

1-11 Delisle Avenue and 1496-1510 Yonge Street – Official Plan and Zoning By-law Amendment Application – Final Report

Date: February 25, 2020

To: Toronto and East York Community Council

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

Ward: 12 - Toronto-St. Paul's

Planning Application Number: 18 189938 STE 22 OZ

SUMMARY

This application proposes to amend the Official Plan and Zoning By-law to permit a 44-storey (143 metres plus a 7-metre mechanical penthouse) mixed use building with 293 dwelling units and 159 parking spaces within a 4-level below ground garage at 1-11 Delisle Avenue and 1496-1510 Yonge Street. A 2,506 square metre public park will be secured off-site on the rear portions of 30 and 40 St. Clair Avenue West. The Official Plan Amendment also redesignates a portion of the subject site from *Apartment Neighbourhoods* to *Mixed Use Areas*.

The proposed development is consistent with the Provincial Policy Statement (2014), conforms with the Growth Plan for the Greater Golden Horseshoe (2019), conforms with the applicable policies of the Official Plan and the Yonge-St. Clair Secondary Plan, and is consistent with the Yonge-St. Clair Planning Framework and Tall Building Guidelines. The proposal also meets a number of significant public realm and built form objectives, some of which are outlined in the Yonge-St. Clair Planning Framework, including: securing a 2,506 square metre public park in close proximity to the Yonge-St. Clair intersection; wider sidewalks along both Yonge Street and Delisle Avenue; enhanced street landscaping; restoration and relocation of an existing Art Deco façade; a pedestrian scale base building in keeping with the main street character of Yonge Street; a north/south midblock connection between St. Clair Avenue West and Delisle Avenue; high quality architecture; and consolidated access and servicing for the block.

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

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands at 1-11 Delisle Avenue and 1496-1510 Yonge Street substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5 to the report (February 25, 2020) from the Director, Community Planning, Toronto and East York District.

2. City Council amend Zoning By-law 438-86, for the lands at 1-11 Delisle Avenue and 1496-1510 Yonge Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the report (February 25, 2020) from the Director, Community Planning, Toronto and East York District.

3. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 1-11 Delisle Avenue and 1496-1510 Yonge Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to the report (February 25, 2020) from the Director, Community Planning, Toronto and East York District.

4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required.

5. City Council require the owner to provide a cash payment-in-lieu into the Municipal Parking Fund in lieu of any parking shortfall below the provision of 6 retail parking spaces on-site.

6. City Council authorize a fee simple conveyance or a 999-year lease to the City, for nominal consideration, of:

a. 1,677 square metres of land, as an off-site parkland dedication pursuant to section 42 of the *Planning Act* notwithstanding that this land is encumbered by an underground parking garage on the basis that an area greater than 10% of the development site is being dedicated to adjust for the value of the encumbrance; and

b. a minimum 829 square metres of additional parkland (also encumbered by a below grade garage), to be provided as a community benefit pursuant to section 37 of the *Planning Act*,

for a total combined park of 2,506 square metres (the “Combined Parkland Dedication”), with the nature of the transfer (conveyance or lease), location and configuration of the Combined Parkland Dedication to be to the satisfaction of the General Manager, Parks, Forestry and Recreation.

7. City Council direct the City Solicitor to secure the Combined Parkland Dedication through a section 37 Agreement, to the satisfaction of the General Manager, Parks, Forestry and Recreation, including terms in relation to the following:

a. the owner’s obligations to convey or lease to the City the Combined Parkland Dedication prior to the first above grade building permit for the site, and to design and construct base and above-base park improvements; and

b. other matters as outlined in the memorandum from Parks, Forestry and Recreation dated February 25, 2020.

8. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

9. Before introducing the necessary Bills to City Council for enactment, the owner be required to enter into an Agreement pursuant to section 37 of the *Planning Act*, and any other necessary agreement(s), satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor, with such Agreement to be registered on title to the lands at 1-11 Delisle Avenue and 1496-1510 Yonge Street in a manner satisfactory to the City Solicitor to secure the following community benefits at the owner's expense, including:

a. a financial contribution in the amount of \$5,000,000.00 payable to the City prior to issuance of the first above-grade building permit, with such amount to be indexed upwardly in accordance with Statistics Canada Non-Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported by Statistics Canada in the Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of the execution of the Section 37 Agreement, or any other necessary agreement, to the date of payment. The funds shall be directed as follows:

i. \$1,500,000.00 towards capital improvements for new or existing Toronto Community Housing and/or affordable housing in consultation with the Ward Councillor;

ii. \$1,500,000.00 towards capital improvements for new or existing cultural and/or community space, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor;

iii. \$1,500,000.00 towards local area park or streetscape improvements, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Parks, Forestry and Recreation, and the Ward Councillor; and

iv. \$500,000.00 towards the provision and maintenance of a public art contribution.

b. in the event the cash contribution referred to in Recommendation 9.a. above has not been used for the intended purpose within three (3) years of the implementing Zoning By-law Amendment coming into full force and effect, the

cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the ward Councillor, provided that the purposes are identified in Toronto's Official Plan and will benefit the local community;

c. an additional 829 square metres of strata off-site parkland above the required in-kind off-site parkland contribution pursuant to Section 42 of the *Planning Act*;

d. the following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

i. the owner shall provide a minimum of 10 percent family sized units in the development, containing at least three bedrooms;

ii. the owner shall provide and maintain a publicly accessible pedestrian connection between St. Clair Avenue West and Delisle Park along the east side lot line of 40 St. Clair Avenue East with the specific size, configuration and design secured in a Site Plan Agreement with the City to the satisfaction of the City Solicitor, pursuant to Section 114 of the *City of Toronto Act, 2006*, as amended and as applicable, Section 41 of the *Planning Act*, as amended;

iii. the owner shall pay for and construct any improvements to the municipal infrastructure in connection with the Functional Servicing Report, to be resubmitted for review and acceptance by the Chief Engineer and Executive Director, Engineering & Construction Services, should it be determined that improvements to such infrastructure are required to support this development;

iv. prior to the issuance of Site Plan Approval, the owner shall provide a cash payment-in-lieu into the Municipal Parking Fund in lieu of any parking shortfall below the provision of 6 retail parking spaces on-site;

v. prior to the issuance of Site Plan Approval, the owner shall submit a Construction Management Plan and Neighbourhood Communication Strategy to the satisfaction of the Chief Planner and Executive Director, City Planning Division in consultation with the Executive Director, Engineering and Construction Services and the Ward Councillor;

vi. prior to the issuance of Site Plan Approval, the owner shall provide final site plan drawings substantially in accordance with the approved Reconstruction and Restoration Plan required by Recommendation 10.a. below, to the satisfaction of the Senior Manager, Heritage Preservation Services;

vii. prior to the issuance of Site Plan Approval, the owner shall provide an Interpretation Plan for the property at 1496-1500 Yonge Street, to the satisfaction of the Senior Manager, Heritage Preservation Services and

thereafter shall implement such Plan to the satisfaction of the Senior Manager, Heritage Preservation Services;

viii. prior to the issuance of Site Plan Approval, the owner shall provide a Lighting Plan that describes how property at 1496-1500 Yonge Street will be sensitively illuminated to enhance its character as viewed from the public realm to the satisfaction of the Senior Manager, Heritage Preservation Services;

ix. prior to the issuance of Site Plan Approval, the owner shall submit a Signage Plan to the satisfaction of the Senior Manager, Heritage Preservation Services;

x. prior to the issuance of any Building Permit, the owner shall provide a Letter of Credit, including provision for upwards indexing, in a form and amount satisfactory to the Senior Manager, Heritage Preservation Services to secure all work included in the approved Reconstruction and Restoration Plan required in Recommendation 10.a. below and the Interpretation Plan required in Recommendation 9.d.vi. above;

xi. prior to the issuance of any Building Permit, the owner shall provide full documentation of the property at 1496-1500 Yonge Street, including two (2) printed sets of archival quality 8 inch x 10 inch colour photographs with borders in a glossy or semi-gloss finish and one (1) digital set in tiff format and 600 dpi resolution keyed to a location map, elevations and measured drawings, and copies of all existing interior floor plans and original drawings as may be available, to the satisfaction of the Senior Manager, Heritage Preservation Services;

xii. prior to the release of the letter of credit required in Recommendation 9.d.x. above, the owner shall provide a letter of substantial completion prepared and signed by a qualified heritage consultant confirming that the required restoration work has been completed in accordance with the Reconstruction and Restoration Plan required in Recommendation 10.a. below, the required interpretive work has been completed in accordance with the Interpretation Plan required in Recommendation 9.d.vi. above, and that an appropriate standard of conservation has been maintained, all to the satisfaction of the Senior Manager, Heritage Preservation Services; and

xiii. the owner shall register a 118 Restriction under the Land Titles Act and the owner shall enter into a lease agreement to the satisfaction of the General Manager of Parks, Forestry and Recreation for a portion of the lands municipally known as 30 and 40 St. Clair Avenue West, which represent the owner's Section 42 off-site parkland dedication requirement.

10. Before introducing the necessary Bills to City Council for enactment, require the owner to:

a. provide a Reconstruction and Restoration Plan for the building at 1496-1500 Yonge Street, prepared by a qualified heritage consultant that is substantially in accordance with the conservation scope set out in the Heritage Impact Assessment for 1496-1500 Yonge Street by ERA Architects Inc., dated October 17, 2019, to the satisfaction of the Senior Manager, Heritage Preservation Services; and

b. revise the Functional Servicing Report prepared by Lithos Group Inc., dated October 2019 and re-submit to the City for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and such report will determine, whether the municipal water, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required.

FINANCIAL IMPACT

City Planning confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

DECISION HISTORY

A Preliminary Report on the application was adopted by Toronto and East York Community Council on February 14, 2019. The Preliminary Report from the Director, Community Planning, Toronto and East York District dated January 28, 2019 can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE3.67>

At its meeting on July 4, 5 and 6, 2017, City Council directed the Chief Planner and Executive Director, City Planning to review the built form policies within Mixed Use Areas A and B of the Yonge St. Clair Secondary Plan Area, to include the Yonge St. Clair Secondary Plan Review as a new study for consideration in the Division's Study Work Program, and to direct Planning staff to advise planning applicants that City Council will not adopt zoning by-law amendments in the Yonge St. Clair Secondary Plan Area that permit development at a scale, intensity or character that necessitates reconsideration of the Secondary Plan policies prior to adoption of the City-initiated Secondary Plan amendments.

In response to Council's direction, City Planning reported to Toronto and East York Community Council at its meeting on July 4, 2018, recommending that staff report back to Toronto and East York Community Council with a Planning Framework for the Yonge-St. Clair Secondary Plan focused study area. Toronto and East York Community Council adopted this recommendation.

At its meeting of January 29, 2020, City Council endorsed the Yonge-St. Clair Planning Framework and directed City staff to review all current and future development applications against the Planning Framework.

Also at its meeting of January 29, 2020, City Council directed Community Planning staff to study the *Apartment Neighbourhoods* designated lands to the northwest and southeast of the Yonge Street and St. Clair Avenue intersection and to report back to the Toronto and East York Community Council with a Planning Framework providing guidance on managing development pressures no later than the fourth quarter of 2020. City Council also directed City Planning to initiate a Secondary Plan Review upon completion of the *Apartment Neighbourhoods* Planning Framework.

Also at its meeting of January 29, 2020, City Council requested the General Manager, Transportation Services to direct Transportation staff to work with the Deer Park Residents Group, local Business Improvement Area and other community stakeholders to evaluate transportation, street safety and traffic concerns identified through the Yonge-St. Clair Planning Framework study, and develop a Transportation Management Plan for the Deer Park neighbourhood, and to report to the Toronto and East York Community Council by the fourth quarter of 2020.

CONSULTATION WITH APPLICANT

Pre-application meetings were held on August 9, 2017 and November 10, 2017. The focus of discussion at the meetings was the proposal's conformity with the Official Plan, including the Yonge-St. Clair Secondary Plan, and general concerns related to built form and public realm.

An application was submitted and deemed complete on July 6, 2018.

After the submission of the application, consultation meetings with the applicant were held throughout 2018 and 2019 to discuss concerns and resolve issues identified during the review of the application.

SITE AND SURROUNDING AREA

The subject site is located on the southwest corner of Yonge Street and Delisle Avenue, just north of the intersection of Yonge Street and St. Clair Avenue. The rectangular-shaped site is 2,182 square metres in size, has a frontage of 45 metres on Yonge Street and a frontage of 50 metres along Delisle Avenue.

Along the Yonge Street frontage, the site slopes up from south to north, with a grade differential of 1.6 metres from the southeast corner of the site (geodetic datum height of 147.4) to the northeast corner of the site (geodetic datum height of 149.0). The site also slopes up from east to west along the Delisle Avenue frontage, with a grade differential of 0.7 metres from the northeast corner of the site to the northwest corner of the site (geodetic datum height of 149.7).

Table 1: Site Description

Address	Description
1496-1500 Yonge Street	2-storey commercial building with an Art Deco façade; constructed in 1930
1502-1506 Yonge Street	3-storey commercial buildings
1510 Yonge Street / 1 Delisle Avenue	2-storey commercial building
11 Delisle Avenue (Rear portion of 2 St. Clair Avenue West)	Private lane providing parking and servicing access to the rears of 1496-1510 Yonge Street; surface parking; and parking ramp to underground garage for 2-30 St. Clair Avenue West

West of the site on the south side of Delisle Avenue is Delisle Parkette, a 1,633.9 square metre City leased park located above a parking garage. This park is proposed to be expanded and renovated as part of this application.

Land uses surrounding the site include:

South: of the site is the intersection of Yonge Street and St. Clair Avenue with tall buildings situated on each of the four corners. Immediately south of the site on the northwest corner of Yonge Street and St. Clair Avenue West is a 21-storey (74.2 metres) commercial building at 2 St. Clair Avenue West. On the southwest corner of Yonge and St. Clair Avenue West is a 12-storey (41.9 metres) office building at 1 St. Clair Avenue West. On the northeast corner of Yonge Street and St. Clair Avenue East is a 14-storey (52.9 metres) office building at 2 St. Clair Avenue East with a 21-storey (91.1 metres) office building just to the east. On the southeast corner of Yonge Street and St. Clair Avenue East is a 10-storey (42.7 metres) office building at 1 St. Clair Avenue East. Just south of 1 St. Clair Avenue East is a recent LPAT approval to permit a 34-storey building (128 metres). Further south are low-rise and mid-rise mixed-use buildings along both the east and west sides of Yonge Street.

East: of the site in the block, bound by Yonge Street, Heath Street, Alvin Avenue and St. Clair Avenue East, is an approved development (1481-1501 Yonge Street, 25-29 Heath Street East and 30 Alvin Avenue) was approved but not yet constructed (By-law 810-2008) consisting of: a 16-storey (53.5 metres) residential building terraced from and oriented to Heath Street; a 37-storey (129 metres) residential building central to the block; a 15-storey (53.5 metres) mixed use building fronting onto Yonge Street; two groups of townhouses fronting onto Alvin Avenue; and a mid-block linear park and open space linking Yonge Street to Alvin Avenue.

In 2019, a new application was filed on the block (1485-1525 Yonge Street, 1-31 Heath Street East, and 30-36 Alvin Avenue) (File no. 19 134851 STE 12 OZ) proposing a mixed-use development consisting of three residential towers, with heights of 59, 39

and 34 storeys, and with base building heights ranging from 4 to 9 storeys is proposed for the site. The application is currently under review.

North: of Delisle Avenue is a 2-storey commercial building along Yonge Street at 1560 Yonge Street (Delisle Court) and a 15-storey residential apartment at 10 Delisle Avenue). Approved by the Ontario Municipal Board in August 1999, By-law 104-2001(OMB) applies to both the Delisle Court and 10 Delisle Avenue. It permitted the development of the 10 Delisle Avenue portion of the site, which had been formerly used as a TPA surface parking lot, for a residential building, while continuing to permit the existing Delisle Court commercial building at its current height. Further north on Heath Street West is Christ Church Deer Park and 2- and 3-storey low-rise residential buildings.

West: of the site is a 3-storey commercial houseform building at 15 Delisle Avenue and Delisle Parkette. Further west, along both sides of Delisle Avenue to Deer Park Crescent are Calvin Presbyterian Church and a number of medium density apartment buildings that range in height from 11 to 17 storeys. Further west along St. Clair Avenue West are 1, 2 and 3 storey mixed-use buildings and 13-storey office buildings (approximately 55 metres).

See Attachment No. 2: Location Map.

PROPOSAL

The application proposes a 44-storey (143 metres tall plus a 7-metre mechanical penthouse) mixed-use building. The total proposed gross floor area is 34,032 which represents a density of 15.6 times the area of the subject lands.

The building has 614 square metres of retail on the ground and second floors and 33,418 square metres of residential gross floor area. The proposed building consists of 293 dwelling units, with a unit breakdown of 135 one-bedroom units (46%), 121 two-bedroom units (41%) and 37 three-bedroom units (13%).

The application also proposes to secure an off-site encumbered park via a 999 year lease in favour of the City. Located west of the development site along the south side of Delisle Avenue and at the rear of 30 St. Clair Avenue East, Delisle Parkette is an existing 1,633.9 square metre park leased by the City with 15 years remaining on the lease. The applicant proposes to remove the surface parking at the rear of 40 St. Clair Avenue West, expand the park by 872.1 square metres and extend the lease for both the existing and expanded park land for 999 years. The extended lease on 1,677 square metres of the 2,506 square metre park will be used to satisfy the parkland dedication cash-in-lieu requirement. The remaining 829 square metres will be counted as a Section 37 community benefit.

The current proposal incorporates numerous revisions from the original application as summarized below:

- Reduced building height from 48-storeys (159 metres tall) to 44-storeys (143 metres tall);
- Reduced density from 17.1 to 15.6 times the lot area;
- Reduced residential and retail gross floor area;
- Replaced the originally proposed layby along Delisle Avenue with enhanced landscaping;
- Provided an internalized pick-up/drop-off area; and
- Maintained the high quality architecture and expanded parkland of the original submission.

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 Attachment No. 1 for Application Data Sheet, Attachment Nos. 11 and 12 for a three dimensional representation of the current proposal in context, Attachment No. 13 for the site plan, and Attachments 14 to 17 for the elevations.

Reasons for Application

The application proposes to amend Zoning By-law 438-86 and Zoning By-law 569-2013 to permit a 44-storey building (143 metres plus a 7-metre mechanical penthouse) with a density of 15.6 times the lot area at the southwest corner of Yonge Street and Delisle Avenue, exceeding the height and density limits on the site. A Zoning By-law amendment is required for non-compliance with these and a number of other performance measures in both zoning by-laws.

The application proposes to amend the Official Plan to redesignate the portion of the subject site designated *Apartment Neighbourhoods* to *Mixed Use Areas*, and to create a Site and Area Specific Policy within the Yonge-St. Clair Secondary Plan to permit the 44-storey mixed-use building on the site.

APPLICATION BACKGROUND

Application Submission Requirements

The following reports/studies were submitted in support of the applications:

- Survey Plan;
- Architectural Plans, Elevations and Sections;
- Landscape Plans;
- Tree Preservation Plan;
- Civil Plans;
- Planning and Urban Design Rationale;
- Community Services and Facilities Study;
- Heritage Impact Assessment;
- Pedestrian Level Wind Study;
- Sun/Shadow Study;

- Arborist Report;
- Functional Servicing Report;
- Stormwater Management Report;
- Hydrogeological Review;
- Geotechnical Study;
- Transportation Considerations Study;
- Energy Strategy;
- Public Consultation Plan;
- Draft Zoning By-law Amendments;
- Draft Official Plan Amendment;
- Toronto Green Development Standards Checklist; and
- Digital copy of the Building Massing Model.

All submission materials can be found at the following link: <https://aic.to/1DelisleAve>

Agency Circulation

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the applications and to formulate appropriate Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to the applications, City Council members have an opportunity to consider the submissions received prior to and at the statutory public meeting held by the Toronto and East York Community Council for the applications. Oral submissions made at the meeting are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the appropriate location of growth and development; the supply, efficient use and conservation of energy and water; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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

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 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 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."

Provincial Plans

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.

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 GGH 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 (2019).

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 will update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs will achieve appropriate densities and built form at that time, and this approval does not impact this matter that will require a MCR.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

The City's Official Plan split designates the subject site as *Mixed Use Areas* and *Apartment Neighbourhoods*, as shown on Map 17- Land Use Plan. The front portion of the site along Yonge Street is designated *Mixed Use Areas* and the rear portion is designated *Apartment Neighbourhood*.

Chapter 3 - Building a Successful City

Section 3.1.1 The Public Realm

Section 3.1.1 of the Official Plan provides direction to the importance of the public realm including streets, sidewalks, boulevards, open space areas, parks, and public buildings.

Policy 3.1.1.5 states city streets are significant public open spaces. Design of streets require: balancing the needs and priorities of the various users and uses; improving the quality and convenience of active transportation; providing sky view and sunlight; and providing community destinations and public gathering places.

Section 3.1.2 The Built Form

Section 3.1.2 of the Official Plan states that development will be located, organized and massed to fit harmoniously with the existing and/or planned context. Development will limit its impacts on neighbouring properties and the public realm by respecting street proportions, creating appropriate transitions in scale, providing for adequate light and privacy, limiting impacts of servicing and vehicular access on the property and neighbouring properties; and limiting shadow and wind impacts.

Policy 3.1.2.1 provides further details, outlining how development is expected to frame and support adjacent streets, parks and open spaces. New development is expected to do the following:

- Generally locate buildings parallel to the street or along the edge of a park or open space using a consistent front yard setback;
- Locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- Provide ground floor uses that have views into, and where possible, access to, adjacent streets, parks and open spaces; and

- Preserve existing maturing trees wherever possible and incorporate them into landscaping designs.

Policy 3.1.2.2 states that new development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- Using shared service areas including driveways;
- Consolidating and minimizing the width of driveways and curb cuts across the public sidewalk; and
- Providing underground parking where appropriate.

Policy 3.1.2.3 states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- Massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- Incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- Creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- Providing for adequate light and privacy;
- Adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- Minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Section 3.1.3 Built Form - Tall Buildings

Section 3.1.3 of the Official Plan states tall buildings come with larger civic responsibilities and obligations. Tall buildings are generally defined as those buildings taller than the width of the right-of-way abutting the site.

Policy 3.1.3.1 states that tall buildings should be designed to consist of three parts, carefully integrated into a single whole: base building, middle (shaft), and top.

Policy 3.1.3.2 requires tall building proposals to address key urban design considerations that include: demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure; demonstrating how the proposed building and site design relate to the existing and/or planned context; taking into account the relationship of the site to the topography and other tall buildings; and providing high quality, comfortable and usable publicly accessible open space areas.

Section 3.2.3 Parks and Open Spaces

Section 3.2.3 of the Official Plan provides direction on the need for parks and open spaces.

Policy 3.2.3.1 indicates adding new parks and promoting and using private open spaces will be a necessary element of city building.

Chapter 4 - Land Use

Section 4.2 Apartment Neighbourhoods

A portion of the subject site is designated *Apartment Neighbourhoods* on Map 17 of the Official Plan. Section 4.2 of the Official Plan includes policies and development criteria for *Apartment Neighbourhoods* to ensure development is compatible and contributes positively to quality of life by having respect for: location; massing; transition to lower scale *Neighbourhoods* and areas of different development intensity; framing the street edge with good proportion; providing sufficient off street vehicle and bicycle parking; screening service areas; providing amenity space; and minimizing shadow and wind impacts, among others.

Section 4.5 Mixed Use Areas

A portion of the subject site is designated *Mixed Use Areas* on Map 17 of the Official Plan. *Mixed Use Areas* designation in the Official Plan provides for a broad range of commercial, residential and institutional uses, in single or mixed-use buildings, as well as parks and open spaces and utilities.

Policy 4.5.2 states development in *Mixed Use Areas* will: locate and mass new buildings to provide a transition between areas of different development intensity and scale; provide appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*; locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods* particularly during the spring and fall equinoxes; provide good site access and circulation and an adequate supply of parking for residents and visitors; provide an attractive, comfortable and safe pedestrian environment; locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Chapter 5 - Implementation: Making Things Happen

Section 5.1.1 Height and/or Density Incentives

Section 37 of the *Planning Act* allows the City to enter into an agreement with an applicant to grant a height and/or density increase for a project that is greater than the zoning by-law would otherwise permit in return for community benefits. The Official Plan Policy 1 in Section 5.1.1 and City Council's approved Section 37 protocol requires that the proposed development represent good planning and meet a minimum size requirement of 10,000 square metres and an increase in density of at least 1,500 square metres.

Details of a Section 37 Agreement between the applicant and the City are determined, in consultation with the Ward Councillor, if the project is ultimately considered to be good planning and recommended for approval.

Section 5.6 Interpretation

Section 5.6 provides guidance as to the understanding and interpretation of the Official Plan. Policy 1 in Section 5.6 indicates the Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. Further, Section 5 of Chapter 1 – "How to Read the Plan" indicates the Official Plan is a comprehensive and cohesive whole. This proposal has been reviewed against the policies described above as well as the policies of the Official Plan as a whole.

Yonge-St. Clair Secondary Plan

The site is located within the Yonge-St. Clair Secondary Plan area, which is generally bound by Avenue Road to the west, Mount Pleasant Cemetery/Kay Gardiner Beltline to the north, the Moore Park Ravine/Beltline Trail to the east and the CP rail corridor to the south.

The purpose of the Secondary Plan is to:

- Protect, promote and enhance the existing type of quality of *Neighbourhoods* and *Apartment Neighbourhoods* and maintain their stability;
- Require that redevelopment in *Mixed Use Areas* on Yonge Street and St. Clair Avenue is compatible with the maintenance of adjacent *Neighbourhoods* and *Apartment Neighbourhoods* and improves Yonge Street and St. Clair Avenue as public spaces;
- Retain, protect and enhance the special physical character and public spaces of the Yonge-St. Clair Secondary Plan area; and
- Ensure that new development meets high urban design standards which contribute to achieving public areas which are attractive, inviting, comfortable and safe.

Section 2.1 of the Secondary Plan outlines an urban structure for the area consisting of, but not limited to:

- A node of mixed use development at the intersection of Yonge Street and St. Clair Avenue, shown as *Mixed Use Area 'A'* on Map 6-3, at a higher density and scale;
- *Apartment Neighbourhoods* and *Mixed Use Areas* at a medium density and scale extending from the node west along St. Clair Avenue West to Avenue Road and east along St. Clair Avenue East to David Balfour Park; and
- Lower density and scale "main street type" development extending from the node north and south along Yonge Street.

Similar to the parent Official Plan land use map, the site is split designated. The eastern portion of the site is designated *Mixed Use Areas 'A'* in the southeast quadrant of the site and *Mixed Use Areas 'B'* in the northeast quadrant of the site. The western portion

of site relies on the parent Official Plan and is designated *Apartment Neighbourhood*. See Attachment 4.

Section 3.2(b) and (c), Built Form and Public Amenity, states that buildings will achieve a harmonious relationship to their built form context through building height, massing, setback, stepbacks, roof line and profile, architectural expression and vehicle access and loading. It also states that development will provide high quality, co-ordinated streetscape and open space improvements to promote pedestrian amenity, orientation, access, greening and confidence in personal safety.

Section 5.1, Mixed Use Areas, states that in addition to the development criteria in the Official Plan, the following objectives will be met:

- Provide animated, landscaped and comfortable publicly accessible spaces on properties fronting Yonge Street and St. Clair Avenue;
- Create a visual impression of Yonge Street and St. Clair Avenue as comfortable and spacious, not crowded and cramped, through the location and massing of buildings;
- Integrate development well, with adjacent *Neighbourhoods* by ensuring appropriate transitions in building height and separation distances; and
- Encourage and support healthy retail businesses, especially on Yonge Street.

In addition, Policy 5.3 requires new development to maintain a minimum of 3 to 5 hours of sunlight on the opposing sidewalk on Yonge Street during the period of March 21st to September 21st.

The Toronto Official Plan may be found here: <https://www.toronto.ca/official-plan/>

Yonge-St. Clair Planning Framework

City Council endorsed the Yonge-St. Clair Planning Framework at its meeting on January 29, 2020. The Planning Framework applies to properties within the *Mixed Use Areas 'A' and 'B'* in the Yonge-St. Clair Secondary Plan near the intersection of Yonge Street and St. Clair Avenue, and some additional lands to the east including properties on the west side of Alvin Avenue and the north side of St. Clair Avenue West. The Framework provides direction on how to accommodate changes to the existing built form while maintaining and creating new important public realm areas that support the livability of this mixed-use neighbourhood.

The Planning Framework area outlines a vision for the Yonge-St. Clair area as a vibrant and walkable area with a diverse mix of uses, commercial opportunities, and community destinations located within a system of open spaces and parks. Yonge-St. Clair is a community where residents, workers and visitors can explore various settings such as lively urban intersections, quiet residential streets, and heavily treed ravines all within close proximity to each other. The Yonge-St. Clair area consists of a dense core at the intersection of two major streets, each with a distinct character, and buildings that transition down at the intersection to lower scale *Neighbourhoods*.

New buildings will respect the surrounding area context, limit shadow impact, preserve sky views, protect views to local landmarks, and contribute to the creation of new open spaces. The pedestrian realm will be designed to ensure a beautiful, animated and comfortable pedestrian experience year-round. Open spaces will be designed with seating, public art and include family friendly areas.

The Goals of the Planning Framework focus on:

- Accommodating future growth for the area in a form that is compatible with and respects the unique character of the Yonge-St. Clair area;
- Ensuring all existing, approved, and proposed buildings are sited, massed and designed to provide open space and public realm improvements, maximize pedestrian comfort, minimize shadow and wind impacts, and protect privacy and sky view;
- Appropriately transitioning tall building heights from a 'Height Peak' around the Yonge-St. Clair intersection downward to lower-scaled areas, designated *Neighbourhoods, Parks and Other Open Space Areas*;
- Creating place-making opportunities by designing and constructing high-quality, creative and publicly accessible open spaces, parks and streetscapes;
- Improving mobility and connectivity to important destinations throughout the area by securing permanent, publicly-accessible, safe and well-designed pedestrian connections to transit stations, schools, community facilities, parks, open spaces, ravines, and commercial/retail areas; and
- Improving pedestrian safety by providing public spaces that are visible and well-lit, and new signalized intersections for safe street crossing.

The Framework outlines Seven 'Big Moves' to collectively assist in creating a complete community, and maintain livability while allowing for future growth to occur (see Attachment 6). The Big Moves are public realm improvements that focus on: the improvement and expansion of existing parks, open spaces and pedestrian walkways; the creation of new parks, open spaces and mid-block connections; the enhancement of existing laneway systems and intersections; the installation of new signalized intersections; and the redesign of public streets to improve pedestrian safety and traffic flow.

The subject site is required to contribute to the following 'Big Moves':

Delisle Park

- New development will expand and renovate Delisle Park to the west to include the surface parking lot at 30 St. Clair Avenue West;
- The existing ramp to the underground garage located to the east of the pedestrian walkway will be appropriately enclosed and designed to complement and not detract from the expanded park;
- Improve universal accessibility of the park; and
- Enhance the north-south mid-block connection between the park and St. Clair Avenue West with high-quality materials and public art features.

Delisle Extension

- Extend the landscaped character of Delisle Avenue to Yonge Street by setting back new development on Delisle Avenue by 7.5 metres from the curb to allow for wide sidewalks and generous landscaped open space; and
- Explore options to signalize the intersection at Yonge Street and Delisle Avenue.

The Planning Framework also outlines the following Street Character and Built Form objectives applicable to the subject site:

- Minimum public sidewalk widths of 6.0 metres or more from curb to building face on all frontages;
- New development on Yonge Street will maintain narrow retail unit frontages in a rhythm and scale that respects the existing character of the street;
- New development on Yonge Street will provide a low-rise streetwall height along Yonge Street to maintain the main street character;
- New development with frontage on 'Green Streets' (i.e. Delisle Avenue) will provide increased public sidewalk widths to improve pedestrian amenity and support the continuation and expansion of the landscaped setbacks, characteristic of the adjacent residential streets, to Yonge Street;
- Incorporate a low-rise base building along Yonge Street to maintain main street character;
- Provide adequate tower setback from Yonge Street;
- Maintain a minimum 25.0 metre separation between tall buildings; and
- Provide well planned and coordinated site access and loading for the entire block including an on-site pick-up/drop-off area.

The outcome of staff analysis and review of relevant Official Plan policies and designations, Secondary plans, and planning studies noted above, are summarized in the Comments section of the report.

Zoning

The eastern portion of the site is zoned CR T4.25 C2.0 R3.0 under Zoning By-law 438-86, as amended, and CR (d4.25; c2.0; r3.0) SS2 (x2559) under Zoning By-law 569-2013. These zones permit a range of commercial and residential uses. The site has a maximum permitted height of 30 metres and a maximum permitted density of 4.25 times the area of the lot.

The western portion of the site is zoned R2 Z2.0 under Zoning By-law 438-86, as amended, and R (d2.0) (x759) under Zoning By-law 569-2013. These zones permit a range of residential building types including detached houses, semi-detached houses, townhouses, duplexes, triplexes, fourplexes and apartments. The site has a maximum permitted height of 16 metres and a maximum permitted density of 2.0 times the area of the lot.

See Attachment No. 7: Existing Zoning By-law Map.

Design Guidelines

Part III of the PPS under the section titled "Guidance Material" states that guidance material and technical criteria may be issued from time to time to assist planning authorities and decision-makers with implementing the policies of the Plan. Policy 5.2.5.6 of the Growth Plan (2019) indicates supporting documents, such as design guidelines, will direct the development of a high quality public realm and compact built form in achieving minimum intensification and density targets of the Plan. Policy 5.3.2.1 of the Official Plan states guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban design guidelines specifically are intended to provide a more detailed framework for built form and public realm improvements in growth areas. The following design guidelines were used in the evaluation of this application.

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of 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. The link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Growing Up: Planning for Children in New Vertical Communities

In July 2017, Toronto City Council adopted the Draft Growing Up Urban Design Guidelines and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children, at the neighbourhood, building and unit scale. The draft Guidelines are available at:

<https://www.toronto.ca/city-government/planning-development/planningstudiesinitiatives/growing-up-planning-for-children-in-new-vertical-communities>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not yet been submitted.

COMMUNITY CONSULTATION

Community Consultation Meeting

A community meeting was held on January 22, 2019 at 1585 Yonge Street (Yorkminster Park Baptist Church) and attended by 130 members of the public. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the originally proposed 48-storey building. Following the presentations, City staff led a town hall format question and answer period.

The attendees asked questions and expressed a number of comments, issues and concerns, including:

- traffic and congestion along Yonge Street and Delisle Avenue as a result of the proposed development;
- need for improvements to pedestrian safety including traffic calming and pedestrian crosswalks;
- provision of signalized traffic lights at the Yonge Street and Delisle Avenue intersection;
- additional density will create a strain on infrastructure (i.e. roads, transit, sewers) which already seem at, or over, capacity;
- lengthy and disruptive construction (i.e. noise, dust, lane and sidewalk closures);
- noise impacts on residential uses on Delisle Avenue associated with the proposed expanded park and retail uses fronting onto park;
- building height is too tall and out of keeping with the scale of the neighbourhood;
- midrise typology would be more appropriate;
- tall building precedents lead to incremental height increases;
- taller buildings can be appropriate but there is a responsibility to provide additional landscaped open space and areas for pick-up and drop-off to alleviate impacts to traffic movement;
- need for Secondary Plan updates to prescribe a more appropriate and predictable built form;
- Secondary Plan needs to set appropriate heights;
- Secondary Plan review needs to be expanded to beyond the node at Yonge and St Clair;
- Heath Street and Delisle Avenue should be 1-way streets with no ability to turn on to Yonge Street;
- loss of publically accessible parking;
- insufficient parking proposed for residents and visitors for the proposed number of dwelling units.
- need for working group with community stakeholders to resolve issues with the development;
- excellent architecture; and
- need for more people to live and work in the area to support local businesses and help revitalize Yonge and St. Clair.

Working Group

Following the community consultation meeting, a working group was formed with approximately 6 members of the public including local residents from 10 Delisle Avenue, 33 Delisle Avenue, and 55 Delisle Avenue, and representatives from the Deer Park Residents' Group. Five meetings were held between April and December 2019. The topics discussed at the meetings related to:

- Tower height;
- Park size and design;
- Public realm;
- Internalized pick-up/drop-off area;

- Acquisition of 15 Delisle Avenue;
- Delisle Avenue scale and massing;
- Construction staging area; and
- Construction mitigation.

Design Review Panel

The application was also before the City's Design Review Panel (DRP) on December 13, 2018. At the meeting, the Panel praised the design of the building and felt that the massing would be a powerful and beautiful addition to Toronto's skyline, and a significant contribution to the public realm at Yonge and St. Clair. While unanimously supportive, the Panel thought further development was required to resolve how the tower met the podium as well as the building's relationship to the pedestrian realm and surrounding context.

The minutes of the DRP meeting are available at: <https://www.toronto.ca/city-government/planning-development/outreach-engagement/design-review-panel/meeting-schedule/>

In response to the issues raised through community and City staff feedback, the above issues have been considered through the review of the application and responses are addressed in the comments section below.

COMMENTS

Staff are recommending approval of Official Plan and Zoning By-law amendments for the site that represent good planning. The applicant participated in the Yonge-St. Clair Planning Framework design workshops following their original submission. The applicant's proposal has been designed to fit within the urban structure and open space plan for the area.

Planning Act

It is staff's opinion that the proposed development has regard for the relevant matters of provincial interest, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing; the appropriate location of growth and development; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

These provincial interests are further articulated through the PPS (2014) and the Growth Plan (2019).

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan (2019). Staff have determined that the proposal is consistent with the PPS (2014) and conforms with the Growth Plan (2019) as follows.

Provincial Policy Statement (2014)

The PPS (2014) came into effect on April 30, 2014 and provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS (2014).

The PPS (2014) is to be read in its entirety. The language in each policy, including the Implementation and Interpretation policies assists decision makers in understanding how the policies are to be implemented. The PPS (2014) contains minimum standards and municipalities can go beyond these standards unless doing so would conflict with other policies of the PPS (2014).

Key policies applicable to this application include:

Policy 1.1.1 states that healthy, livable and safe communities are sustained by: promoting efficient development and land use patterns; and accommodating an appropriate range and mix of residential uses, including second units, affordable housing and housing for older persons.

Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available; support active transportation; and are transit-supportive.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment.

Policy 1.1.3.4 states that development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 directs planning authorities to provide a range of housing types and densities to meet projected requirements of current and future residents. This policy directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and well-being requirements of current and future residents, and all forms of residential intensification and redevelopment where existing or planned infrastructure can accommodate projected needs. This policy further directs planning authorities to promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. Planning authorities are also

directed to establish development standards for residential intensification which minimize the cost of housing and facilitate compact form.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

Policy 4.7 states that the official plan is the most important vehicle for implementation of the PPS (2014) and that official plans shall identify provincial interests, as identified in Section 2 of the *Planning Act*, which includes the promotion of a well-designed built form.

The proposed development is consistent with the above noted intensification, land use and built form policies (Policies 1.1.1, 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.4.3, and 1.6.7.4) as it provides intensification and redevelopment in an appropriate location in close proximity to a subway line and dedicated streetcar right-of-way, and in a well-designed built form that has respect for its local context. Further, the proposal is consistent with the policy that states the Official Plan is the most important vehicle for the implementation of the PPS (2014) (Policy 4.7) as the proposal conforms with all applicable Official Plan policies including those regarding built form and development within *Neighbourhoods*.

Based on the analysis of the policies, it is City Planning staff's opinion that the application and the amending Zoning By-laws are consistent with the PPS (2014).

Growth Plan (2019)

The Growth Plan (2019) provides a framework for managing growth in the Greater Golden Horseshoe. City Council's planning decisions are required to conform with the Growth Plan.

The key Growth Plan policies applicable to this application are:

Policy 2.2.1.3 c) directs municipalities to undertake integrated planning to manage forecasted growth which will provide for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1.4 c), d) and e) state that applying the policies of the Growth Plan (2019) will support the achievement of complete communities that: provide a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; expand convenient access to transportation options and open space; and provide for a more compact built form and a vibrant public realm.

Policy 2.2.2.3 c) states that all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will encourage intensification generally throughout the delineated built-up area.

Policy 2.2.6.3 states that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

The proposed development conforms with the above noted policies by: promoting sensitive intensification within a built-up area; contributing to a range of housing options; providing a compact built form in close proximity to public transit and a variety of public parks; providing public realm improvements; and contributing to the overall achievement of a complete community.

It is City Planning staff's opinion that the application, and the amending Zoning By-laws conform to the Growth Plan (2019).

Yonge-St. Clair Planning Framework

The proposal is consistent with the objectives of the Yonge-St. Clair Planning Framework. Shown as Development Site 2 in Map 1 of the Yonge-St. Clair Planning Framework, the subject site is required to fulfill the objectives of: the Delisle Extension 'Big Move'; the Delisle Park 'Big Move'; the Yonge Street and Delisle Avenue (Green Street) street character; and a number of built form principles.

The applicant was involved in the design charette that kicked off the Yonge-St. Clair Planning Framework process, was involved at key stages of the Framework's evolution, and has been working collaboratively with staff and the community to address concerns with their proposal.

Land Use

The Official Plan split designates the site as both *Mixed Use Areas* and *Apartment Neighbourhoods*. The front portion of the site along Yonge Street is designated *Mixed Use Areas* and the rear portion of the site fronting Delisle Avenue is designated *Apartment Neighbourhood*. Similarly, the Yonge-St. Clair Secondary Plan also split designates the site with the front portion of the site along Yonge Street designated Mixed Use Areas 'A' and 'B' and the rear portion of site relying on the parent Official Plan land use map. The Official Plan Amendment proposes to add a Site and Area Specific Policy in the Yonge-St. Clair Secondary Plan to permit the 44-storey (150 metre tall) mixed-use building within a portion of the *Mixed Use Area 'B'* and *Apartment Neighbourhoods* designations.

The applications have been reviewed against the Official Plan policies described in the Policy Considerations section of this report as well as the policies of the Toronto Official Plan as a whole, the Yonge-St. Clair Secondary Plan and the Yonge-St. Clair Planning Framework (2019). The proposed uses are permitted within the *Mixed Use Areas* of the Official Plan and in the CR zone of both Zoning By-laws.

The development will create a balance of high quality commercial, residential, and open space uses that reduce automobile dependency by providing at-grade retail commercial

and meet the needs of the local community as anticipated in the Official Plan for *Mixed Use Areas*, the Tall Building Guidelines, and the Yonge-St. Clair Planning Framework.

Given the existing and the planned context for the subject property and the surrounding area, Planning staff are of the opinion that the proposed mix of residential and non-residential uses are appropriate for site. Staff are supportive of the proposed Official Plan Amendment to facilitate the proposed development.

Height and Density

The intersection of Yonge Street and St. Clair Avenue is an important commercial, residential and transit hub along the Yonge Street corridor. The Yonge-St. Clair Planning Framework requires future development to fit within the planned context of both the local area and the Yonge Street corridor which links two Growth Centres, the Downtown and Yonge-Eglinton Centre, each with their own Secondary Plan. The Framework outlines an Urban Structure centered around higher order transit that allows for growth, while seeing sensitive transition between areas of differing intensities, scales and heights.

In order to achieve the required transition, the Framework outlines an Urban Structure comprised of a 'Height Peak' around the intersection of Yonge Street and St. Clair Avenue and 'Transition Zones' generally located between the 'Height Peak' and the surrounding areas. The Framework states that tall buildings may be permitted provided they meet and exceed public realm, street character, and built form objectives of the Framework.

The proposed 44-storey (143 metres tall plus a 7-metre mechanical penthouse) building is located mostly within the *Mixed Use Areas 'A'* designation of the Yonge-St. Clair Secondary Plan, which is anticipated to have the highest densities and building scales, and entirely within the 'Height Peak' of the Yonge-St. Clair Planning Framework.

The Yonge-St. Clair Planning Framework states that the tallest buildings will be located within the 'Height Peak' and on sites that are large enough to accommodate considerable expanded and improved public realm. In this instance, the application is achieving the public realm and street character objectives of the Planning Framework, including: wider sidewalks on Yonge Street and Delisle Avenue, a 2,506 square metre expanded park space on Delisle Avenue, the extension of tenure for the lease of park space, and a mid-block connection between St. Clair Avenue West and the park.

While the height exceeds the previous tallest approval in the 'Height Peak', the determination of height resulted after extensive analysis on this proposal and through the guidance of the Yonge-St. Clair Planning Framework. Staff is satisfied that the height fits within the planned context as it intensifies the site in terms of built form while providing extensive open space and a carefully massed tower. The approximately 20-metre portion of the proposed tower above the previously approved height threshold of 129 metres (at the 41st floor of the current proposal) has demonstrated minimal shadow impact and has a smaller and tapering floor plate of approximately 643 square metres. The sculpted top plays a critical role in the composition of this extremely articulated tower.

Planning staff are of the opinion that the proposal fits within the planned height context of both the Yonge-St. Clair area and along the Yonge Street corridor. Further, the proposed density of 15.6 times the lot area is appropriate for the site that is located within *Mixed Use Areas 'A'* and the 'Height Peak' of the Yonge-St. Clair Secondary Plan and Yonge-St. Clair Planning Framework, respectively.

Massing

Base Building

Planning staff are satisfied with the massing and design of the base building portion of the proposed tower. The Official Plan states that base buildings shall be massed to support the appropriate scale of adjacent streets, parks and open spaces, and to minimize the impacts of parking and servicing uses.

The base building is mostly 1-storey tall with a streetwall height ranging from 7.8 metres (including parapet) at the northeast corner of the building to 8.5 metres (including parapet) at the southeast corner of the building where the grade of Yonge Street slopes down. Portions of the Delisle Avenue elevation have been designed with a 3-storey and 15.4 metre tall streetwall with distinct tower setbacks to help transition the base building into the tower volume above. These elements also reduce the perception of a tower that comes to grade level, a criticism of the original proposal.

The base building is set back 3.0 metres from Yonge Street (the east property line) resulting in a curb to building face distance of 6.6 metres in line with the streetwall to the south. The façade of the existing Art Deco building at 1496-1500 Yonge Street is proposed to be retained and relocated in line with the existing building to the south and the new portion of the base in the northern portion of the site. The new portion of the base building has been designed to be complementary yet distinguishable from the existing Art Deco building and to match its low scale streetwall height. Retail uses are proposed along the Yonge Street frontage.

The base building is set back 1.1 to 2.0 metres from Delisle Avenue (the north property line) resulting in a curb to building face distance averaging 7.5 metres. The main entrance to the residential lobby will be located in the Delisle Street frontage. Vehicular access to the site will be from Delisle Avenue along the site's western edge.

The proposed design of the base building fits into the low-rise streetwall character of Yonge Street, appropriately transitions to the *Apartment Neighbourhood* scale and generous setback character to the west, creates a comfortable scale for pedestrians, and mitigates the perceived height of the building.

Middle Portion of the Tower

Planning staff are satisfied with the massing and design of the middle portion of the proposed tower. The Official Plan states that the design, floor plate size and shape of the middle component of a tower shall have appropriate dimensions for the site. Towers shall be located and oriented in relation to the base building and adjacent buildings to fit within the existing and planned context.

The middle portion of the building has been designed to taper as height increases and converts from a rectangular footprint above the base building to a 16-sided, almost circular, footprint at the upper levels. This helps to limit shadow impacts, minimize the massing and bulk of the tower, and provides a high degree of articulation when viewed from all directions.

Above the base building, the tower is set back a minimum of 7.5 metres from the east lot line, a minimum of 5.0 metres from the south lot line, a minimum of 8.0 metres from the west lot line, and a minimum of 4.1 metres from the north lot line. Tower setbacks from the lot lines generally increase as the building height increases due to the tapered design of the building. These setbacks result in stepbacks that are consistent with the Tall Building Guidelines.

The tower has been located to provide appropriate separation distances to neighbouring towers and generally meet the 25-metre tower separation distance requirement specified by the Tall Building Guidelines.

On the block, a minimum tower separation of 24 metres is provided to the 2 St. Clair Avenue West office building to the south. While the recommended 12.5 metre setback to the shared property line is not technically being met, the combined tower setbacks of approximately 8 metres (the site) and 16 metres (2 St. Clair West) provide for a minimum 24-metre tower separation. Portions of the tower's modules and balconies penetrate the 25-metre separation distance guideline by a maximum of 1 metre at the lower levels, with upper levels encroaching to a much lesser extent. The minor encroachment into the tower separation guideline distance is appropriate given its minimal extent.

Beyond the block, the tower has been located to ensure tower separations greater than 25 metres, including 30 metres to the north and 34 metres to the east across Yonge Street.

The proposed tower features an approximately 8-metre tower separation to the neighbouring 15 Delisle property to the west. While this is less than the recommended 12.5-metre setback, it is appropriate. Given the small size of the property and the constraints of Delisle Park to the west, there is no potential to develop a tall building at 15 Delisle Avenue.

Section 3.2.1 of the Tall Building Guidelines states that the tower floor plate should be limited to 750 square metres or less per floor, including all built area within the building, but excluding balconies. The dynamic form of the tower results in a diversity of floor plate shapes and sizes. The proposed tower's average floor plate will be 750 square metres, which includes a larger floor plate near the base of the building (870 square metres) and a narrower floor plate near the top of the tower (643 square metres). This approach is appropriate, allowing for a unique tower design while meeting the intent of the guidelines.

Supplementing the shared outdoor amenity areas, the proposed development includes a variety of balcony and terrace configurations that provide private open space. Through

a more sheltered design, these spaces are designed to take advantage of winter sunlight access and provide protection from wind and rain to expand use to all seasons.

Tower Top

Planning staff are satisfied with the top portion of the proposed tower. An appropriate design for the top of a tall building is influenced by many factors, which may include location, height, built form composition, architectural expression, and overall 'fit' within the existing context of the city skyline.

The top of the proposed tower is appropriate. The proposed top of the tower is a simple design, which suits the overall architecture of the tower and fits within the Yonge-St. Clair area and city skyline. The mechanical penthouse is well designed and integrated into the overall design and massing of the tower.

Public Realm

The Yonge-St. Clair Planning Framework outlines seven 'Big Moves' that will collectively assist in creating a complete community, and maintain livability while allowing for future growth to occur. The Big Moves are public realm improvements that focus on: the improvement and expansion of existing parks, open spaces and pedestrian walkways; the creation of new parks, open spaces and mid-block connections; the enhancement of existing laneway systems and intersections; the installation of new signalized intersections; and the redesign of public streets to improve pedestrian safety and traffic flow.

Shown as Development Site 2 in Map 1 of the Yonge-St. Clair Planning Framework, the subject site is required to fulfill the objectives of: the Delisle Extension 'Big Move'; the Delisle Park 'Big Move'; and the Yonge Street and Delisle Avenue (Green Street) street character.

The proposal successfully provides the following public realm contributions:

Delisle Park

- Expansion and renovation of Delisle Park to include the surface parking lot at 30 St. Clair Avenue West;
- Enclosure of the existing ramp to not detract from the expanded park;
- Improvement to universal accessibility of the park; and
- Provision and maintenance of a north-south mid-block connection between the park and St. Clair Avenue West.

Delisle Extension

- Extension of the landscaped character of Delisle Avenue to Yonge Street by setting back new development on Delisle Avenue by 7.5 metres from the curb to allow for wide sidewalks and generous landscaped open space.

Street Character

- Provision of a 6.6 metre sidewalk along Yonge Street;
- Provision of a sidewalk averaging 7.5 metres along Delisle Avenue;
- Provision of narrow retail unit frontages in a rhythm and scale that respects the existing character of Yonge Street;
- Provision of a low-rise streetwall height along Yonge Street to maintain the main street character; and
- Provision of improved pedestrian amenity along Delisle Avenue.

Staff are satisfied with the proposed public realm improvements related to the development.

Sun, Shadow

Planning staff have assessed the proposed development in terms of the incremental impact resulting from the 44-storey building and are satisfied that it adequately limits shadow on the *Neighbourhoods*, the public realm, parks and open spaces, and shadow protected areas.

As mentioned in the Massing section of this report, the tower portion of the building has been designed to taper as height increases and converts from a rectangular footprint above the base building to a 16-sided, almost circular, footprint at the upper levels. The tapered tower design contributes to reductions in shadow impacts compared to a typical rectangular tower form and results in a slimmer shadow.

On September/March 21, between 9:18 AM and 11:18 AM the shadow of the proposed development extends into the *Neighbourhoods*. However, the shadow is mainly located on the roofs of buildings and portions of the City right-of-way and front yards.

After leaving the *Neighbourhoods*, the shadow moves onto the Christ Church Deer Park property. Within the Yonge-St. Clair Planning Framework, one of the objectives of the Yonge-Heath Civic Corners 'Big Move' applicable to this development is to ensure that new development will adequately limit shadow on Yorkminster Park Baptist Church and Christ Church Deer Park. At the request of City staff, the applicant conducted a more detailed assessment of the shadow impacts on Christ Church Deer Park. This assessment shows a net new shadow approaching the south-facing facade of Christ Church Deer Park at approximately 11:30 AM. Minor shadow impacts are observed on supporting church structures west of the main worship building and are present for approximately one hour. The net new shadow on these structures is created by the frame of the largely transparent architectural screen atop the proposed tower, minimizing the impacts of shadows on the property. The net new shadow does not cast onto the primary church windows east of the Delisle Avenue entrance. Staff are satisfied that the shadow impacts have been adequately limited.

At 1:18 PM the shadow moves onto Yonge Street and approaches the Wittington development site on the east side of Yonge Street and the landscaped space south of Yorkminster Park Baptist Church. At 2:18 PM the shadow continues along the Wittington property and the landscaped space. After 2:18 PM, the shadow cast falls

mostly in line with the shadows of existing and approved buildings with only minor incremental shadow on the low-rise residential *Neighbourhoods* east of Alvin Avenue.

The shadow impact resulting from the proposal is acceptable.

Wind

Planning staff are satisfied with the wind conditions resulting from the proposed development, subject to further assessment during the Site Plan Control process for additional mitigation strategies.

The applicant submitted a Pedestrian Level Wind Study, dated June 5, 2018 and an Addendum dated October 16, 2019, prepared by Theakston Environmental Consulting Engineers and Environmental Control Specialists. The study involves wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort and safety at key areas within and surrounding the development site. Grade-level pedestrian areas considered in this study include surrounding sidewalks, walkways, building access points, transit stops, and parks. Wind conditions are also measured on the level 2 amenity terrace.

Based on the wind tunnel test results, and experience with similar developments in Toronto, the study finds the wind conditions within and surrounding the full study site will be acceptable for the intended pedestrian uses on a seasonal basis.

The study finds that the design of the tower with a rectangular base transitioning to a circular geometric pattern at the top results in limited downwash towards the pedestrian level. Furthermore, the orientation and conformation of the tower relative to the surroundings, and prevailing winds, effectively mitigates winds from significant directions. The report states that for most wind conditions, pedestrian comfort conditions will be comfortable, suitable for sitting or standing in the summer and standing or walking during the winter, and suitable to the area's intended purpose throughout the year.

The report states that during the winter there may be occasions when strong southerly winds will flow along the streets resulting in somewhat windy conditions at corners and in gaps between buildings. Entrances that are close to these areas and are flush with the respective building façade might be subject to winds acting on the door leaf mechanisms. The report recommends that entrances be recessed where practical to reduce this potential. Also, the report states that wind speeds over portions of the podium roof were higher than preferred for activities associated with amenity spaces. Wind mitigation considerations will be further explored during the review of the Site Plan Control application.

Parkland

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area

of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 12 - 28 square metres of parkland per person, which is comparable to the city-wide average provision of 28 square metres of parkland per person in 2016. Given the future expected growth both on the development site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

This application is for a 44-storey (143 metres tall plus a 7-metre mechanical penthouse) mixed-use building with 614 square metres of non-residential gross floor area and 33,418 square metres of residential gross floor area comprising 293 units. The total site area is 2,182 square metres. At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 3,800 square metres or 174% of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement for this application is 215 square metres of unencumbered land.

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, however, Parks, Forestry and Recreation staff have agreed to accept an in-kind off-site encumbered park of equal value.

The owner is currently leasing to the City of Toronto 1,880 square metres of parkland that makes up Delisle Parkette, which is located above their existing below grade parking garage. The 40 year lease was signed on January 24, 1984 (#CT 117428). In 1987, the lease was amended to create a restaurant patio adjacent to the building on the south edge of the park. Despite the park decreasing by the 246.1 square metre patio space (resulting in a total park size of 1,633.9 square metres), the 1984 lease requirement of 1,880 square metres did not change. The owner is proposing to expand Delisle Parkette on the western edge by 872.1 square metres to a minimum total park size of 2,506 square metres. These lands making up the parkland expansion are also encumbered by an underground parking garage.

The owner has agreed to enter in to a lease with the City for the lands for 999 years at nominal cost to the City, at the election of the City . The 999 year lease will expire at the end 3019. The extended lease on 1,677 square metres of the 2,506 square metre park will be used to satisfy the parkland dedication requirement. The additional 829 square metres will be counted as a Section 37 community benefit.

Parks, Forestry and Recreation staff requires that a new lease be negotiated for the entirety of the proposed leased parklands for the 999 years duration. Once the lease is renewed, the value of said lease will be appraised through Real Estate Services and a credit applied to the required parkland dedication for the development site.

Tree Preservation

The applicant submitted an Arborist Report, prepared by Central Tree Care Ltd. and dated June 1, 2018, in support of their application.

There are two City-owned street trees along Yonge Street growing within raised concrete planters, however, one of the trees is dead and does not require a permit to remove. The applicant is proposing to remove the remaining City-owned tree to allow for sidewalk reconstruction and the installation of new raised planters with a soil cell system below.

Based on the standard compensation ratio of 1:1 for the removal of each City-owned street tree, Urban Forestry requires a total of one new large-growing shade tree to be planted within the City road allowance in compensation for the proposed removal of one existing street trees. The applicant's Landscape Layout Plan shows the planting of six new trees within the adjacent road allowances, which satisfies the compensation planting requirements for City-owned street trees to be removed.

The street trees proposed on the Landscape Layout Plan – Ground Floor (L100) do not meet Urban Forestry's standards for street tree planting. A revised Plan is required to address the concerns raised in memorandum from Urban Forestry dated January 16, 2020. These comments will be addressed during the review of the Site Plan Control application.

Heritage Commemoration

The subject site includes a two storey commercial building at 1496-1500 Yonge Street that was constructed in 1929 and is a good example of Art Deco design. It is not however designated under the provisions of the Ontario Heritage Act or included on the City's Heritage Register. The proposal is to retain the Art Deco style façade of this building. The facade would be panelised and relocated 3 metres to the west to allow for a wider sidewalk. It would then be restored and integrated with the proposed development. The new construction would be differentiated through its design from the historic façade and would include a 4.5 metre stepback at second floor level to give visual prominence to the retained Art Deco style façade. This proposed retention of only the front façade of the original Art Deco style heritage building at 1496-1500 Yonge Street does not amount to "the conservation of whole or substantial portions of buildings" or the conservation of heritage buildings in their original location as is sought by the policies in the City's Official Plan. It is however noted that these policies apply to properties on the City's Heritage Register.

Determining the details of the restoration of the front façade will require further research to uncover other potential sources of archival information from which to base the restoration details. Should archival photographs and/or other drawings become available, the restoration strategy would rely on these sources of information. In the event that no additional archival information is available, the building façade will be restored in accordance with the best practises in heritage masonry. These details will be included in a Reconstruction and Restoration Plan that would also include details of the methodology that would be employed to remove, store and integrate the front façade with the new building.

Traffic Impact

The applicant submitted a Transportation Impact Study dated July 2018, and an addendum dated February 2019, both prepared by Cole Engineering Group Ltd. in support of their application.

Based on a review of the study, and taking into account the nature of the application for this project, Transportation Services have no objection to the traffic impact related to the proposed development.

In support of the subject proposal, the applicant's transportation consultant, BA Consulting Group Ltd., prepared an Urban Transportation Considerations Study Report, dated July 6, 2018 and Response to City comments, dated October 11, 2019. In this study, the consultant estimates that the proposed mixed-use development will generate approximately 33 and 27 two-way vehicular trips during the AM and PM peak hours, respectively. The consultant concluded that new trips generated by the proposed development can be accommodated by the existing transportation network without the need for improvements.

Transportation Services staff is reviewing the feasibility of potential Delisle Avenue traffic signal and comments will be provided separately on a later date.

Parking

The proposal includes a total of 159 vehicle parking spaces, consisting of 150 resident parking spaces and 9 visitor parking spaces, which are located within a 4-level below ground parking garage. Based on the applicable parking rates in the Zoning By-law, a total of 273 parking spaces are required, consisting of 238 residential parking spaces, 29 residential visitor parking spaces and 6 retail parking spaces. 32 parking spaces are proposed as Electrical Vehicle spaces.

In order to support the proposed parking supply, the applicant's transportation consultant submitted a parking justification report. The report notes that the provision of 150 resident parking spaces equates to an effective supply ratio of 0.51 spaces per residential unit, on average. The proposed parking supply falls within the range of approved parking supply rates for the area. Transportation Services staff have reviewed the submitted parking justification and determined that the proposed residential parking supply is generally acceptable.

Transportation Services staff has concerns with the proposed non-residential parking supply which is less than the By-law's minimum requirement. As a result, it is recommended that the applicant make a cash payment-in-lieu for non-provision of retail parking into the Municipal Parking Fund in lieu of proposed shortfall in the parking supply spaces on-site. The contributions to the Municipal Parking Fund are used for the development of future municipal parking facilities.

The Zoning By-law, as amended by By-law 597-2017, requires a minimum of 5 accessible parking spaces plus 1 parking space for every 50 parking spaces or part thereof in excess of 100 parking spaces. The applicant is required to provide 6 accessible parking spaces.

The Zoning By-law requires 360 bicycle parking spaces (317 long-term residential spaces, 36 short-term residential spaces, 2 long-term retail spaces and 5 short-term retail spaces). The proposal includes 360 bicycle parking spaces.

Additional comments related to the parking supply layout, access to the parking spaces and other site design matters related to the parking will be provided during the review of the Site Plan Control application.

Access and Circulation

Vehicular access to the site is proposed directly from Delisle Avenue via a 2-way driveway. To the east of the driveway is an internalized pick-up/drop-off area adjacent to the residential lobby. In the southwest corner of the site is the ramp entrance to the below ground parking garage. To facilitate the safe movement of two-way traffic and help minimize conflict points throughout the underground parking garage, convex mirrors are required to be provided at the bottom of the access ramp, internal ramp and at all turns within the underground parking garage, and positioned in such a manner as to give all motorists clear views of oncoming traffic. As part of the Site Plan Control application, the owner is required to provide the above.

Additional comments related to site access arrangement, site circulation and layout and the design of the proposed site entrance driveways will be provided during the review of the Site Plan Control application.

Pedestrian access to the site consists of three retail entrances along Yonge Street, the main residential lobby entrance off of Delisle Avenue, and a pedestrian walkway along the driveway and pick-up/drop-off area to the secondary residential lobby entrance.

Loading

As per Zoning By-law 569-2013, a minimum of one Type G loading space is required to serve the residential component of the building and one Type B loading space is required to serve the retail portion of the building.

As part of the Urban Transportation Considerations Study report, a loading justification was included. The consultant applied the shared loading provision in the by-law for the mixed-use buildings. The proposal will have access to 8 shared loading spaces within the block, including: 1 Type G loading space; 5 Type C loading spaces; and 2 reserved parking spaces for small sized loading vehicles.

Transportation Services has reviewed this arrangement and the manoeuvring diagrams and have determined that it meets the loading requirements of Zoning By-law 569-2013 and is acceptable.

Additional comments and/or requirements pertaining to the location and layout of the proposed loading space supply, and access thereto, will be provided during the review of the Site Plan Control application.

Solid Waste

Based upon the information available, Solid Waste Management will provide bulk lift compacted garbage, recycling and organic collection services to the multi-residential component of the development. Collection of waste materials from this component will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.

The commercial component of this development being ineligible for City of Toronto collection, must store, transport and make arrangements for collection of all waste materials separately from the residential component. Collection of wastes from the commercial sector of this site will be in accordance with Chapter 841, Solid Waste of the Municipal Code. Separate retail waste containers are to be utilised and it will be necessary for the retail sector to have their bins identified.

Additional comments and/or requirements related to Solid Waste Management Services may be provided during the review of the Site Plan Control application.

Servicing and Stormwater Management

The applicant has submitted Functional Servicing and Stormwater Management Reports dated July 2018 and October 2019, by Lithos Group Inc. Engineering and Construction Services staff have reviewed the submitted materials and require a number of revisions. Prior to the enactment of bills, revisions are required as stated in the memorandum from Engineering and Construction Services dated December 17, 2019. The Stormwater Management section of the Functional Servicing and Stormwater Management Report, Site Servicing Plan and Grading Plan will be reviewed in detail during the review of the Site Plan Control application.

The provision of any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development, will be at the cost of the applicant. Detailed functional servicing and stormwater management plans, and agreements, as necessary, will be entered into as part of the Site Plan Control application.

Family-Sized Units

The City's Growing Up Guidelines indicate that a building should provide a minimum of 25% large units: 10% of the units should be 3-bedroom units and 15% of the units should be 2-bedroom units. These performance standards emphasize the need to accommodate the growing demand for family housing in vertical communities.

The proposed development includes 293 residential units with a proposed unit breakdown including 121 two-bedroom units (41%) and 37 three-bedroom units (13%). The proposal exceeds the requirements for minimum number of family-sized dwelling units.

Indoor/Outdoor Amenity Space

Zoning By-law 438-86 requires a minimum of 2.0 square metres per unit each of indoor and outdoor amenity space, and By-law 569-2013 requires a combined amenity space of 4.0 square metres per unit.

The applicant is proposing a total of 1,231 square metres (4.2 square metres per unit) of indoor amenity space on the second and third floors, and 535 square metres (1.8 square metres per unit) of outdoor amenity space is proposed on the roof of the base building, accessible from the indoor amenity space on the second floor. The total amenity space proposed is 1,766 square metres (6.0 square metres per unit). Planning staff are satisfied with the amenity space proposed.

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. Planning staff will work with the applicant through the Site Plan Control process to achieve Tier 2 or higher.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the PPS, conforms with the Growth Plan, is generally consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The following community benefits to be secured in the Section 37 Agreement:

- \$1,500,000.00 towards capital improvements for new or existing Toronto Community Housing and/or affordable housing;
- \$1,500,000.00 towards capital improvements for new or existing cultural and/or community space;
- \$1,500,000.00 towards local area park or streetscape improvements;
- \$500,000.00 towards the provision and maintenance of a public art contribution; and
- an additional 829 squares metres of strata off-site parkland above the required parkland contribution.

The following matters of legal convenience are also to be secured in the Section 37 Agreement:

- a minimum of 10 percent family sized units in the development, containing at least three bedrooms;
- a publicly accessible pedestrian connection between St. Clair Avenue West and Delisle Park along the east side lot line of 40 St. Clair Avenue East;
- any improvements to the municipal infrastructure in connection with the Functional Servicing Report;
- cash payment-in-lieu into the Municipal Parking Fund in lieu of any parking shortfall; and
- matters related to the retention and restoration of the Art Deco façade at 1496-1500 Yonge Street.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and conforms with the Growth Plan (2019). Furthermore, the proposal conforms with the applicable policies of the Official Plan and is consistent with the objectives outlines in the Yonge-St. Clair Planning Framework. Staff find that this proposal fits in with the existing and planned context and that the proposal is appropriate. City Planning recommends that Council approve the Official Plan and Zoning By-law Amendment application.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Yonge-St. Clair Secondary Plan Map

Attachment 5: Yonge-St. Clair Planning Framework - Urban Structure Map

Attachment 6: Yonge-St. Clair Planning Framework - Public Realm Map
Attachment 7: Existing Zoning By-law Map
Attachment 8: Draft Official Plan Amendment
Attachment 9: Draft Zoning By-law Amendment 438-86
Attachment 10: Draft Zoning By-law Amendment 569-2013

Applicant Submitted Drawings

Attachment 11: 3D Model - View 1
Attachment 12: 3D Model - View 2
Attachment 13: Site Plan
Attachment 14: North Elevation
Attachment 15: South Elevation
Attachment 16: West Elevation
Attachment 17: East Elevation

Attachment 1: Application Data Sheet

Municipal Address: 1-11 Delisle Avenue & 1496-1510 Yonge Street
Date Received: July 6, 2018

Application Number: 18 189938 STE 22 OZ

Application Type: OPA & Rezoning

Project Description: A 44-storey (143 metres tall plus a 7-metre mechanical penthouse) mixed-use building with a total of 293 units and 159 parking spaces.

Applicant	Agent	Architect	Owner
Slate	Urban Strategies	Studio Gang	1504 MYP Inc.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	SASP 211, 517
Zoning:	CR (d4.25; c2.0; r3.0) SS2 (x2559) / R (d2.0) (x759)	Heritage Designation:	N
Height Limit (m):	30 / 16	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 2,182 Frontage (m): 50 Depth (m): 44

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,294		1,330	1,330
Residential GFA (sq m):			33,418	33,418
Non-Residential GFA (sq m):	2,000		614	614
Total GFA (sq m):	2,000		34,032	34,032
Height - Storeys:	2		44	44
Height - Metres:	8		150	150

Lot Coverage Ratio (%): 60.95 Floor Space Index: 15.6

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	32,966	452
Retail GFA:	614	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			293	293
Other:				
Total Units:			293	293

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			135	121	37
Total Units:			135	121	37

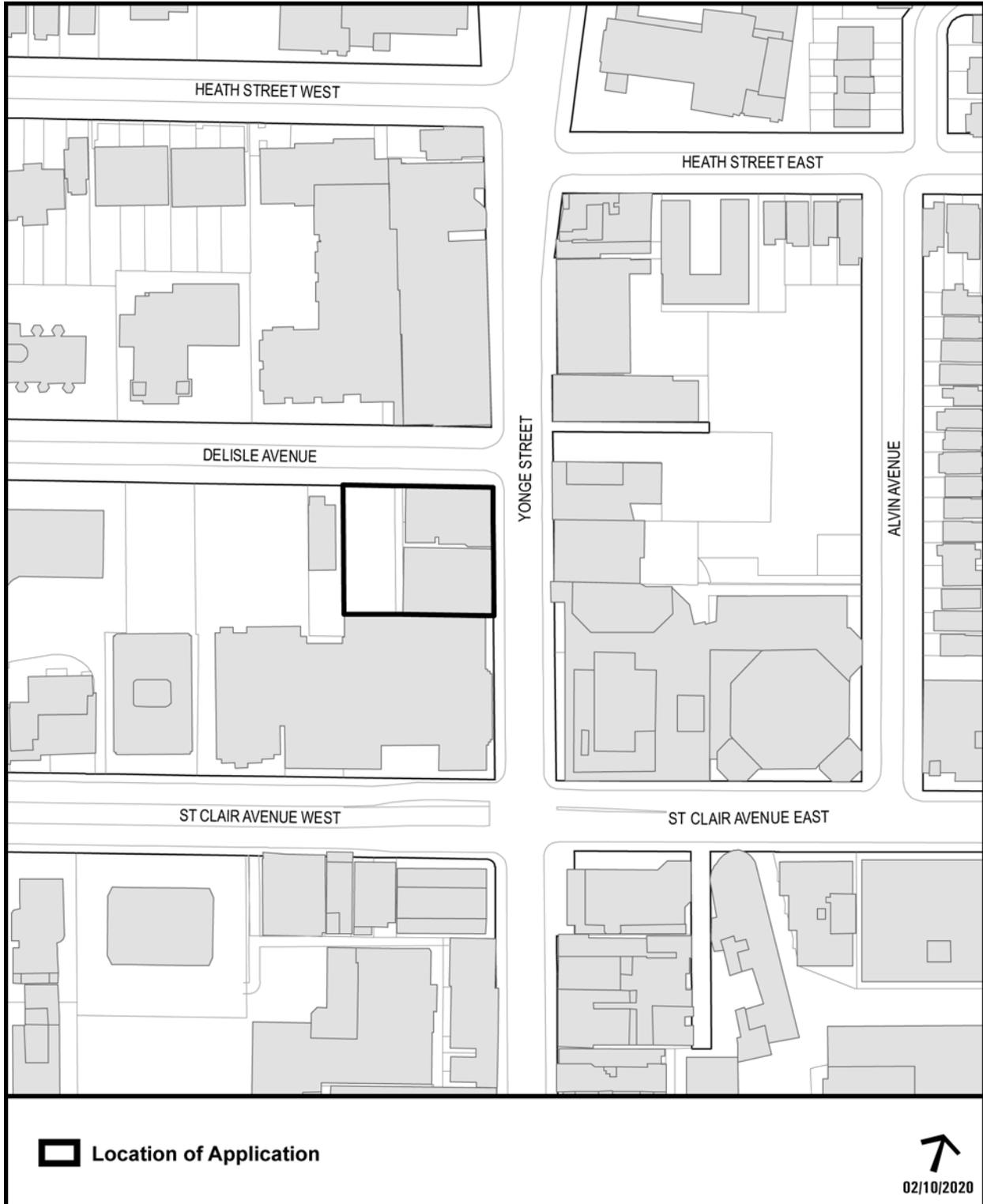
Parking and Loading

Parking Spaces:	159	Bicycle Parking Spaces:	360	Loading Docks:	8
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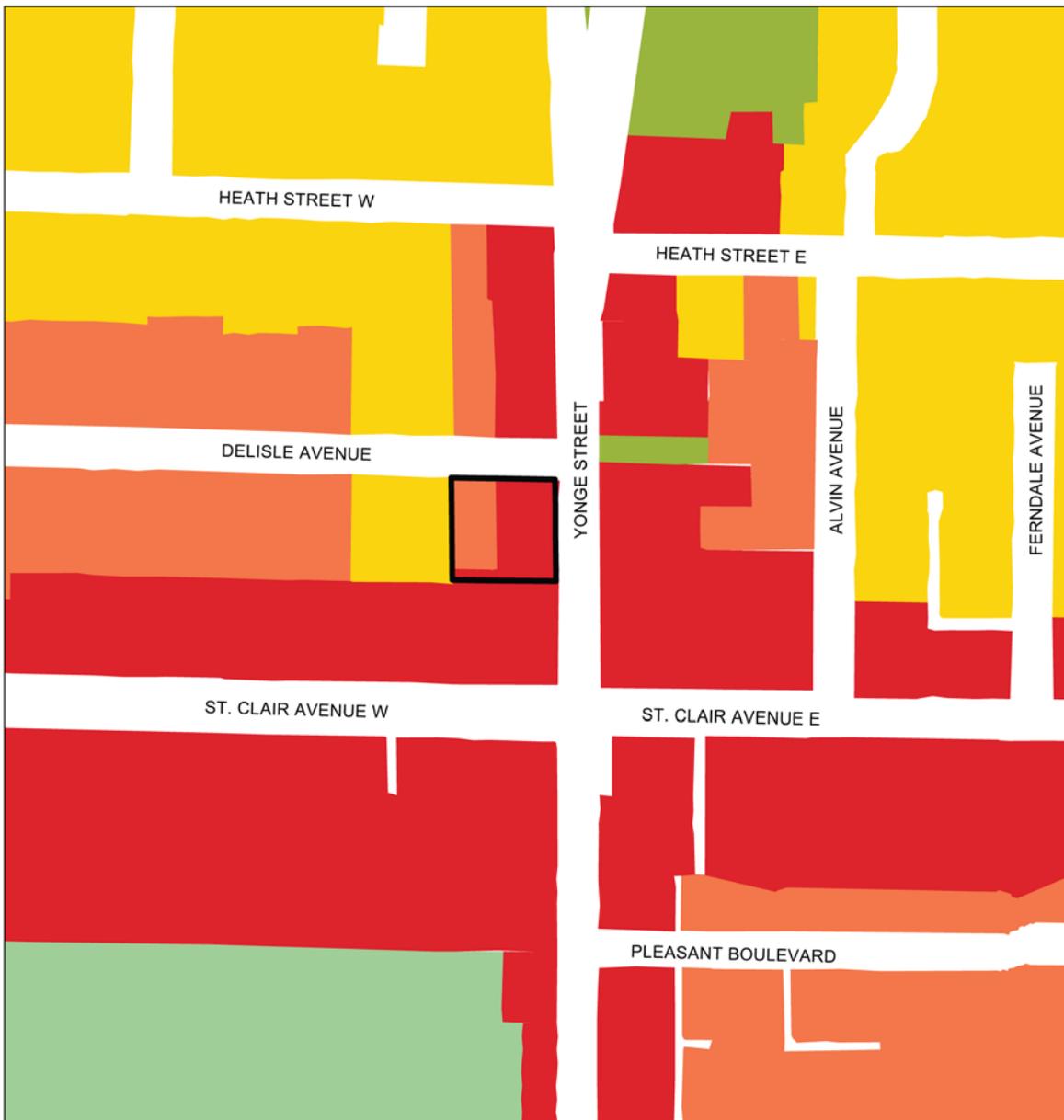
CONTACT:

Kevin Friedrich, Planner
(416) 338-5740
Kevin.Friedrich@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



1-11 Delisle Avenue & 1496-1510 Yonge Street

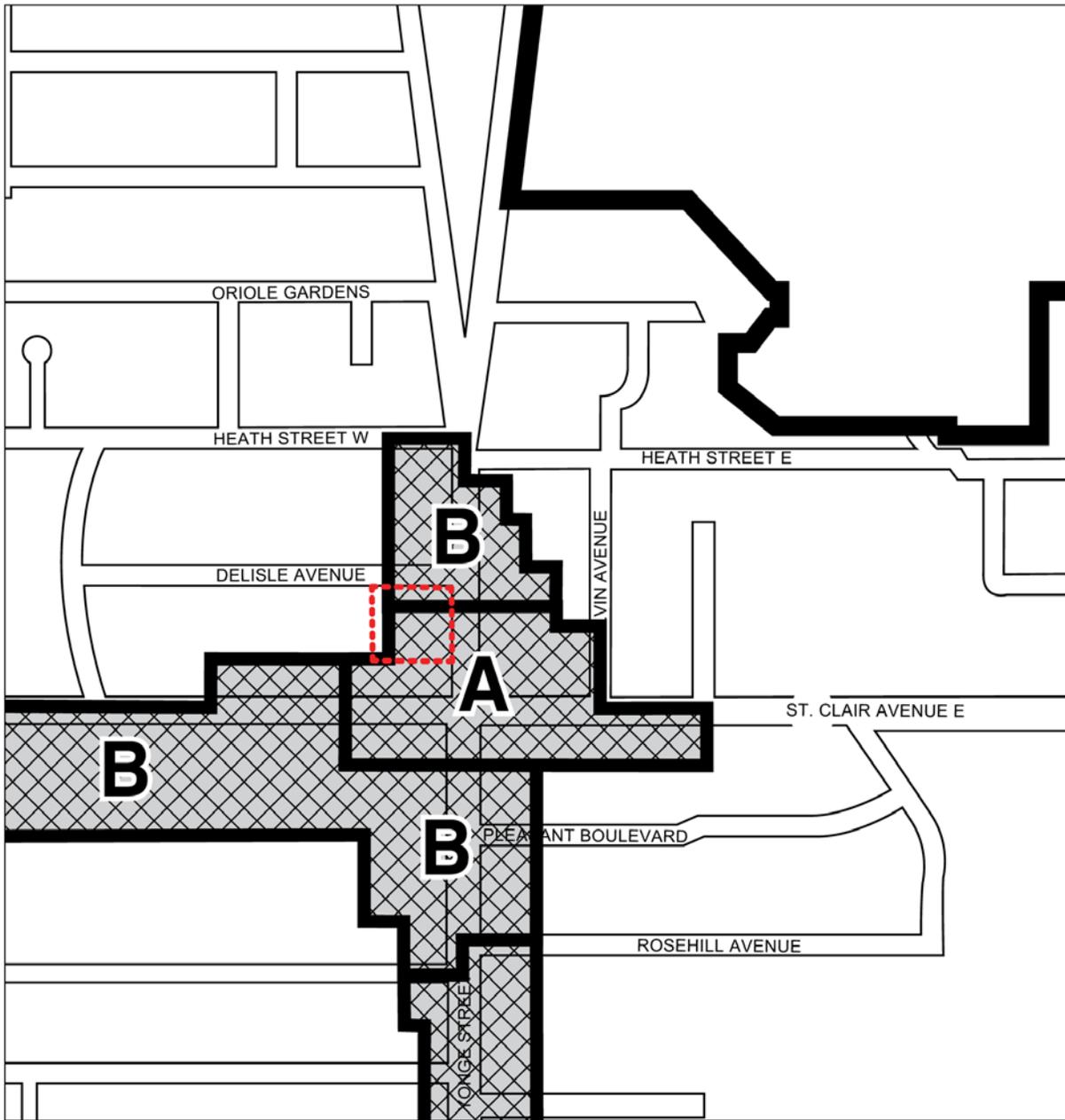
Official Plan Land Use Map

File # 18 189938 STE 22 0Z

 Location of Application	 Parks & Open Space Areas
 Neighbourhoods	 Parks
 Apartment Neighbourhoods	 Other Open Space Areas
 Mixed Use Areas	


Not to Scale
02/11/2020

Attachment 4: Yonge-St. Clair Secondary Plan Map



1-11 Delisle Avenue & 1496-1510 Yonge Street

Yonge-St. Clair Secondary Plan (Site and Area Specific Policies)

File # 18 189938 STE 22 OZ

 Location of Application

 Mixed Use Areas


Not to Scale
02/19/2020

Attachment 5: Yonge-St. Clair Planning Framework - Urban Structure Map



1-11 Delisle Avenue & 1496-1510 Yonge Street

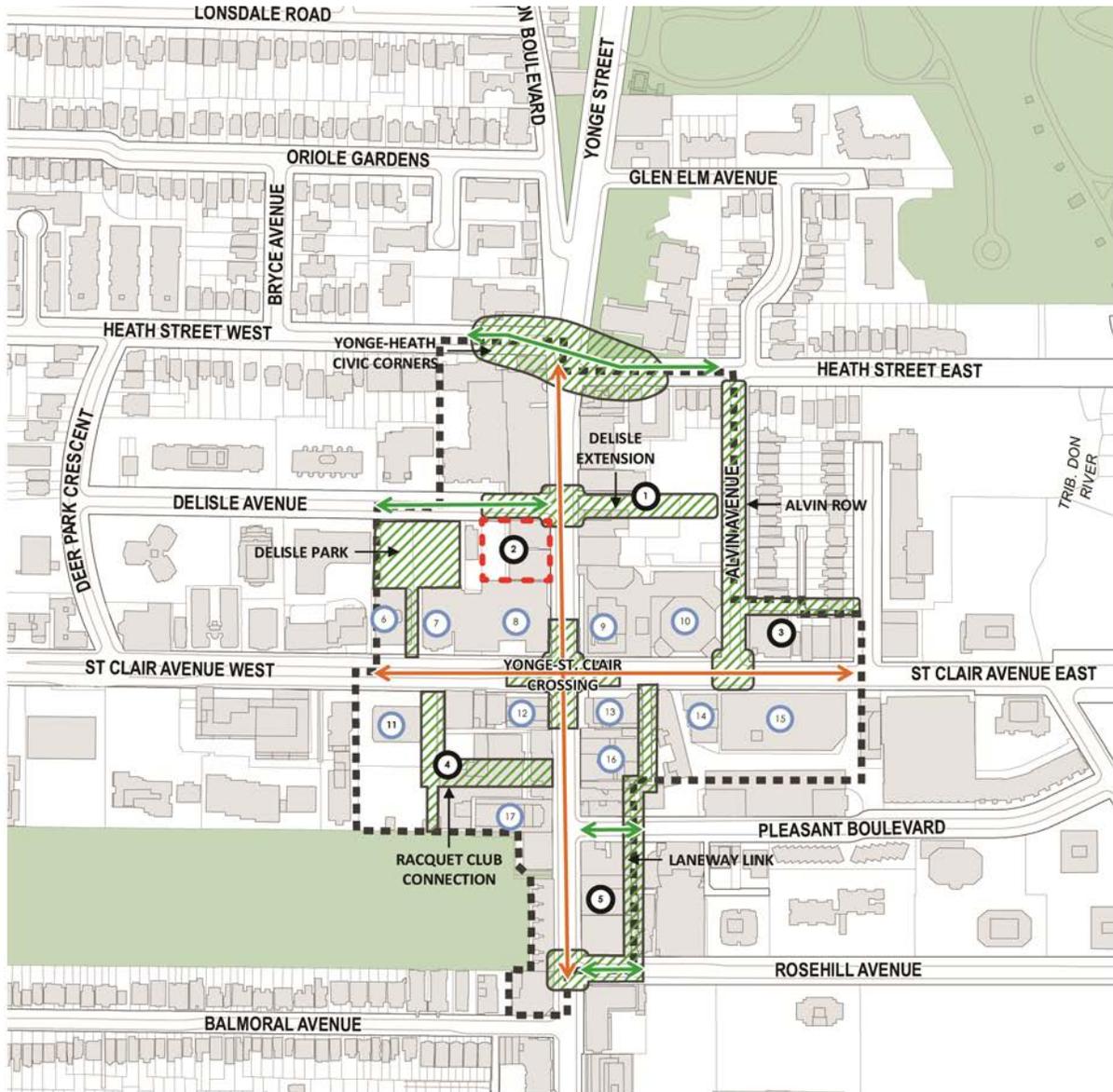
City-Initiated Yonge-St. Clair Planning Framework: Big Moves (Map 2)

File # 18 189938 STE 22 0Z

-  Area Boundary
-  Subject Site
-  Height Peak
(See Section 5.1 Urban Structure)
-  Transition Zone
(See Section 5.1 Urban Structure)

Not to Scale
02/18/2020 

Attachment 6: Yonge-St. Clair Planning Framework - Public Realm Map



1-11 Delisle Avenue & 1496-1510 Yonge Street

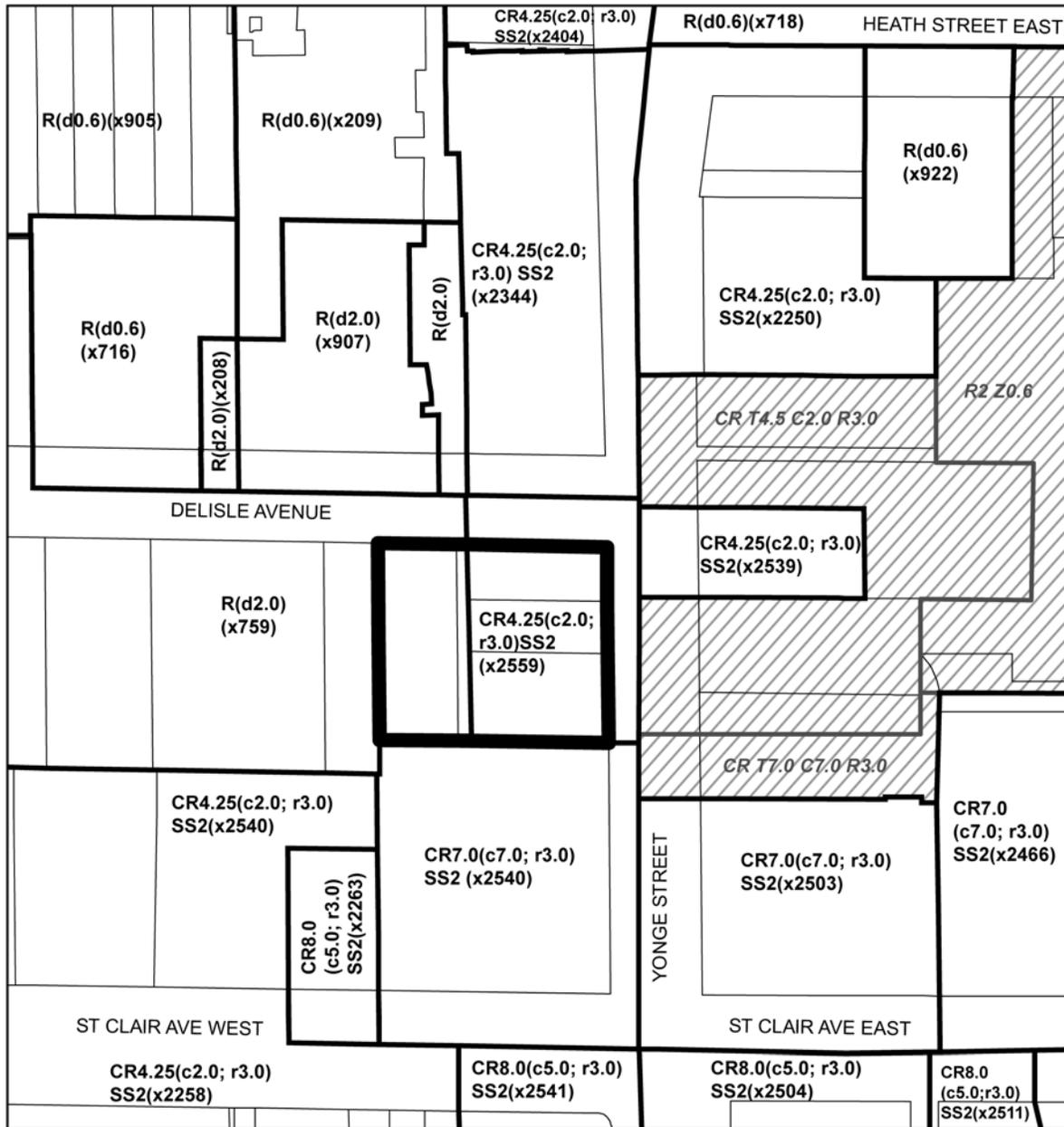
City-Initiated Yonge-St. Clair Planning Framework: Big Moves (Map 1)

File # 18 189938 STE 22 0Z

- | | | |
|---|---|--|
| Subject Site | Area Boundary | Green Streets
(See 4. Street Character) |
| "Big Moves"
(See Section 3. Big Moves) | 1-5 Proposed/Potential Tall Building Site
(See Section 5.2 Proposed and Potential Development) | 6-17 Existing/Approved Tall Building Site
(See Section 5.3 Existing and Approved Development) |
| Arterial Streets
(See Section 4. Street Character) | | |

Not to Scale
02/18/2020

Attachment 7: Existing Zoning By-law Map



Zoning By-law 569-2013

1-11 Delisle Avenue & 1496-1510 Yonge Street

File # 18 189938 STE 22 02

 Location of Application

R Residential
CR Commercial Residential



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

CR Mixed-Use District
R Residential District



Not to Scale
Extracted: 02/11/2020

Attachment 8: Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW ~ -2019

To adopt Amendment No. ● to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2019 as 1-11 Delisle Avenue and 1496-1510 Yonge Street.

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*,

The Council of the City of Toronto enacts:

1. The attached Amendment No. ● to the Official Plan is adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. • TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS 1-11 DELISLE AVENUE AND 1496-1510 YONGE STREET

The Official Plan of the City of Toronto is amended as follows:

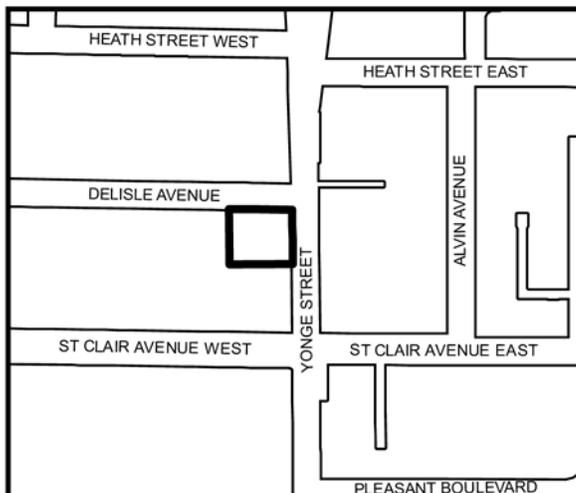
1. Map 17 of the Official Plan of the City of Toronto is amended by re-designating the lands shown in the attached Schedule 1 from *Apartment Neighbourhoods* to *Mixed Use Areas*.

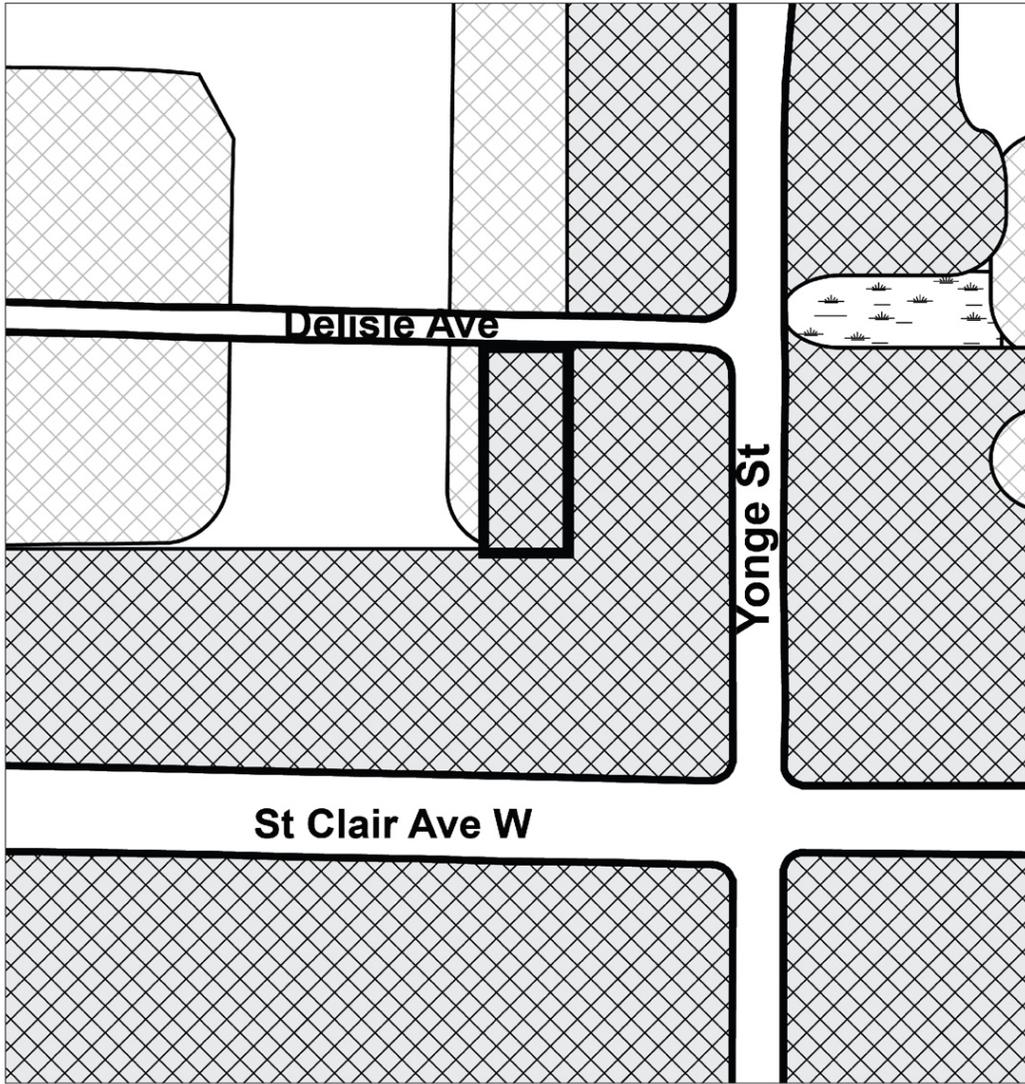
2. Chapter 6, Section 6, Yonge-St. Clair Secondary Plan is amended as follows:

2.1. Section 8, Site and Area Specific Policies, is amended by adding the following Site and Area Specific Policy 13, together with the key map as shown on the attached Schedule 2, as follows:

13. 1-11 Delisle Avenue and 1496-1510 Yonge Street

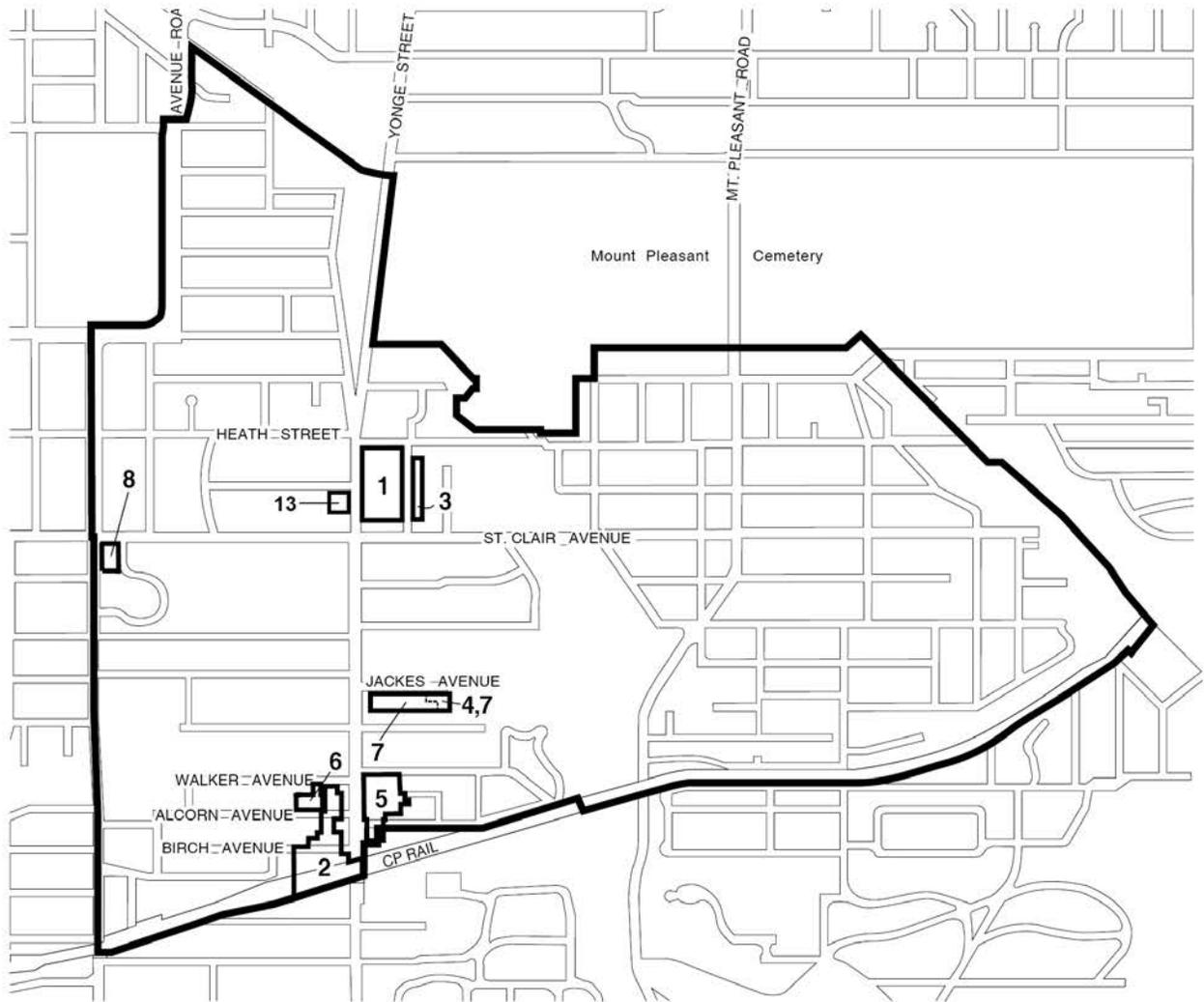
For the lands shown as Area 13 on Map 6-2, a maximum building height of 150.0 metres, including a mechanical penthouse, is permitted.





-  Site Location
-  Neighbourhoods
-  Mixed-Use Areas
-  Apartment Neighbourhoods
-  Open Space Areas


 Not to Scale



Not to Scale 



Yonge-St.Clair Secondary Plan

MAP 6-2 Site and Area Specific Policies

 Secondary Plan Boundary

 Site and Area Specific Policies

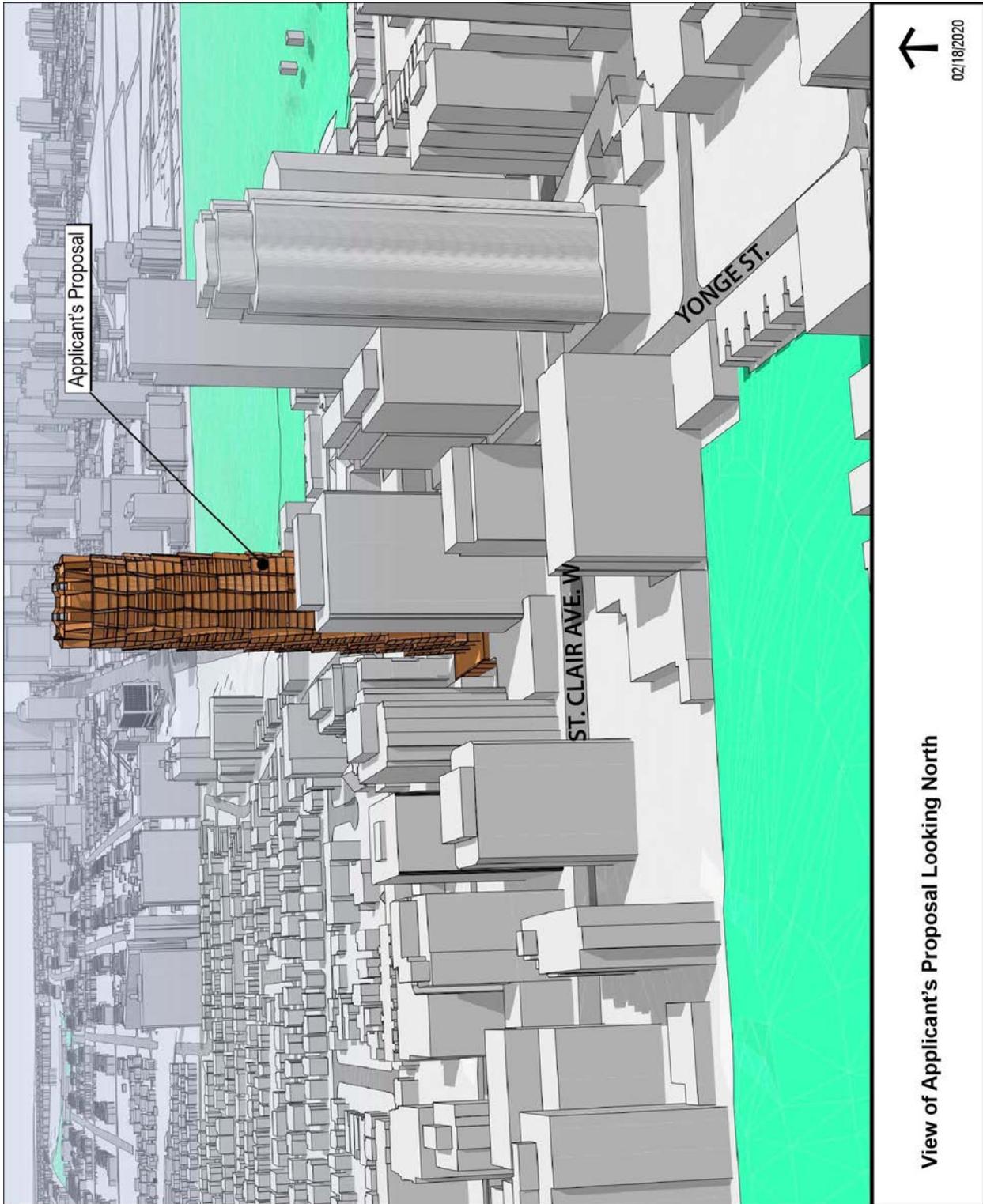
Attachment 9: Draft Zoning By-law Amendment 438-86

To be provided prior to the March 12, 2020 Community Council meeting

Attachment 10: Draft Zoning By-law Amendment 569-2013

To be provided prior to the March 12, 2020 Community Council meeting

Attachment 11: 3D Model - View 1



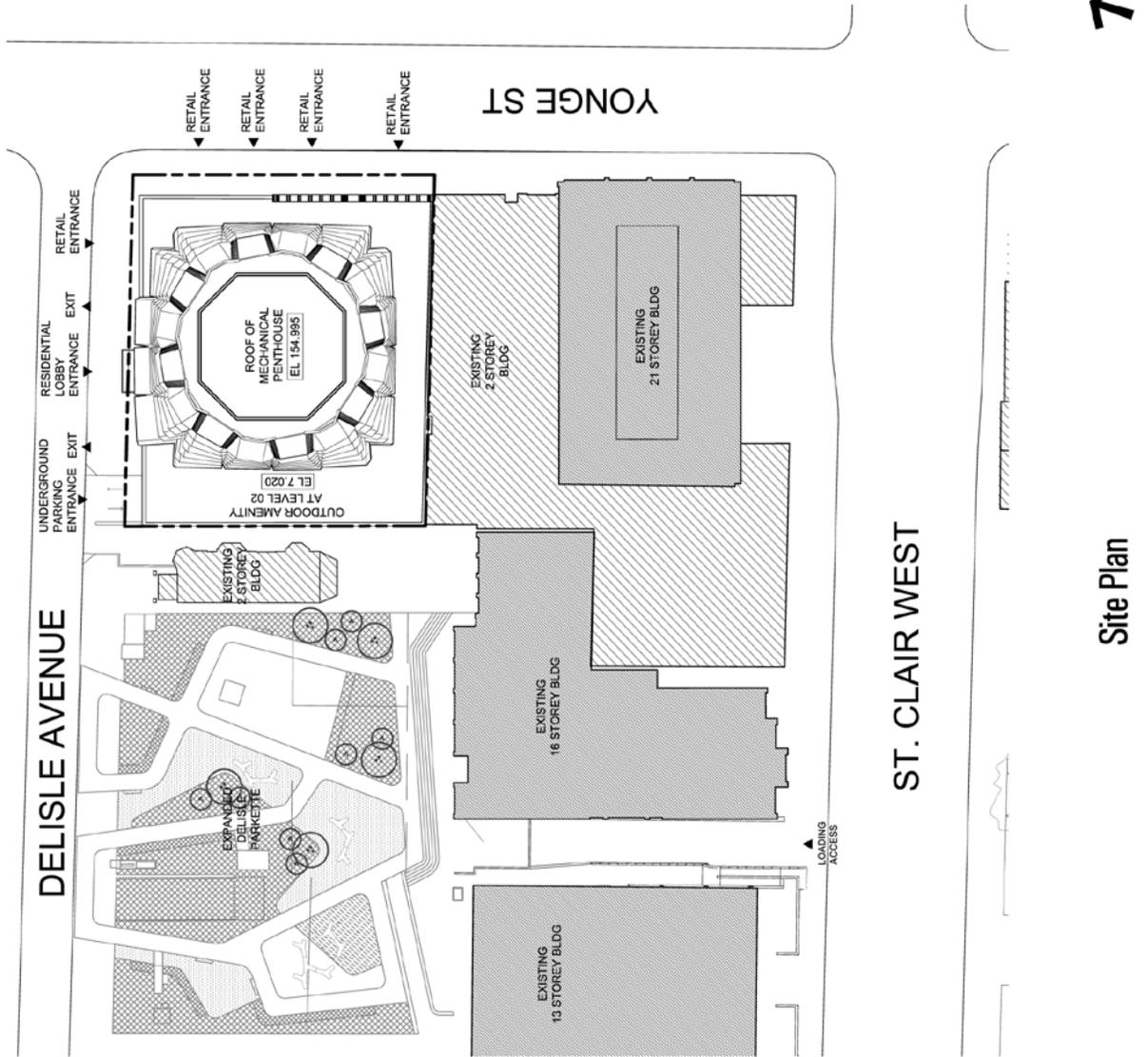
View of Applicant's Proposal Looking North

Attachment 12: 3D Model - View 2



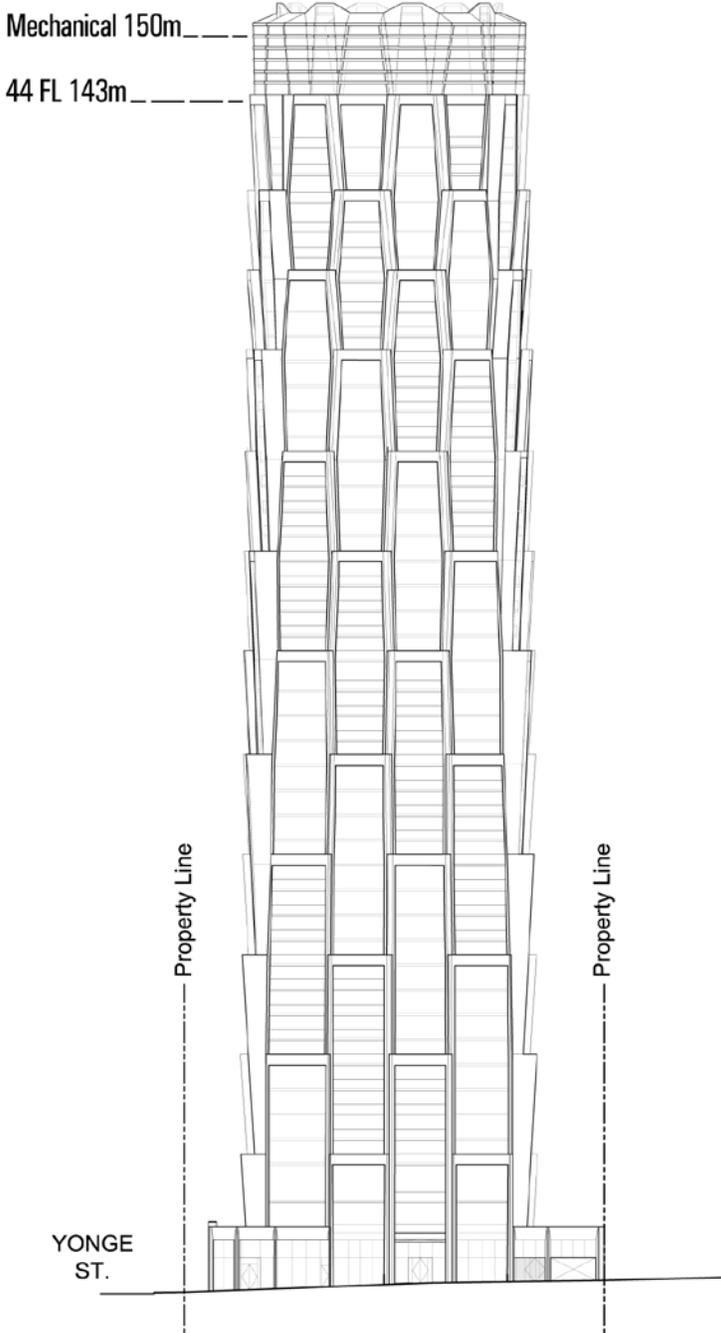
View of Applicant's Proposal Looking Southwest

Attachment 13: Site Plan



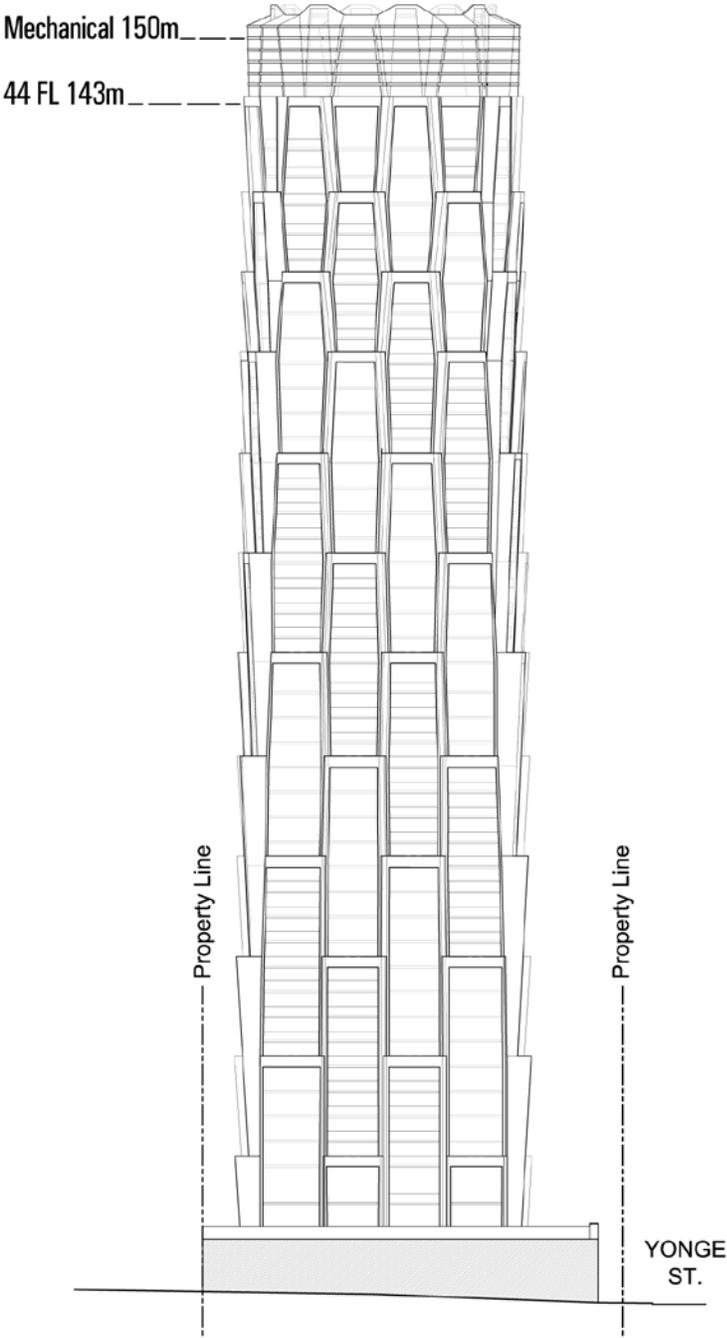
Site Plan

Attachment 14: North Elevation



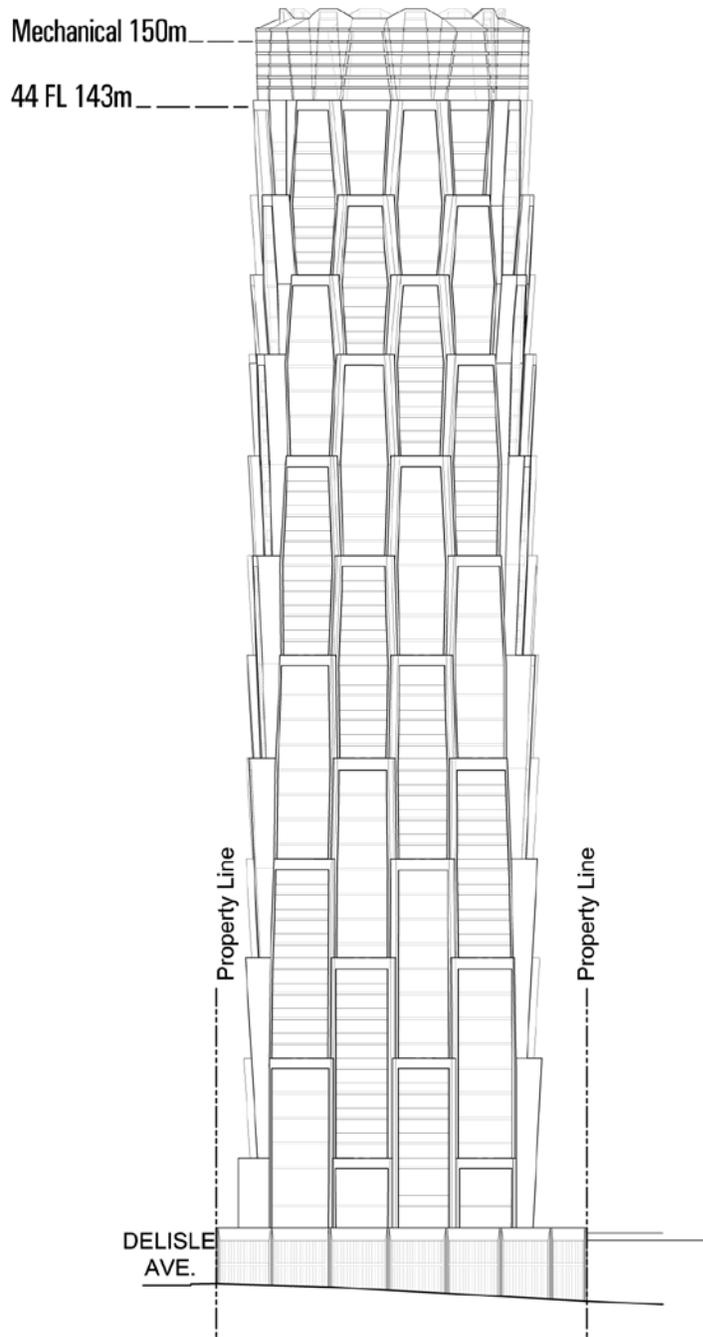
North Elevation

Attachment 15: South Elevation



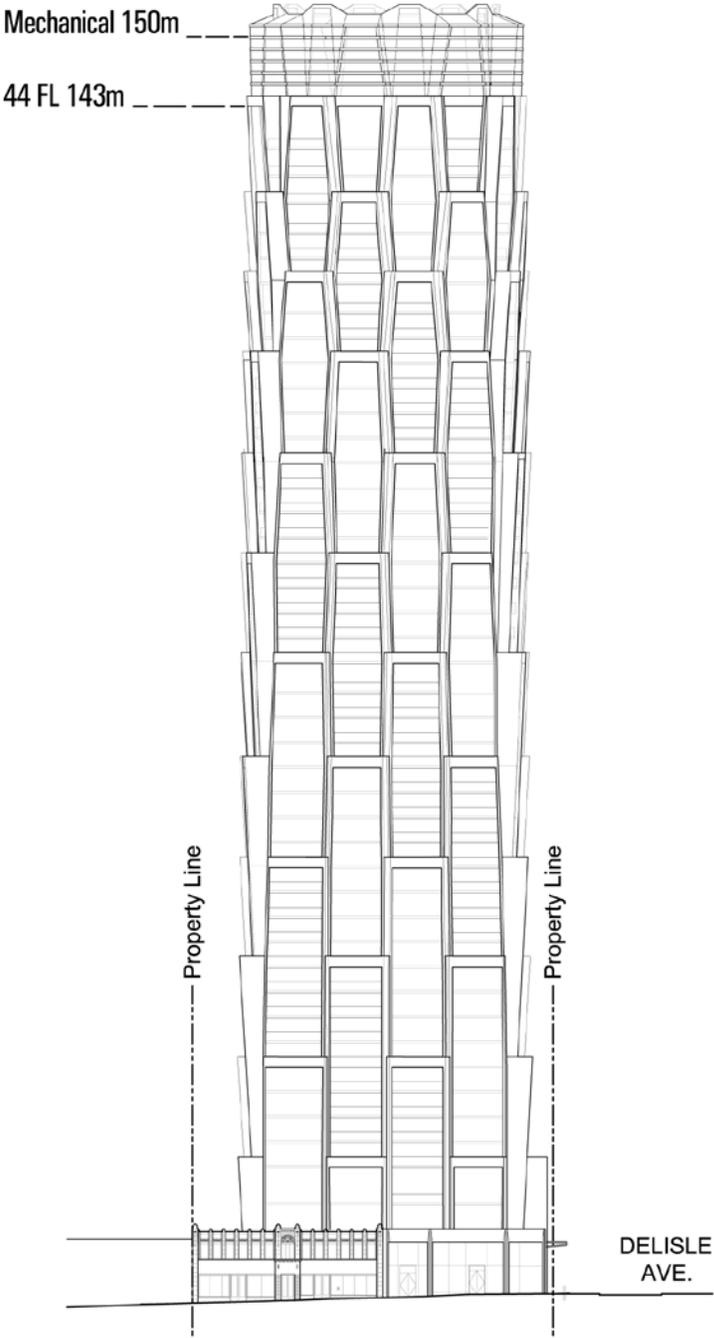
South Elevation

Attachment 16: West Elevation



West Elevation

Attachment 17: East Elevation



East Elevation