadina-Fort York

**Planning Application Numbers:** 19 204347 STE 10 OZ and 19 204382 STE 10 OZ

**Notice of Complete Application Issued:** September 19, 2019.

**Current Uses on Site:** A 17-storey office building with a gross floor area of approximately 34,000 square metres at 315 Front Street West and a 6-storey office building with a gross floor area of 23,200 square metres at 325 Front Street West. Isabella Valancy Crawford Park (leased by the City) occupies the east portion of the site. The Union Station Rail Corridor (USRC), south of 315 and 325 Front Street West, and part of the applications, contains twelve tracks and other rail infrastructure servicing Metrolinx, VIA, UP express and Amtrack.

### **SUMMARY**

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This report provides information and identifies a preliminary set of issues regarding the applications for a mixed-use development including office, retail and residential uses plus a daycare and new open space above the rail corridor at 315 and 325 Front Street West and the rail corridor between Blue Jays Way and John Street/Rod Robbie Bridge. Staff are currently reviewing the applications. They have been circulated to all appropriate agencies and City divisions for comment. A community consultation meeting has been scheduled for October 28, 2019.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. Additional mailing costs resulting from an expanded notification area for the community consultation meeting to be held on October 28, 2019 beyond 120 metres from the site be borne by the applicant.

2. Staff continue to work with the applicant to address issues identified in this report and additional issues that may be identified through the continuing review of the applications, agency comments and the community consultation process.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## **ISSUE BACKGROUND**

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### **Application Description**

These applications propose to amend the Railway Lands Central Secondary Plan and Railway Lands Central Zoning By-law for the properties at 315 and 325 Front Street West and the rail corridor between Blue Jays Way and John Street/Rod Robbie Bridge to permit a mixed-use development with office, retail, residential and daycare uses in four buildings, including two office buildings and two residential buildings. The applications also propose a new 8,368 square metre open space to be constructed over the rail corridor between Blue Jays Way and John Street/Rod Robbie Bridge. Isabella Valancy Crawford Park (1,578 square metres) situated at the east edge of the site is proposed to be retained.

The office buildings are proposed to have heights of 48 storeys (261.7 metres) and 58 storeys (303.2 metres). The residential buildings are proposed to have heights of 44 storeys (163.7 metres) and 54 storeys (210.4 metres). The applications propose 732 rental dwelling units, including 148 (20%) studio, 294 (40%) one-bedroom, 218 (30%) two-bedroom and 72 (10%) three-bedroom units. A total gross floor area of 334,831 square metres is proposed including 274,818 square metres of non-residential floor space, of which 252,386 square metres is proposed for office uses. A four-level underground garage and 665 vehicle and 1,492 bicycle parking spaces are proposed.

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachments 1, 2, 3, 4 and 5 of this report, for three dimensional representations of the project in context, a location map, site plan and application data sheet.

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

Land use planning in the Province of Ontario is a policy led system. Any decision of Council related to these applications is required to be consistent with the Provincial Policy Statement (2014) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, includes: the Growth Plan for the Greater Golden Horseshoe (2019). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2019) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of, strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan (2019) 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 (2019). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

The Growth Plan (2019) 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 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2019) 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.

### **Toronto Official Plan Policies and Planning Studies**

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The site is located on lands within the Downtown and Central Waterfront as shown on on Map 2 of the Official Plan and within the Financial District as shown on Map 6 of the Official Plan. 315 and 325 Front Street West are designated *Mixed Use Areas* and the rail corridor is designated as *Utility Corridors* as shown on Map 18 of the Official Plan (see Attachment 6).

### **Downtown Plan**

Official Plan Amendment 406 (the Downtown Plan) is now in-force and effect. OPA 406 includes amendments to Section 2.2.1 and Map 6 of the Official Plan, as well as a new Downtown Secondary Plan. It applies to all applications deemed complete after June 5, 2019. The Plan – in conjunction with the associated infrastructure strategies that address water, energy, mobility, parks and public realm, and community services and facilities –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. The Plan 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.

Map 41-2 of the Downtown Plan identifies the site within an expanded *Financial District*. Policy 6.2 provides that development within the *Financial District* will be encouraged to provide a net gain of gross floor area as office uses and ensure no net loss of office and

overall non-residential gross floor area. Policy 6.6.45 identifies the lands east of Blue Jays Way, south of Front Street, west of Simcoe Avenue and north of the Union Station rail corridor including the subject site and the Metro Toronto Convention Centre as a Special Study Area. The Plan provides that a study will be undertaken to review uses appropriate for these lands given their characteristics and ability to achieve key city-building objectives including a significant gain in gross floor area for office uses.

Map 41-3-A designates the site as *Mixed Use Areas 1- Growth*. Policy 6.23 provides that development within *Mixed Use Areas 1* will include a diverse range of buildings typologies, including tall buildings, with height, scale and massing dependent on the site characteristics and supportive of intensification suitable for a downtown growth area.

Map 41-5 of the Downtown Plan designates Front Street West as a *Priority Retail Street*. Policy 6.39 provides that *Priority Retail Streets* will maintain and enhance *Downtown's* retail vitality, serve local needs and designation shoppers.

Map 41-7 of the Downtown Plan also designates Front Street West as a *Great Street*. Policy 7.1.7 provides that *Great Streets* will be prioritized for public realm improvements due to their location, scale and historic role in the city, existing civic significance and their potential contribution to the public realm network.

Map 41-14 also designates Front Street West as a *Cultural Corridor*. Policy 12.9 provides that the public realm within each *Cultural Corridor* will be designed to create a coherent visual identity include public art and interpretive resources.

Map 41-10 locates the sites within the Shoreline Stitch a series of public realm improvements intended to limit the barrier effect of the existing transportation infrastructure and to stitch communities and their parks and public realm together.

Section 10 of the Downtown Plan seeks to enhance community services and facilities to support a diverse range of programs and services to support communities, contribute to quality of life and act as neighbour focal points where people gather, socialize and access services. Community Services and Facilities are essential to fostering complete communities.

The in-force Downtown Plan can be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135953.pdf>

### **Railway Lands Central Secondary Plan**

The site is also located within the Railway Lands Central Secondary Plan. 315 and 325 Front Street West are designated *Mixed Use Areas 'C' in the Secondary Plan*. The Secondary Plan provides that residential uses in *Mixed Use Areas 'C'* may only be permitted by way of amendment to the Secondary Plan. The Secondary Plan also provides that development in *Mixed Use Areas 'C'* will have a density and form that

helps to define Front Street West as a significant urban street, and accommodates if feasible publicly accessible open space across the Rail Corridor to physically and visually link lands to the north and south of the rail corridor.

The Railway Lands Central Secondary Plan can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/11/8fd1-cp-official-plan-SP-18-RailwayLandsCentral.pdf>

### **Official Plan Amendment No. 231 - Office Replacement Policies**

The office replacement policies of OPA 231 require the provision of office space on sites designated *Mixed Use Areas* containing 1,000 square metres or more of office space, where residential development is proposed. The existing buildings on the site have a total office floor area of approximately 57,200 square metres. The applications propose 252,386 square metres of office space, an increase of 195,186 square metres of office floor area. The proposal complies with OPA 231.

### **Zoning By-laws**

The portion of the site at 315 and 325 Front Street West is zoned Industrial Commercial (IC) by the Railway Lands Central Zoning By-law 1994-0806. The IC zone permits a range of manufacturing and commercial uses such as data processing and telecommunication establishments, a range of retail and service uses, and parks and community services and facilities, but does not permit residential uses. A maximum density of 7 times the lot area is permitted with a maximum building height of 85 metres. The Rail Corridor is zoned Transportation (T). The T zone permits a range of transportation related uses including public transit uses, railway uses, service and repair yards, a railway station, pedestrian walkways and parking areas. There is a maximum permitted building height of 15 metres in the T zone. The site is not subject to the City's harmonized Zoning By-law 569-2013.

### **Design Guidelines**

The following design guidelines will be used in the evaluation of these applications:

- City-wide Tall Building Design Guidelines
- Railway Lands West and Central Urban Design Guidelines
- Growing up Design Guidelines

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

### **Site Plan Control**

The applications are subject to Site Plan Control. A Site Plan Control application has not been submitted.

## **Pre-application Consultation**

Pre-application meetings were held with the applicant to discuss proposed development concepts and identify pre-application requirements. The applicant also hosted an open house on June 26, 2019 to introduce the proposal to the public.

## **COMMENTS**

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### **Reasons for the Application**

An Official Plan Amendment is required as the Railway Lands Central Secondary Plan does not permit residential uses in *Mixed Use Areas 'C'* except by way of an amendment to the Secondary Plan. A Zoning By-law amendment is required as residential uses are not currently permitted on the site, the application proposes to exceed the maximum permitted building height, and to establish new development standards related to among other matters, parking, loading, building setbacks and amenity space. A Zoning By-law Amendment is also required as only transportation uses are currently permitted in the rail corridor.

### **ISSUES TO BE RESOLVED**

The applications have been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

### **Provincial Policies and Plans Consistency/Conformity**

Staff will evaluate these planning applications to determine their consistency with the PPS (2014) and conformity with the Growth Plan (2019). Given the explicit link between Provincial Policy and the Official Plan, consistency with the PPS and conformity with the Growth Plan will largely be determined by conformity with the Official Plan.

### **Official Plan Conformity**

Staff will evaluate these planning applications to determine their conformity with the Official Plan, including the Downtown Plan and the Railway Lands Central Secondary Plan.

### **Built Form, Planned and Built Context**

Planning staff will continue to evaluate the proposed height, massing and other built form issues based on Section 2. q. and r. of the Planning Act, A Place to Grow (2019), the PPS (2014), the City's Official Plan, the Railway Lands Central Secondary Plan and Zoning By-law and the City's Design Guidelines.

Staff will assess:

- The suitability of the proposed building heights and massing, as well as building setbacks and stepbacks in relation to the area's existing and planned context including building heights in relation to the CN Tower and the Rogers Centre;
- The appropriateness of the proposed building heights and massing with respect to maintaining views from the public realm to prominent buildings such as the CN Tower and the Rogers Centre including integrated art installations, and views to the skyline of the Downtown and Central Waterfront as set out in the Official Plan.
- The appropriateness of the proposed building setbacks and stepbacks and impacts on the surrounding public realm including Isabella Valancy Crawford Park, surrounding streets, the Rod Robbie bridge, and the proposed open space over the rail corridor;
- The wind and shadow impacts created by the proposal on the site and in the surrounding area including shadow impacts on Clarence Square, David Pecault Square and Simcoe Park;
- The proposed location of the child care centre and outdoor play area proposed on the sixth level of the building;
- The structure proposed over the rail corridor and its interface and impacts on the Rod/Robbie Bridge, and Blue Jays Way; and
- Proposed phasing of development including the rail corridor open space, the winter garden and improvements to Isabella Valancy Crawford Park.

### **Public Realm and Parkland**

The site has three frontages and extends the full block along Front Street West between Blue Jays Way and John Street/Rod Robbie Bridge. Isabella Valancy Crawford Park, owned by the applicant and leased by the City, is situated on the site and a new 8,368 square metre open space is proposed to be constructed over the rail corridor. The applications include significant public realm elements and provide opportunities for substantial public realm enhancements and will be assessed in relation to:

- The interface and connections from the rail corridor open space to the Rod Robbie Bridge, and Blue Jays Way and to significant open spaces to the south surrounding the Rogers Centre, CN Tower, Ripleys Aquarium and to Round House Park including issues in relation to accessibility to these areas;



- The impacts of the proposed development and rail corridor open space on the existing Toronto Marriott City Centre Hotel passenger pick-up and drop-off and open space, and the Rogers Centre north perimeter walkway to the south of the site;
- The inter-relationship between the proposed rail corridor open space and future Rail Deck Park including connections, programming and proposed crossing of Blue Jays Way;
- The impacts of the proposed built form on the public realm including Isabella Valancy Crawford Park and building setbacks along street frontages and widened pedestrian zones;
- The proposed redesign and programming considerations for Isabella Valancy Crawford Park;
- The proposed streetscape and open space designs in relation to the John Street Cultural Corridor, and Front Street West identified as a Great Street and Cultural Corridor in the Downtown Plan;
- Design and programming considerations for the proposed rail corridor open space in relation to its proximity to the Rogers Centre, CN Tower and other major tourist destinations;
- The relationship between the interior and exterior public spaces including the winter garden; and
- How the proposed development will connect to the existing PATH system.

### **Union Station Rail Corridor (USRC) Considerations**

The applications propose a large-scale, mixed-use development adjacent to and over the Union Station Rail Corridor (USRC), a highly active and critical transportation corridor in the City. Due to the importance of the rail corridor, the Railway Lands Central Secondary Plan requires that technical studies be undertaken in association with development applications on the site to ensure that the future capacity, safety and expansion of the rail corridor are not impacted and that the USRC's primary rail functions are protected. The applicant submitted a number of technical studies to address USRC considerations including :

- A Noise and Vibration Impact Study that assesses the noise and vibration impacts from rail and road traffic on the development and rail corridor open space, and identifies mitigation measures;
- A Preliminary Design and Engineering Analysis of the Rail Corridor Overbuild Structure to support the decking structure and landscaping;

- Overbuild design drawings that illustrate the proposed decking structure, heights above the rail tracks and open space landscape designs;
- A Preliminary Electrified Rail Electric Magnetic Fields Calculations Report that assesses potential impacts of a future electrified rail system on the development and proposed rail corridor open space;
- A Rail Safety and Risk Mitigation Report that addresses existing railway uses, proposed rail expansion and identifies applicable rail safety guidelines and mitigation measures;
- A Proposed Track Overbuild Civil Design Brief that analyzes the storm water impacts on the rail corridor associated with the overbuild structure and proposed open space; and
- An Air Quality Assessment that identifies and assesses potential impacts on air quality from rail and road sources and includes recommendations for mitigation.

The Reports and drawings are currently under review by City staff and agencies and will be subject to peer review as appropriate.

### **Economic Considerations**

The site is situated within the western expansion area of the Financial District that was added through the Downtown Plan. During the pre-application consultation Planning staff requested that the applicant undertake an economic impact assessment of the proposed development within the expanded Financial District. The applicant submitted an Economic Impact Statement that analyzes direct and indirect impacts of the proposed development including impacts of the proposed office uses, rental housing and the new open space proposed over the rail corridor. The Report also assesses the proposal in relation to the City's employment forecasts. The Report is currently being reviewed by City staff.

### **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The applicant submitted an Arborist Report and Tree Preservation Plan and these have been reviewed by Forestry staff. The Arborist report identifies 89 trees that are subject to the Tree By-laws and these include 50 trees on City parkland, 8 street trees and 31 trees on private properties. Seventy-two trees are proposed to be removed including 50 trees on City parkland, 8 street trees and 14 trees on adjacent properties. Detailed information has not been provided on the number and species of trees proposed to be planted on the site, within the existing park, the new open space and along streets. Forestry staff have requested additional information on measures that will be taken to mitigate injury to trees and proposed tree planting (numbers and species). They also

require a composite utility plan that includes the locations of existing and proposed underground and above-ground utilities and their design to avoid conflicts with existing and proposed trees.

### **Archaeological Assessment**

An archaeological resource assessment identifies and evaluates the presence of archaeological resources on a site. A Stage 1 Archaeological Resource Assessment was submitted with the application and identifies the site as having low archaeological potential due to past disturbance. The Archaeological Assessment is currently being reviewed by City staff.

### **Heritage Impact & Conservation**

The site is located adjacent to the Union Station Heritage Conservation District (HCD) and the CN Tower which is situated within the Union Station HCD and listed on the City's Heritage Registry. A Heritage Impact Assessment (HIA) was submitted with the application and is currently being reviewed by City staff.

### **Community Services and Facilities**

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

A CS&F Study and a Complete Community Assessment were submitted with the applications and are currently under review by City staff. The applications propose a child care centre to be located on the sixth floor of the building. Children Services staff have advised that the Child Care & Early Years Acts provides that child care centres should be located on or below the second storey and cannot support the location on the sixth floor as currently proposed. As well staff will continue to assess the impact of the proposed development and local development activity on other community services and facilities, including assessment of existing capacity to support proposed future population.

### **Infrastructure/Servicing Capacity**

The applicant submitted a Functional Servicing and Stormwater Management Report, Geotechnical Investigation and Engineering Design Report, and Hydrogeological Report that assess the existing site conditions and analyze the existing and proposed water, sanitary and storm sewer services, including capacity to service the proposed development. They also assess the proposed development in relation to the City's Wet Weather Flow Guidelines. The Reports are currently under review by City staff.

### **Transportation Considerations**

The applicant submitted a Transportation Considerations Report that assesses matters such as: parking (vehicles and bicycles) and loading demand; the adequacy of the transportation network; existing and planned transit capacity; and cycling and pedestrian infrastructure in relation to the proposed development. The Report includes a Transportation Demand Management Strategy to reduce automobile based trips and promote active and sustainable modes of transportation. It also proposes the extension of the PATH system to the development. The Report is currently under review by City staff.

### **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 applications are pursuing Tier 2 under Version 3 of the Toronto Green Standard. The applications are being reviewed for conformity with Tier 2 requirements. The applicant will be encouraged to explore opportunities for higher levels of performance with respect to energy efficiency strategies.

### **Section 37 Community Benefits**

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities or contributions thereto. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

Further discussion with the Ward Councillor, City staff, residents and the applicant will be required to determine the extent and nature of the Section 37 community benefits should the proposal proceed to approval in some form.

## **Other Matters**

Additional issues may be identified through the review of these applications, agency comments and the community consultation process.

## **CONTACT**

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## **SIGNATURE**

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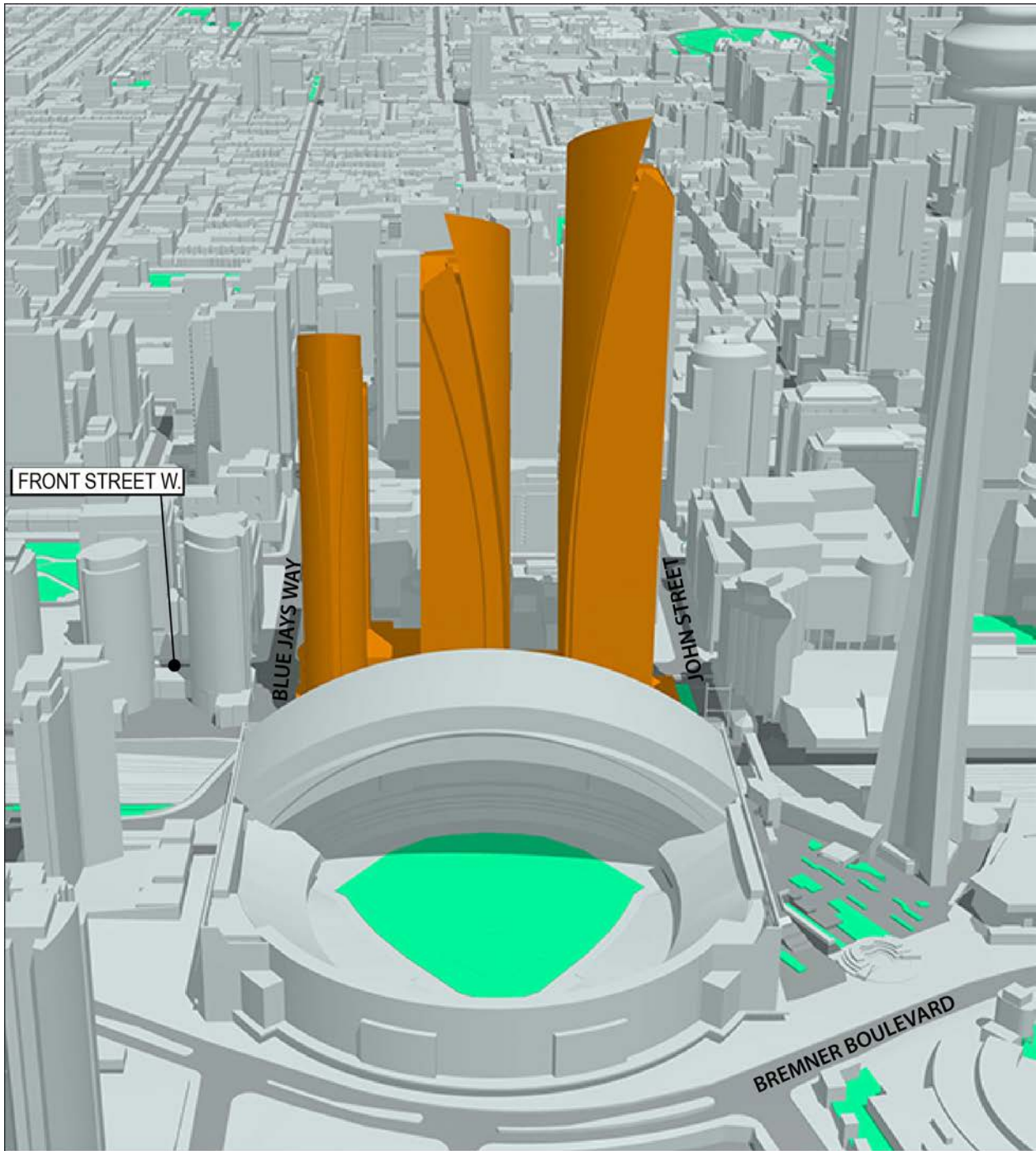
Lynda H Macdonald, MCIP, RPP, OALA, FCSLA  
Director, Community Planning  
Toronto and East York District

## **ATTACHMENTS**

### **City of Toronto Drawings**

Attachment 1: 3D Model of Proposal in Context - Looking North  
Attachment 2: 3D Model of Proposal in Context - Looking South  
Attachment 3: Location Map  
Attachment 4: Site Plan  
Attachment 5: Application Data Sheet  
Attachment 6: Official Plan - Land Use

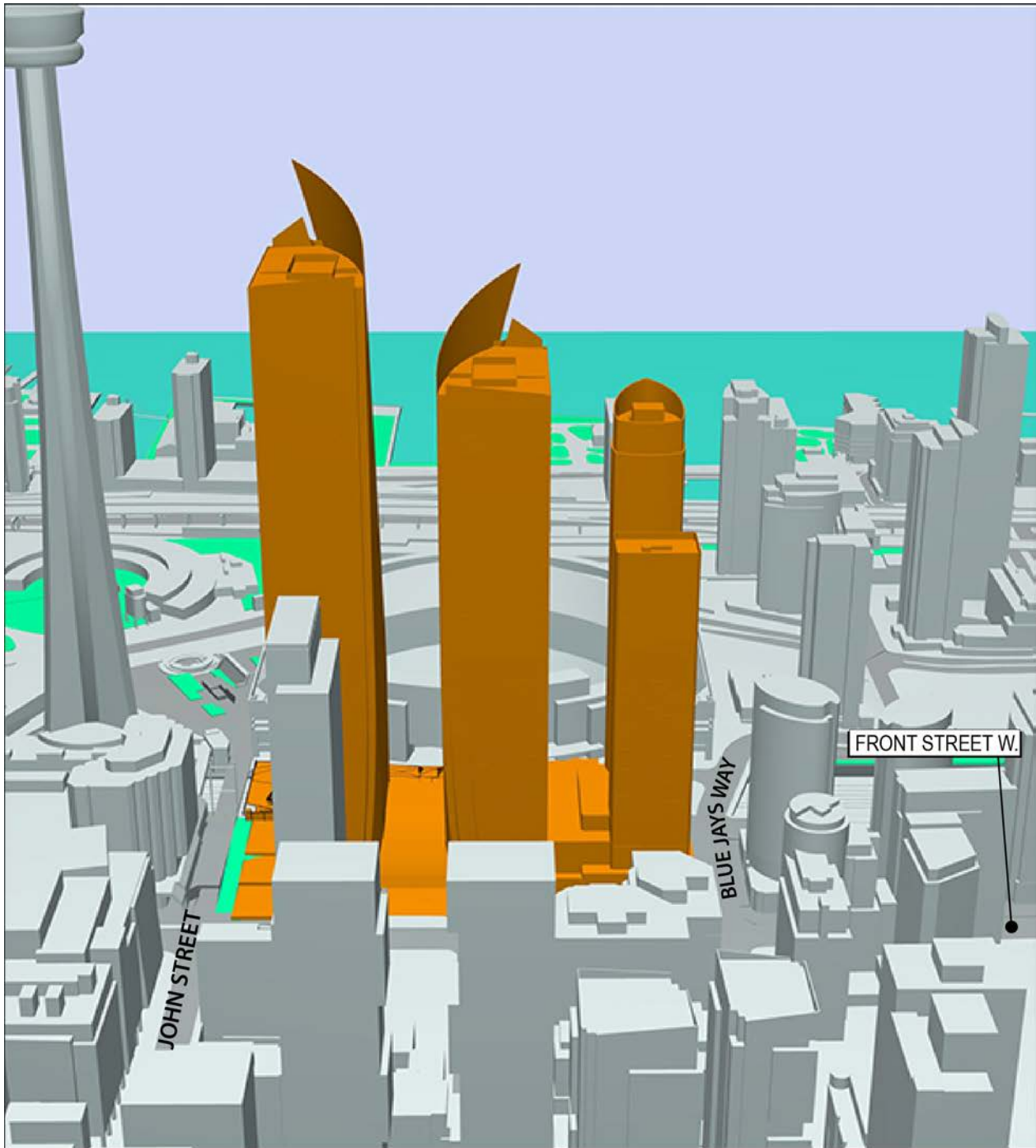
Attachment 1: 3D Model of Proposal in Context Looking North



View of Applicant's Proposal Looking North



Attachment 2: 3D Model of Proposal in Context Looking South

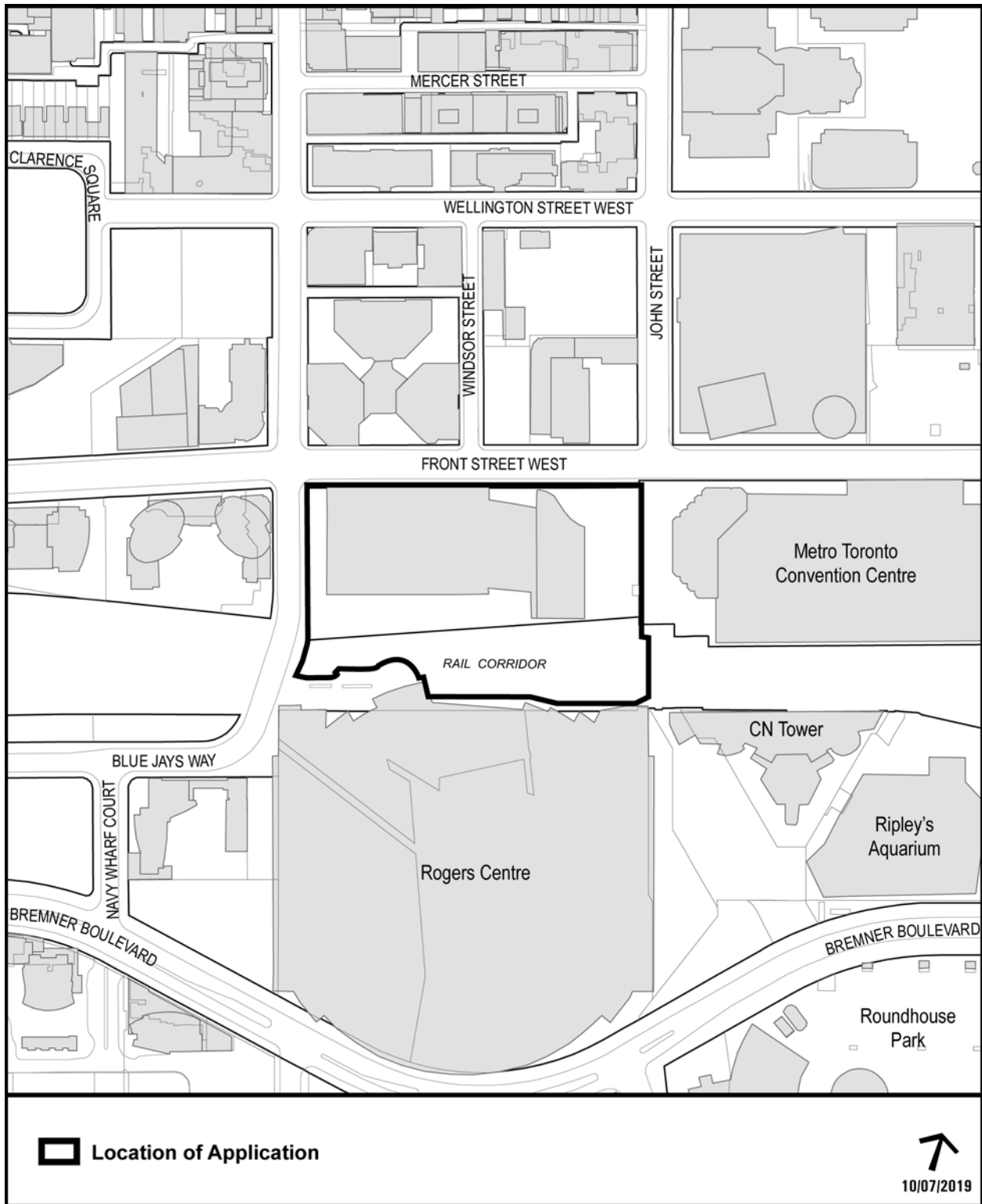


View of Applicant's Proposal Looking South



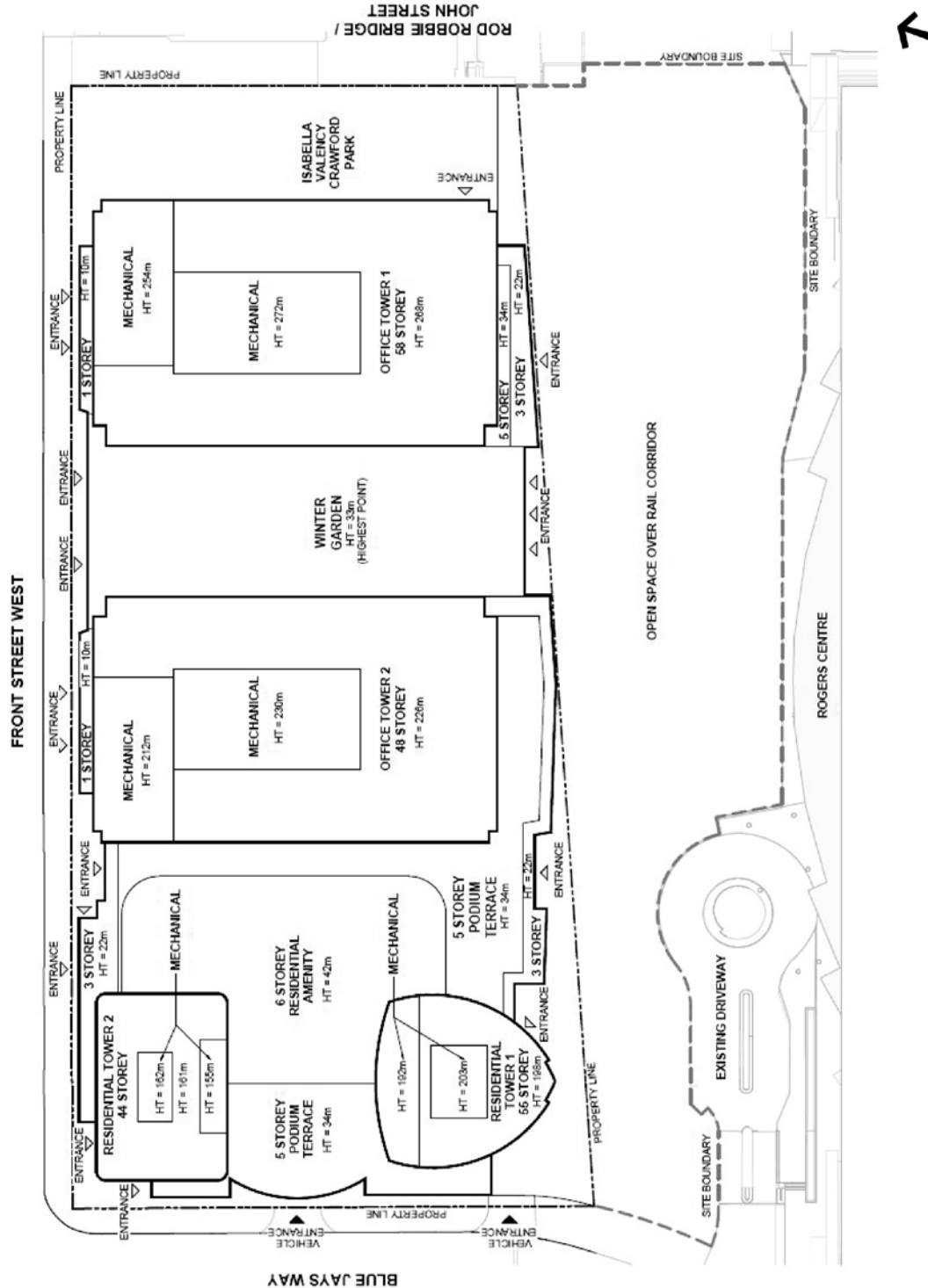
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Attachment 3: Location Map





# Attachment 4: Site Plan



## Attachment 5: Application Data Sheet

**Municipal Address:** 315 and 325 Front Street West and rail corridor between Blue Jays Way and John Street  
**Date Received:** August 14, 2019

**Application Number:** 19 204382 STE 10 OZ and 19 204347 STE 10 OZ

**Application Type:** Official Plan and Zoning By-law Amendments

**Project Description:** Official Plan and Zoning By-law Amendment applications to permit a mixed-use development with office, retail, residential and daycare uses in four buildings, including two office buildings and two residential buildings, as well as new open space over the rail corridor between Blue Jays Way and John Street. Isabella Valancy Crawford Park situated at the east edge of the site is proposed to be retained. The office buildings are proposed to have heights of 48 storeys (261.7 metres) and 58 storeys (303.2 metres). The residential buildings are proposed to have heights of 44 storeys (163.7 metres) and 54 storeys (210.4 metres). 732 rental dwelling units and 274,818 square metres of non-residential floor area are proposed. A four-level underground garage and 665 vehicle and 1,492 bicycle parking spaces are proposed.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
Urban Strategies 197 Spadina Ave. Suite 600 Toronto, ON M5T 2C8		Pelli Clarke Pelli Architects 1056 Chapel St. New Haven, CT 06510 Toronto, ON M5V 1M6	Oxford Properties Group 100 Adelaide Street West, Suite 2100 Toronto, ON M5H J2E2

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas & Utility Corridors	Site Specific Provision:	By-law 1994-0806
Zoning:	IC & T	Heritage Designation:	No
Height Limit (m):	85 & 15	Site Plan Control Area:	Yes

### PROJECT INFORMATION

Site Area (sq m):	17,360	Frontage (m):	195	Depth (m):	84
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<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):			13,797	13,797
Residential GFA (sq m):			60,013	60,013
Non-Residential GFA (sq m):	57,200		274,818	274,818
<b>Total GFA (sq m):</b>	<b>57,200</b>		<b>334,831</b>	<b>334,831</b>
Height - Storeys:	6,17		44,54,48,58	
Height - Metres:	23,67		164,210,262,303	

Lot Coverage Ratio (%): 86                      Floor Space Index: 19.3

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	60,013	
Retail GFA:	21,599	
Office GFA:	252,386	
Industrial GFA:		
Institutional/Other GFA:	833	

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:			732	732
Freehold:				
Condominium:				
Other:				
<b>Total Units:</b>			<b>732</b>	<b>732</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:					
Proposed:		148	294	218	72
<b>Total Units:</b>		<b>148</b>	<b>294</b>	<b>218</b>	<b>72</b>

**Parking and Loading**

Parking Spaces: 665      Bicycle Parking Spaces: 1,492      Loading Docks: 15

**CONTACT:**

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Attachment 6: Official Plan Map - Land Use

