

1555-1575 Queen Street East – Official Plan and Zoning Amendment, Part Lot Control, and Rental Housing Demolition and Conversion – Final Report

Date: June 25, 2020

To: Toronto and East York Community Council or City Council

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

Wards: Ward 14 - Toronto-Danforth

Planning Application Number: 19 255597 STE 14 OZ; 19 262224 STE 14 RH; 20 145525 STE 14 PL

SUMMARY

This application proposes revitalization of a Toronto Community Housing Corporation (TCHC) site including a 10 storey residential building ("the TCHC Building") and a 17 storey and 16 storey mixed-use building (the "Market Building"), collectively containing approximately 771 residential units with a variety of housing tenures including rent-geared-to-income, affordable rental, market rental, and condominiums.

The proposed development will include 100 net new affordable residential rental dwelling units and 120 replacement social housing units with rents geared-to-income. All 120 existing units will be replaced in the new development and tenant relocation and assistance will be provided. An application for Rental Housing Demolition and Conversion under Section 111 of the City of Toronto Act (Chapter 667 of the Municipal Code) has been submitted to permit the demolition of the 120 existing social housing units at 1555-1575 Queen Street East.

The application also requests exemption from the Part Lot Control provisions of the Planning Act to permit the creation of 5 parcels, consisting of: one parcel for the TCHC Building, and four parcels as part of the Market Building (collectively, the "Market Site"). The Market Site includes the Market Condominium parcel; the Market Rental parcel, the Retail parcel; and the City parcel (which includes 6 townhouse units and 26 rental units on Levels 1 and 3 and components of the shared facilities. The exemption will also enable the owner to transfer or mortgage title for portions of the lands along with easements to facilitate the implementation of the project.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the City of Toronto's Official Plan, and advances the implementation of the redevelopment of the lands. The lifting of Part Lot Control is appropriate for the orderly development of these lands.

The application represents a unique design approach and desirable intensification of the property that generally meets the intent of the Queen Street East: Ashbridge Precinct Urban Design Guidelines. The proposal incorporates a broad range of affordable housing units and a mix of dwelling unit sizes appropriate for a variety of households. The property directly abuts the Queen Street East streetcar line, and an abundance of parks which optimizes the use of existing community and transit infrastructure.

This report reviews and recommends approval of the Part Lot Control Exemption application. In addition, this report recommends that the owner of the Subject Lands be required to register a Section 118 Restriction under the Land Titles Act agreeing not to convey or mortgage any part of the Subject Lands without prior consent of the Chief Planner and Executive Director, City Planning or his designate.

This report recommends approval of proposed amendments to the Official Plan and Zoning By-law, and the Rental Housing Demolition and Conversion Application under Section 111 of the City of Toronto Act (Chapter 667 of the Municipal Code), subject to conditions.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands at 1555-1575 Queen Street East substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 6 to the report (June 25, 2020) from the Director, Community Planning, Toronto and East York District.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 1555-1575 Queen Street East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7 to the report (June 25, 2020) from the Director, Community Planning, Toronto and East York District.
3. City Council amend Zoning By-law 438-86 for the lands at 1555-1575 Queen Street East substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 8 to the report (June 25, 2020) from the Director, Community Planning, Toronto and East York District.
4. Prior to the issuance of the Site Plan Statement of Approval for any development on the site, the owner is required to submit a revised Landscaping Plan to address Urban Forestry and Engineering requirements related to tree planting to the satisfaction of the Executive Director, Engineering and Construction Services, the General Manager, Parks, Forestry and Recreation, and the Chief Planner and Executive Director, City Planning.

5. City Council request the General Manager, Transportation Services to investigate the feasibility of introducing a mid-block pedestrian signal, generally within the location as shown on Site Plan Drawing A010 on the submitted Architectural Plans, dated April 29, 2020, and report back to Toronto and East York Community Council on the outcome of the investigation prior to Site Plan Approval of the application, in consultation with the Ward Councillor. If approved by Council, the installation of the pedestrian signal is to be secured from the owner through the Site Plan Approval process, at no cost to the City of Toronto.
6. City Council request the Director, Transportation Services, Toronto and East York District in consultation with the Director of Community Planning, Toronto and East York District, to comprehensively review and take into consideration the outcomes and recommendations developed as part of the final Leslieville Traffic Management and Mitigation Plan (TMMP) on addressing any traffic issues associated with the proposed development at 1555-1575 Queen Street East and to bring forward any recommendations to Toronto and East York Community Council as required.
7. City Council direct the Director, Transportation Services, Toronto and East York District to comprehensively review and take into consideration the outcomes and recommendations related to the extension of Woodfield Road from its current southern terminus south of Eastern Avenue to Lake Shore Boulevard East, adopted as part of the South of Eastern Transportation Official Plan Amendment (OPA 387) to implement various Council-approved directions related to the recommended roads, transit facilities, and right-of-way widths from the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) Environmental Assessment in the South of Eastern Area and bring forward any recommendations to Toronto and East York Community Council as required.
8. City Council enact a Part Lot Control Exemption By-law with respect to certain lands located at 1555-1575 Queen Street East shown as Parts 1-4 on the Draft Part Lot Control Exemption Plan attached as Attachment No. 9 to this report (June 25, 2020) from the Director, Community Planning, Toronto and East York District, to be prepared to the satisfaction of the City Solicitor and to expire four years following enactment by City Council.
9. Prior to the enactment of the Part Lot Control Exemption Bill, City Council require the owner to:
 - A. Provide proof of payment of all current property taxes for the subject lands to the satisfaction of the City Solicitor;
 - B. Register, to the satisfaction of the City Solicitor, a Section 118 Restriction under the Land Titles Act, with priority, agreeing not to transfer or charge any part of the lands subject to the Part Lot Control Exemption By-law without the written consent of the Chief Planner and Executive Director, City Planning or their designate.

10. City Council authorize and direct the City Solicitor to register the Part Lot Control Exemption By-law on title to the Subject Lands.
11. City Council authorize the City Solicitor to release, or partially release, the Section 118 Restriction from title to all or a portion of the lands in the City Solicitor's sole discretion after consulting with the Chief Planner and Executive Director, City Planning.
12. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment, draft Zoning By-law Amendments, and draft Part Lot Control Exemption By-law, as may be required.
13. Before introducing the necessary Bills to City Council for enactment, require the owner(s) 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 as follows:
 - A. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
 - i. The owner shall design and construct fifty (50) affordable rental housing units comprising approximately 2,826 square metres of residential Gross Floor Area in the new 16-storey mixed-use market rental building on the site, in accordance with the terms and conditions of the Memorandum of Understanding dated October 31, 2019, between the City of Toronto, Toronto Community Housing Corporation and Context (Summerville) Inc. and such agreements entered into pursuant to the Memorandum of Understanding (the "MOU") dated October 19, 2019, and such other terms as may be required, and shall provide such affordable rental housing dwelling units in accordance with such agreement(s) to be entered into with the City, all to the satisfaction of the Executive Director, Housing Secretariat, Chief Planner and Executive Director, City Planning and the City Solicitor.
 - ii. The fifty (50) affordable dwelling units referenced in A. i. above as shall be provided and maintained as thirty-nine (39) one-bedroom units, five (5) two-bedroom units and six (6) three plus-bedroom affordable rental dwelling units in the new 16-storey mixed-use market rental building on the site, as follows:
 - a) Fifty (50) affordable rental dwelling units comprised of approximately two thousand eight hundred twenty-six (2,826) square metres of residential Gross Floor Area; and
 - b) The general configuration and layout of the fifty (50) affordable rental dwelling units shall be to the satisfaction of the Chief Planner and Executive Director, City Planning Division and the Executive Director, Housing Secretariat and shall be in accordance with the terms and conditions of the Memorandum of Understanding dated

October 31, 2019, between the City of Toronto, Toronto Community Housing Corporation and Context (Summerville) Inc. and such agreements entered into pursuant to the Memorandum of Understanding (the "MOU") dated October 19, 2019.

- iii. The owner shall provide and maintain the fifty (50) affordable rental dwelling units as rental dwelling units for a minimum of forty (40) years, beginning with the date each such unit is first occupied. No affordable rental dwelling unit shall be registered as a condominium or any other form of ownership such as life lease or co-ownership which provide a right to exclusive possession of a dwelling unit, and no application for conversion for non-rental housing purposes, or application to demolish any affordable rental dwelling unit shall be made for at least forty (40) years from the date of first occupancy. Upon the expiration of the forty (40) year period, the owner shall continue to provide and maintain the affordable rental dwelling units as rental dwelling units, unless and until such time as the owner has applied for and obtained all approvals necessary to do otherwise; and
- iv. The owner shall provide and maintain the fifty (50) long-term affordable rental dwelling units at affordable rents for at least forty (40) years, beginning with the date that each such unit is first occupied. The units shall be managed so that the monthly occupancy cost for any one unit during the first thirty (30) years of the affordability period, does not exceed 80% of Average Market Rent; and during the last ten (10) years of the affordability period, does not exceed 100% of average market rent, if a Unit is vacated and a new tenancy begins. During the first forty (40) years of occupancy, increases to initial rents charged to tenants occupying any of the affordable rental dwelling units shall be in accordance with the Residential Tenancies Act and shall not exceed the Provincial rent guideline.

B. 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, at its sole cost and expense, design and construct sixty-seven (67) residential dwelling units for the purpose of providing replacement rent-geared-to-income housing and affordable housing in accordance with the terms and conditions of the Memorandum of Understanding dated October 31, 2019, between the City of Toronto, Toronto Community Housing Corporation and Context (Summerville) Inc. and such agreements entered into pursuant to the Memorandum of Understanding (the "MOU") dated October 19, 2019, and such other terms as may be required and shall provide such residential dwelling units in accordance with such agreement(s) to be entered into with the City, all to the satisfaction of the Director, Housing Secretariat, Chief Planner and Executive Director, City Planning and the City Solicitor;

- ii. Thirty-two (32) of the sixty-seven (67) residential dwelling units shall be conveyed to the City and shall be managed as affordable housing for a period of ninety-nine (99) years and will include seventeen (17) replacement rental dwelling units to be maintained on the site as social housing residential rental units with rent geared-to-income and fifteen (15) affordable rental dwelling units. Of these thirty-two (32) rental dwelling units, six (6) shall be comprised of four (4) one-bedroom units and two (2) three-bedrooms units to be located in the new 17-storey market condominium building. Twenty-six (26) shall be comprised of sixteen (16) one-bedroom units, three (3) two-bedroom units, six (6) three-bedroom units and one (1) four-bedroom unit to be located in the new 8-storey market rental building on the site, and shall be managed so that the monthly occupancy cost of all units does not exceed 80% of average market rent on average and any one unit does not exceed 100% of average market rent;
- iii. The remaining thirty-five (35) of the sixty-seven (67) residential dwelling units shall be managed as affordable rental dwelling units for a minimum period of twenty-five (25) years all to be owned and operated by the TCHC, located in the new 10-storey Toronto Community Housing building on the site, and shall be managed so that the monthly occupancy cost of all units does not exceed 80% of average market rent on average and for any one unit does not exceed 100% of average market rent;
- iv. None of the sixty-seven (67) affordable or replacement rental dwelling unit shall be registered as a condominium or any other form of ownership such as life lease or co-ownership which provide a right to exclusive possession of a dwelling unit, and no application for conversion for non-rental housing purposes, or application to demolish any affordable rental dwelling unit shall be made for at least 99 years from the date of first occupancy. Upon the expiration of the 99 year period, the owner shall continue to provide and maintain the dwelling units as rental dwelling units, unless and until such time as the owner has applied for and obtained all approvals necessary to do otherwise;
- v. Should the location of any of the sixty seven (67) residential dwellings units be required to be altered, than as otherwise described in these Recommendations, City Council authorizes the Director, Housing Secretariat and Chief Planner and Executive Director, City Planning to provide direction, at their discretion, to secure same to the City Solicitor, so long as the minimum number of units, the minimum gross floor area and unit sizes are maintained on the site;
- vi. The number, size, type, and tenure of replacement residential rental units to be provided by the owner, as outlined in Recommendation 15;
- vii. An administrative office, of a minimum of 400 square feet, to be located on the ground floor or second floor in close proximity to the

City purchased units, to be conveyed to the City in accordance with the terms and conditions of the Memorandum of Understanding dated October 31, 2019, between the City of Toronto, Toronto Community Housing Corporation and Context (Summerville) Inc.;

- viii. The owner shall provide at least 36% two-bedroom units and 10% three-bedroom or larger units within the proposed Market Site;
- ix. Prior to the issuance of the Site Plan Statement of Approval for the Market Site, the owner shall convey to the City for nominal consideration, a Privately Owned, Publicly-Accessible Open Space (POPS) easement over not less than 648 square metres as generally shown on the attached site plan on Attachment No. 11 to the report from the Director, Community Planning, Toronto and East York District dated June 25, 2020, and to provide public access for use by the general public, which surface easements shall include provisions for rights of support if necessary, and insurance and indemnification of the City by the owner, to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor. The owner shall own, operate, maintain and repair the POPS. The owner shall install and maintain a centralized sign on the proposed POPS, at its own expense, generally in accordance with the City of Toronto POPS Urban Design Guidelines. Members of the public shall be entitled to use the POPS 365 days a year, subject to temporary closures on terms and conditions being satisfactory to the Chief Planner and Executive Director, City Planning;
- x. Prior to the issuance of the Site Plan Statement of Approval for the Market Site, the Owner shall convey to the City for nominal consideration, a 2.5 metre publicly accessible pedestrian clearway across private property between the subject lands and 1545 Queen Street East (McDonald's site), to provide public access for use by the general public, generally within the area identified as "Pedestrian Walkway Easement for Public Access" as shown on the attached site plan on Attachment No. 11 to the report from the Director, Community Planning, Toronto and East York District dated June 25, 2020, with the specific location, configuration and design to be determined in the context of a site plan approval pursuant to Section 114 of the City of Toronto Act, 2006, as amended and, as applicable, Section 41 of the Planning Act, as amended, and secured in a Site Plan Agreement with the City;
- xi. The owner shall have the following three options to satisfy the City's parkland dedication requirement, subject to approval of the General Manager of Parks, Forestry and Recreation, as follows:

- a) Option 1 - The owner shall satisfy the parkland dedication through cash-in-lieu of land contribution payable for the development at the time of issuance of first Above Grade Building Permit; or
 - b) Option 2 - The owner shall satisfy the entire 915 square metre parkland dedication requirement through an off-site dedication; or
 - c) Option 3 – The owner shall satisfy the parkland dedication through a combination of off-site parkland dedication and cash-in-lieu.
- xii. The owner shall advise the City in writing of its chosen option prior to the issuance of the first Building Permit;
- xiii. For Options 2 or 3 above, the owner shall convey, which will be subject to acceptance by the General Manager, Parks, Forestry and Recreation, the off-site parkland dedication, to the City prior to the first Above Grade Building Permit for the site, delivered in Base Park condition, and meeting the requirements in Policy for Accepting Potentially Contaminated Lands to be Conveyed to the City under the Planning Act (January 2015). The off-site parkland dedication requirements shall be secured in the Section 37 Agreement;
- xiv. The owner shall provide the following, to the satisfaction of the General Manager, Transportation Services, Executive Director, Engineering and Construction Services, the Executive Director, Corporate Real Estate Services, the Chief Planner and Executive Director, City Planning Division, and the City Solicitor, in consultation with the Ward Councillor:
 - a) Enter into a financially secured agreement for the construction of any improvements to the municipal infrastructure, should it be determined that updates and road improvements are required to support the development, according to the Transportation Report accepted by the General Manager of Transportation Services and the Functional Servicing Report accepted by the Chief Engineer and Executive Director of Engineering and Construction Services;
 - b) Prior to any Site Plan Approval, the owner shall submit a plan detailing improvements to the public realm to be implemented in support of the development, which will include, but not be limited to, details regarding hard and soft landscaping (including large shade trees), paving and curbing details, sidewalk treatment, outdoor seating, and cycling facilities, and TTC bus/streetcar shelters, located on both public and private lands;
 - c) Prior to the earlier of any residential occupancy or registration of a condominium on any part of the subject site, including interim occupy associated with such condominium, design and construct the pedestrian crosswalk located between the subject site and the

south side of Eastern Avenue, as generally identified on the attached Site Plan, Attachment No. 11, in the report from the Director, Community Planning, Toronto and East York District, at its sole expense, all to the satisfaction of the General Manager, of Transportation Services;

- d) Complete the construction of the approved streetscape improvements required in Recommendation 13 B. iv. (a) – (c) above by no later than 1 years following the first residential or commercial occupancy of the Market Site; and
 - e) Prior to the issuance of the first above grade building permit for the Market Site, provide a letter of credit in the amount of the cost of all works required in Recommendation 13 B. iv. (a) – (c) above. The letter of credit shall be indexed in accordance with Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Publication 3270058, or its successor.
- xv. The owner shall provide and maintain new indoor amenity space to the satisfaction of the Chief Planner and Executive Director, City Planning in order to provide for at least the following: a common room with at least one boardroom table; a fitness and exercise room; and a party room that will include a kitchenette and direct access to a washroom within the TCHC Building and Market Building;
 - xvi. The owner shall make available all indoor and outdoor amenity spaces generally as illustrated attached Site Plan, Attachment No. 11, in the report from the Director, Community Planning, Toronto and East York District for the TCHC Building and Market Building to their respective residents without the need to pre-book or pay a fee, unless specifically required as customary practices for private bookings;
 - xvii. Prior to the issuance of the first above-grade building permit for any development, the owner shall design and construct, at no cost to the City, any required improvements to municipal infrastructure identified in the Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering, dated November 27, 2019, and revised May 29, 2020, to the satisfaction of the Executive Director of Engineering and Construction Services and the General Manager of Transportation Services;
 - xviii. Prior to the issuance of any building permit, including shoring, piling, excavation, or foundation permit for either TCHC or Market Site, the owner shall submit a Construction Management Plan and Mitigation Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Chief Building Official and Executive Director, Toronto

Building, in consultation with the Ward Councillor and thereafter in support of the development, will implement the plan during the course of construction. The Construction Management Plan will include, but not be limited to, details regarding size and location of construction staging areas, dates and significant concrete pouring activities, mitigation strategies to reduce the impact on adjacent residents including negative effects of safety lighting, construction vehicle parking locations, refuse storage, site security, site supervisor contact information, and any other matters deemed necessary;

- xix. The owner shall provide and maintain, at its sole expense, on-site pet amenities on the Market Site and TCHC Site with proper disposal facilities for the building residents including relief stations, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
 - xx. The owner shall be financially responsible for all costs associated with the excavation, improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
 - xxi. The owner shall construct and maintain the development of the TCHC Building in accordance with Tier 2 performance measures of the Toronto Green Standard, and the owner will be encouraged to achieve Toronto Green Standard, Tier 3 or higher, where appropriate; and
 - xxii. The owner shall construct and maintain the development of the Market Building in accordance with Tier 1 performance measures of the Toronto Green Standard, and the owner will be encouraged to achieve Toronto Green Standard, Tier 2 or higher, where appropriate.
14. City Council approve the application for the Rental Housing Demolition Application (File No. 19 262224 STE 14 RH) in accordance with Toronto Municipal Code Chapter 667 and pursuant to Section 111 of the City of Toronto Ct, 2006 to allow the demolition of one hundred and twenty (120) existing rental housing apartment units at 1555-1575 Queen Street East, subject to the following conditions:
- A. The owner(s) shall provide one hundred and twenty (120) replacement rental dwelling units to be maintained on the subject site as social housing residential rental units with rents geared-to-income for a period of at least 40 years beginning from the date that each replacement rental dwelling unit is first occupied and, during which time, no application may be submitted to the City for condominium registration, or for any other conversion to a non-rental housing purpose, or for demolition without providing for replacement during the, at minimum, 40 year period; the one hundred and twenty (120) replacement rental dwelling units shall be comprised of thirty-eight (38) one-bedroom units, thirty-four (34) two-

bedroom units, and forty-eight (48) three-bedroom units as generally illustrated in the Architectural Plans submitted to the City Planning Division dated April 29, 2020. Any revision to these plans shall be to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

- B. The owner(s) shall provide one hundred and three (103) replacement rental dwelling units within the new 10-storey Toronto Community Housing building, and seventeen (17) replacement rental dwelling units within the new condominium and market buildings;
 - C. The owner shall provide tenant relocation assistance to all Eligible Tenants of the one hundred and twenty (120) existing rental dwelling units proposed to be demolished at 1555 and 1575 Queen Street East, including the right to return to occupy a replacement social housing unit to the satisfaction of the Chief Planner and Executive Director, City Planning and as further detailed in the Tenant Relocation and Assistance Implementation Plan; and
 - D. The owner shall enter into, and register on title at 1555 and 1575 Queen Street East, one or more agreement(s), to secure the conditions outlined in Recommendations 14.A. through 14.D. above, including an agreement pursuant to Section 111 of the City of Toronto Act, 2006, and as detailed in the draft Zoning By-law Amendment attached as Attachment No 7. and No. 8., to the report dated June 25, 2020 from the Director, Community Planning, Toronto and East York District, all to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning Division.
15. City Council authorize the Chief Planner and Executive Director, City Planning Division, to issue Preliminary Approval of the Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code for the demolition of the one hundred and twenty (120) existing social rental dwelling units located at 1555 and 1575 Queen Street East after all the following have occurred:
- A. Satisfaction or securing of the conditions in Recommendations 10 and 12 above;
 - B. The Zoning By-law and Official Plan Amendments and Part Lot Control Exemption referred to in Recommendations 2, 3, 4, has come into full force and effect;
 - C. The issuance of the Notice of Approval Conditions for the TCHC Building site plan approval by the Chief Planner and Executive Director, City Planning Division or their designate, pursuant to Section 114 of the *City of Toronto Act, 2006*;

- D. The issuance of excavation and shoring permits for the TCHC Building (conditional or full permit) for the approved development on the TCHC site;
 - E. The owner has confirmed, in writing, that all existing rental dwelling units proposed to be demolished are vacant; and
 - F. The execution and registration of an agreement pursuant to Section 37 of the *Planning Act* securing Recommendations 14. A to 14. D above.
16. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code after the Chief Planner and Executive Director, City Planning Division has given Preliminary Approval referred to in Recommendation 16 above.
17. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Residential Demolition Permit under Section 33 of the *Planning Act* and Chapter 363 of the Toronto Municipal Code for 1555 and 1575 Queen Street East after the Chief Planner and Executive Director, City Planning Division has given Preliminary Approval referred to in Recommendation 12 above, which may be included in the Rental Housing Demolition Permit under Chapter 667 pursuant to section 6.2 of Chapter 363, on condition that:
- A. The owner removes all debris and rubble from the site immediately after demolition;
 - B. The owner erects solid construction hoarding to the satisfaction of the Chief Building Official and Executive Director, Toronto Building;
 - C. The owner erects the proposed mixed-use buildings on site no later than three (3) years from the date that the demolition of such building commences, subject to the timeframe being extended to the discretion of the Chief Planner and Executive Director, City Planning Division; and
 - D. Should the owner fail to complete the proposed buildings within the time specified in Recommendation 17.C above, the City Clerk shall be entitled to enter on the collector's roll, as with municipal property taxes, an amount equal to the sum of twenty thousand dollars (\$20,000.00) per dwelling unit for which a demolition permit is issued, and that such amount shall, until payment, be a lien or charge upon the land for which the demolition permit is issued.
18. City Council authorize the appropriate City officials to take such actions as are necessary to implement City Council's decision, including execution of the Section 111 Agreement, Section 37 Agreement, and any other necessary agreement(s).

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

On October 31, 2019, the City entered into a Memorandum of Understanding with the Toronto Community Housing Corporation and Context (Summerville) Inc. on terms and conditions with respect to redevelopment of the site as outlined in Attachment 1 to the supplementary report (July 12, 2019) from the Deputy City Manager, Community and Social Services. <https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135993.pdf>

The current application was submitted on November 29, 2019 and the applicant was notified of a complete application on December 23, 2019. A Preliminary Report on the application was adopted by the Toronto and East York Community Council on February 25, 2020. Community consultation is summarized in the Comments section of this Report.

The Preliminary Report can be found at the following link:

<https://www.toronto.ca/legdocs/mmis/2020/te/bgrd/backgroundfile-146569.pdf>

PROPOSAL

Current Proposal

The site at 1555 and 1575 Queen Street east is currently owned by Toronto Community Housing Corporation (TCHC) which partnered with Context Summerville Inc ("Context") to jointly redevelop and revitalize this social housing property. The development will require the demolition of the two existing six-storey TCHC apartment buildings which contain a total of 120 existing social housing units on the property. These existing units are currently occupied.

All 120 existing units will be replaced in the new development. The majority, 103 of the 120 replacement units, will be located within a new 10-storey residential building on the site owned and operated by TCHC and 17 units will be located in the new 17-storey mixed-use market building and will be operated by a non-profit organization. All 120 replacement units will be maintained as social housing units with rents geared-to-income.

The current proposal is for a 10-storey residential building (the "TCHC Building") within Area B, and a 17-storey and 16-storey mixed-use building (the "Market Building") within Area A, on the site as shown on Attachment No. 2 to this report. The proposed development collectively contains a variety of housing tenures including rent-geared-to-income, affordable rental, market rental, and condominiums. The massing of the building fronting along Queen Street East was minimized to generally within the angular

plane, consistent with recently approved mid-rise developments along Queen Street East.

The current proposal has a total GFA of 59,139 square metres and an overall density of 4.41 times the area of the lot. The proposal includes 766 residential units, consisting of 120 rent-geared-to-income social housing units (RGI), 100 affordable rental units, 188 market rental units, and 363 market condominium units. There are 335 parking spaces and 811 bicycle parking spaces proposed. Revisions to proposed setbacks, separation distances, location of amenity space, and other matters were provided in response to City Planning comments and community consultation input. The following table provides a comparison between the original and current proposal.

Further information can be found in the Application Data Sheet appended to this report on Attachment No. 1, and through reviewing the site plan and elevation drawings on Attachments No. 11 and 12 of this report.

The site is located on the south side of Queen Street East just east of Woodward Avenue and west of Coxwell Avenue. The property is generally rectangular in shape

	November 2019	May 2020
Building height	TCHC Building – 10 storeys Market Building – 15 and 17 storeys	TCHC Building – 10 storeys Market Building – 16 and 17 storeys
Density (FSI)	4.37	4.41
Dwelling units	771	766
GFA	58,681 square metres	59,139 square metres
Setbacks and Stepbacks		
West side yard lot line stepbacks (Market Building)	1-4 storey: 5.9 metres 5-17 storey: 8.8 metres	1-4 storey: 5.9 metres 5-10 storey: 8.8 metres 11-17 storey (South portion): 10 metres 11-14 (north portion): 8.8 metres 15-17 (north portion): 10 metres
Rear yard minimum curb to building face setback (Eastern Avenue)	5.2 metres	6 metres
Minimum separation distance (17 storey)	9.3 metres	11 metres
Vehicle parking	337	335
Bicycle parking	814	811
Open Space	650 square metres	650 square metres

and flat, with a frontage of 140 metres along Queen Street East and 180 metres along Eastern Avenue, and a total lot area of 13,422 square metres.

The property currently contains two six-storey Toronto Community Housing Corporation (TCHC) apartment buildings built in 1969. The buildings contain a total of 120 units with a mix of one-bedroom (32%), two-bedroom (28%) and three-bedroom (40%) units.

The site is surrounded by the following uses:

North

To the north of the subject site is a series of 2-storey mixed use buildings with commercial uses that front onto Queen Street East, including a bicycle shop, medical clinic, pharmacy, print shop, variety store and an assortment of clothing stores. Many of these buildings have residential units on their second storeys. There is vehicular parking access to the exterior of some of the buildings.

Directly north of Queen Street East are residential neighbourhoods made up of 2- and 3-storey row, semi-detached, and detached housing. Parking can be found either on-street or in front / rear facing driveways.

East

The mixed-use built form found on the north side of Queen Street East adjacent to the subject site continues east along Queen Street East. At Coxwell Avenue and Queen Street East is the East End Community Health Centre. Just opposite on the north side of Queen Street East are the West Beach Condos, a mixed-use condominium offering retail uses at-grade which is currently under construction.

South

To the south of the subject site are two large open spaces which serve local residents, with connections to Woodbine Beach and Ashbridges Bay Park.

Directly to the south of the subject site is the Main Sewage Treatment Playground, with large recreational green space and the Ashbridges Bay Skate Park. To the southeast of the site is Woodbine Park, one of the largest parks in the area.

West

Directly west of the site is a 1-storey McDonald's restaurant with parking, accessed by car via a private driveway which runs from Queen Street East to Woodward Avenue. This block also contains a series of 2-storey residential homes fronting onto both Queen Street East and Woodward Avenue.

Further west of the site is Jonathan Ashbridge Park, a 1.1 hectare park west of Coxwell Avenue that connects Queen Street East and Eastern Avenue.

West of Jonathan Ashbridge Park is a series of 2-storey residential row, semi-detached, and detached homes. Further west at Queen Street East and Connaught Avenue is the Russel Carhouse, a TTC storage house for streetcars.

To the southwest of the site are a series of industrial buildings, including the Rorschach Brewery, the South Central Letter Processing Plant, and Canada Post's main processing plant.

Reasons for Application

The Official Plan and Zoning By-law Amendment Application has been submitted in order to permit an increase in the overall height and density on the site and to modify various performance standards such as those related to setbacks and other matters.

The proposed development is within an MCR zone with a maximum permitted density of 1.0 times the area of the lot and a height limit of 12 metres. The proposed density is 4.37 times the area of the lot and the proposed building heights ranging from 10 to 17 storeys (30 to 54 metres excluding mechanical penthouse) exceeds the maximum permitted density and height in both Zoning By-law 438-86 and 569-2013.

The Queen Street East: Ashbridge Precinct Urban Design Guidelines and associated Site and Area Specific Policy (SASP 501) sets a maximum height of 6-storeys and also requires the height of the ground floor to be a minimum of 3.5 metres and a maximum of 4.5 metres in order to provide opportunities for smaller retailers and to maintain the area's physical character. The application proposes a ground floor height of over 4.5 metres and a maximum height of 17-storeys.

A Rental Housing Demolition application has been submitted to permit the demolition of the 120 existing social housing units, as required by Chapter 667 of the Municipal Code.

Additionally, the proposed exemption from the Part Lot Control provisions of the Planning Act has been requested by the owner to permit flexibility for financing and construction which consists of five components including the TCHC Building, The Market Condo Component, The Market Rental Component, The Retail Component, and the City Component (which includes 6 townhouse units and 26 rental units).

APPLICATION BACKGROUND

Application Submission Requirements

- Planning Rationale
- Toronto Green Standards Checklist
- Arborist/Tree Preservation Report and/or declaration
- Application Form
- Archaeological Assessment
- Architectural Plans
- Community Services and Facilities Report
- Civil and Utilities Plans
- Transportation Impact Study
- Geotechnical Study
- Mechanical Systems Outline

- Groundwater Review Summary
- Hydrogeological Review Summary
- Hydrogeological Investigation
- Survey Plans
- Landscape and Lighting Plans
- Project Data Cover Sheet
- Cover Letter
- Draft Zoning By-law Amendment 569-2013/438-86
- Draft OPA
- Pedestrian Level Wind Study
- Energy Efficiency Report
- Fee Schedules
- Public Consultation Strategy
- Stormwater Management Report
- Servicing Report
- Sun and Shadow Study

Digital copies of the above can be found on the Application Information Centre website:
<http://app.toronto.ca/AIC/index.do?folderRsn=YgFmcrgkgzU3vXZxiSRQCQ%3D%3D>

Agency Circulation Outcomes

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 application and to formulate appropriate Official Plan amendments and Zoning By-law standards.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members will be given an opportunity to view the oral submissions made at the statutory public meeting held by the Toronto East York Community Council for this application, as these submissions will be broadcast live over the internet and recorded for review.

TCHC Tenant Engagement

Toronto Community Housing Corporation officially launched tenant engagement on the revitalization in 2017. Since the launch, the Don Summerville tenants have participated in ongoing engagement on the revitalization process. TCHC Staff have also provided one-on-one drop-in sessions with tenants held within the Relocation and Revitalization Office in the existing building at 1555 Queen Street East.

City Planning Staff are working along with Toronto Community Housing Corporation's ongoing engagement program that is currently underway to ensure tenants are informed of the development and planning process and to assess the impacts of the development.

POLICY CONSIDERATIONS

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 (2020)

The Provincial Policy Statement (2020) (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 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. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

This application has been reviewed against the policies of the City of Toronto Official Plan and Site and Area Specific Policy 501, as follows:

The City of Toronto Official Plan can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/official-plan/>.

Chapter 2 - Shaping the City

Section 2.2.2 of the Official Plan describes how transportation and land use planning can be integrated to best utilize existing infrastructure and concentrate people and jobs in areas well served by transit. The site is located with frontage on Queen Street East, an Avenue as shown on Map 2 – Urban Structure of the Official Plan. Avenues are “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”, according to Section 2.2.3 of the Plan.

Chapter 3 - Building A Successful City

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

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings. The policies in Chapter 3 of the Plan complement and support the City's growth strategy by integrating social, economic and environmental perspectives in decision-making to create an attractive City, with a strong economy and liveable communities.

3.3.1 - Housing Policies

Section 3.2.1 of the Official Plan includes policies that encourage the provision of a full range of housing, in terms of form, tenure, and affordability, and the protection of rental housing units.

In particular, Policy 3.2.1.7 addresses the redevelopment of social housing properties and requires that proposals which seek to remove social housing units, will secure:

- a) full replacement of the social housing units;
- b) replacement of social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
- c) an acceptable tenant relocation and assistance plan addressing the provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right-of-first-refusal to occupy one of the replacement units and other assistance to mitigate hardship.

Chapter 4 -Land Use Designations

The site is designated Mixed Use Areas on Map 21 -Land Use Plan. This designation permits a broad range of commercial, residential and institutional uses in single use or mixed use buildings. The Mixed Use Areas are designated for growth and are expected to absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. Mixed Use Areas will build out in varying scales that are appropriate to the local context.

The development criteria that guide land use planning in Mixed Use Areas, includes:

- Creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- Providing for new jobs and homes for Toronto's growing population on underutilized lands;
- Locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale Neighbourhoods;

- Locating and massing new buildings to frame the edges of streets and parks;
- Providing an attractive, comfortable and safe pedestrian environment;
- Providing good site access and circulation and an adequate supply of parking for residents and visitors;
- Locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- Providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

Site and Area Specific Policy 501 and Queen Street East: Ashbridge Precinct Urban Design Guidelines

The Site and Area Specific Policy (SASP 501) and the Queen Street East: Ashbridge Precinct Urban Design Guidelines were adopted by Toronto City Council on February 3, 2016. They are in force and apply to the subject lands.

The policies of SASP 501 are intended to guide and manage moderate, incremental development; respect and reinforce the existing mixed-use character and physical character of Queen Street East between Leslie Street and Coxwell Avenue; and ensure appropriate transition between new development and existing Neighbourhoods, Parks and Open Space Areas north and south of Queen Street East.

In addition to other development criteria of the Official Plan, all new development in Mixed Use Areas within the Precinct will:

- Provide a transition in scale towards existing buildings in Neighbourhoods, Parks and Open Space Areas through appropriate setbacks and a rear angular plane;
- Include building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics;
- Include building materials that are complementary to the materials used on existing buildings on Queen Street East in the Ashbridge Precinct;
- Have a ground floor height between 3.5 and 4.5 metres, which is in keeping with existing commercial ground floor heights and will reinforce the existing horizontal articulation of building façades;
- Have a maximum height of 6 storeys (excluding mechanical penthouse);
- Provide step-backs above a height of 14 metres within a 45 degree angular plane. The angular plane is to be measured from a height of 14 metres from the Queen Street East façade and any flanking street's façade; and,
- Provide transitions to existing low-rise residential buildings in Mixed Use Areas through side step-backs at upper storeys and setbacks at grade.

The background planning and urban design analysis related to the Ashbridge Precinct and resulting SASP precluded the need for a separate Avenue Segment Study, which the applicant was therefore not required to submit. However, the applicant produced an Urban Design Analysis as part of their planning rationale, which outlines additional details regarding site context and character; transition and fit; sunlight/shadows; pedestrian realm; frontages and setbacks; built form and massing; façade treatments; and pedestrian safety among other matters.

The outcome of staff analysis and review of relevant Official Plan policies, designations, Site and Area Specific Policies are summarized in the Comments section of the Report.

Rental Housing Demolition and Conversion By-law

Section 111 of the City of Toronto Act, 2006 authorizes Council to regulate the demolition and conversion of residential rental properties in the City. Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law, implements Section 111. The By-law prohibits the demolition or conversion of rental housing units in buildings containing six or more residential units, of which at least one unit is rental, without obtaining a permit from the City and requires a decision by either City Council or the Chief Planner.

Council may refuse an application, or approve the demolition with conditions that must be satisfied before a demolition permit is issued. These conditions implement the City's Official Plan policies protecting rental housing (including social housing). Council approval of demolition under Section 33 of the Planning Act may also be required where six or more residential units are proposed for demolition before the Chief Building Official can issue a permit for demolition under the Building Code Act.

Where an application for rezoning triggers an application under Chapter 667 for rental demolition or conversion, City Council typically considers both applications at the same time. Unlike Planning Act applications, decisions made by City Council under By-law 885-2007 are not appealable to the Local Planning Appeals Tribunal.

The proposed demolition requires approval under both Municipal Code Chapter 667 and Chapter 363 because the application involves at least six residential dwelling units and at least one rental dwelling unit.

On December 17, 2019 the applicant made an application for a Rental Housing Demolition and Conversion permit pursuant to Chapter 667 of the City of Toronto Municipal Code.

Zoning

The site is zoned R (f4.5; d1.0)(x7) under the City's harmonized Zoning By-law 569-2013. This zoning designation permits a range of residential uses. The current zoning permits a height of 12.0 metres, a maximum floor space index of 1.0 times the area of the lot, and specifies a number of required setbacks.

The site is also subject to Exception R7, which permits the uses of a nursing home, retirement home, and religious residence, subject to conditions.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

The site is also subject to former City of Toronto Zoning By-law 438-86, under which it is zoned Residential R4 (Z1.0) with a maximum height of 12 metres and maximum gross floor area (GFA) of 1.0 times the lot, similar to the use, density, and height provisions under Zoning By-law 569-2013.

Design Guidelines

The following design guidelines are applicable to the evaluation of this application:

- The Site and Area Specific Policy (SASP 501) and the Queen Street East: Ashbridge Precinct Urban Design Guidelines;
- City-wide Tall Building Design Guidelines;
- Mid-Rise Building Performance Standards and Mid-Rise Building Performance Standards Addendum;
- Draft Growing Up Urban Design Guidelines; and
- Pet Friendly Design Guidelines.

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

Growing Up Guidelines

In 2015, the City Planning Division initiated a study entitled, Growing Up: Planning for Children in New Vertical Communities (the Study). The Study produced draft guidelines to direction how new development can better function for larger households at three scales: the unit, the building and the neighbourhood. The objective is that developments deliver tangible outcomes to increase liveability for larger households at each scale.

The draft guidelines outline a structure that provides guidance on the neighbourhood, the building and the unit. Specific guidance for larger units is provided to support a variety of household compositions, including a minimum 25% for larger units to be provided, with additional guidance for size and unit breakdown.

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

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study in 2010, which identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planningdevelopment/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

In 2016, City Council adopted a revised Mid-Rise Building Performance Standards Addendum for staff to use together with the 2010 Mid-Rise Building Performance Standards in the preparation of area studies or for the evaluation of mid-rise development applications in locations where the Performance Standards are applicable. Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and
<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

The Mid-rise Buildings Performance Standards (2010) and Addendum (2016) were considered together in the evaluation of this application.

TransformTO

Initiated in 2015, TransformTO is a community-wide, cross-corporate initiative designed to engage residents, experts, stakeholders and all City Divisions, Agencies and Corporations on how Toronto can achieve a low-carbon future that meets the needs of all Torontonians. In March 2015 the Parks and Environment Subcommittee on Climate Change Mitigation and Adaptation was created to guide and support the project. At its meeting on December 13, 2016, City Council amended and adopted a report identifying short-term actions achieve the objectives of Transform TO, including the interim goal of a 30% reduction in greenhouse gas emissions by 2020

Site Plan Control

The property is subject to Site Plan Control. An application for Site Plan approval has not been submitted

COMMENTS

The following discussion reviews the proposed development through the policies, guidelines and objectives noted above.

Provincial Policy

The Planning Act

Section 2 of the Planning Act establishes matters of provincial interest including:

- The orderly development of safe and healthy communities;
- The adequate provision of a full range of housing, including affordable housing; and,
- The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The City has had regard for the above contents of the Planning Act through the review of this application. As detailed below, the applicant's proposal meets the intent of Provincial and City policies intended to guide the desired outcomes of the matters of provincial interest established in the Planning Act. The location, form and scale of the proposed development has been designed to promote a sense of place, vibrancy, safety and accessibility and contributes to a full range of housing, including the provision of two-and three-bedroom units to accommodate families.

Provincial Policy Statement (2020)

The PPS 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.

The Provincial Policy Statement (PPS) requires accommodation for an appropriate range of housing types and densities to meet projected requirements of current and future residents. Other key policies encourage development of healthy, livable and safe communities achieved, amongst other means, by accommodating a range of uses to meet long-term needs, facilitating all forms of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of public transit.

Policy 1.1.3.3 of the PPS refers to appropriate locations for transit-supportive development and Policy 1.1.3.4 refers to appropriate development standards to facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 requires that provision be made for an appropriate range and mix of housing types to meet projected market-based and affordable housing needs of current and future residents.

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 4.6 recognizes the Official Plan as the most important vehicle for implementation of the PPS.

Policy 1.5.1 (b) of the PPS indicates that healthy, active communities should be promoted by "planning and providing for a full range of equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas...". The proposal provides an on-site POPS which connects to and expands an existing and planned network of parks and open spaces.

In regard to efficient use of infrastructure and transportation systems, the proposal is located along the Queen Streetcar route, and adjacent to a number of bus routes. It promotes a land use pattern, density and mix of uses that limits vehicle trips. The inclusion of new open space, bicycle parking, and the proposed mix of uses provides for increased pedestrian connectivity supporting the use of transit and active transportation as described in Policy 1.6.7.4.

The proposed development is consistent with the above policies and other relevant policies of the Provincial Policy Statement. The proposal provides a mix of residential unit sizes, introducing a significant amount of residential apartment units into an area where the predominant housing stock is represented by low rise, ground related dwellings. The proposal is close to transit and active transportation options. The proposal achieves the Official Plan's broader objectives of building complete communities in a format compatible with its surrounding.

The current proposal is consistent with the relevant policies of the PPS (2020). It provides for a healthy, liveable, and safe community by accommodating an appropriate range of housing units. The current proposal is a compact form of development located on a major road and transit priority segment, efficiently using the land, resources, infrastructure and supports active transportation and transit. The proposed zoning by-law amendments implement the Official Plan and Provincial Policy.

Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') provides a framework for managing growth in the Greater Golden Horseshoe. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. The subject site is an Intensification Area as defined by the Growth Plan.

Section 2.1 of the Growth Plan directs that the Plan is about accommodating forecasted growth in complete communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food.

Section 2.2.2.3 of the Growth Plan directs municipalities develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up area, and identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development. The Growth Plan Section 2.2.2.3 (d) directs that lands are to be zoned and development designed in a manner that supports the achievement of *complete communities*.

From a land use perspective, the proposal adheres to the guiding principles of the Growth Plan and contributes to the achievement of complete communities. The proposed development comprises a broad range and mix of retail, rental housing, ownership, and affordable housing. The development also provides a building design which transitions appropriately to the surrounding areas, and is connected by quality open spaces, and is located near multiple forms of transit. The proposal represents an area where the Plan directs growth to occur. The proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

Land Use Policy

This application has been reviewed against the Official Plan policies and guidelines described in the Issue Background Section of this report as well as the policies of the Toronto Official Plan as a whole. The following sections provide City Planning staff commentary on the background review and whether the land use and development proposed by the applicant is appropriate for the site.

Site and Area Specific Policy 501 and Queen Street East: Ashbridge Precinct Urban Design Guidelines

Section 2.2.2.3 of the Growth Plan directs municipalities develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up area, and identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development. The Growth Plan Section 2.2.2.3 (d) directs that lands are to be zoned and development designed in a manner that supports the achievement of complete communities.

Compliance with SASP 501

The proposed development includes intensification of the site and increased affordable housing, and provides open space and improved pedestrian connections through the site, while transitioning appropriately to the surrounding *Neighbourhoods*. The proposed street wall, base building dimensions, separation distances, and stepbacks are all consistent with the intent of the policies and guidelines.

With regard to the proposed 17 storey building component on the south-west corner of the Market Site, SASP 501 requires that development be situated within a 45 degree angular plane. Given the deep lot condition which extends from Queen Street East to Eastern Avenue, the building generally meets the 45 degree angular plane measured from Queen Street East and has minimal shadow impacts. This accommodates an appropriate transition to the abutting areas with the exception of minor balcony and screening penetrations and projections. These projections are minor and acceptable as

many of the impacts are mitigated by reducing the overall number of balconies, and through the design of balcony guards and or privacy screens.

The proposed 10-storey TCHC Building fronting onto Eastern Avenue and Coxwell Avenue is also with this angular plane as measured from Queen Street East, and is consistent with the general height range of 6-11 storeys for mid-rise buildings in the city.

With regard to the proposed mid-rise portion of the development along Queen Street East, the proposed 14 metre streetwall height is consistent with SASP 501, and is designed with a number of recesses and transitions helping to create a human-scale built form.

The proposed building fronting along Queen Street East provides a contemporary design approach manifested through a rhythm of retail bays, consistent with the prevailing main street character in Leslieville. Proposed retail entrances will be recessed into the building, which maintains a consistent design reference with the existing retail character along Queen Street East. The design fenestration of windows, entrances, and the overall elevation, including its materiality, will be further refined through the Site Plan Application process to reflect the fine-grained rhythm and scale of retail along the street.

The proposed development includes a broad range of affordable and rental housing and a diversity of housing types, increases public space on the ground level, improves pedestrian connections through the site, and transitions appropriately to the surrounding *Neighbourhoods*. Although the proposed building heights are more than what is permitted in SASP 501, the overall building design, angular plane, massing, and separation distances are consistent with the intent of the policies. The proposal includes the provision of an on-site privately-owned, publicly-accessible open space (the "POPS"), a range of commercial units, an extensive bike parking strategy, and new pedestrian connections among other benefits and improvements.

In the opinion of City Planning staff, the significant depth of the lot with frontages on both Eastern Avenue and Queen Street East provides an opportunity for additional height and density while respecting the intent of the policies of SASP 501.

Avenues

The Urban Structure Map in the Official Plan identifies the Queen Street frontage of the site as an Avenue. The Official Plan identifies Avenues as important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for residents.

The Official Plan encourages intensification along Avenues, however this intensification must respond to the characteristics of each Avenue and is generally not intended to be uniform. Reurbanizing the Avenues is intended to be achieved through the preparation of Avenue Studies, which guide the strategic development of mixed-use segments of the corridors shown on Map 2. Development proposed in advance of an Avenue Study will require the completion of an Avenue Segment review.

Background planning and urban design analysis related to the Ashbridge Precinct and resulting SASP 501 precluded the need for a separate Avenue Segment Study in this instance. However, the applicant produced an Urban Design Analysis as part of their planning rationale, which outlines additional details regarding site context and character; transition and fit; sunlight/shadows; pedestrian realm; frontages and setbacks; built form and massing; façade treatments; and pedestrian safety among other matters.

The proposed development complies with the Official Plan policies regarding development on an Avenue.

Land Use Designations - Mixed-Use Areas

The site is designated *Mixed Use Areas* on Map 21 – Land Use Plan. This designation permits a broad range of commercial, residential and institutional uses in single use or mixed use buildings. The *Mixed Use Areas* are designated for growth and are expected to absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. *Mixed Use Areas* will build out in varying scales that are appropriate to the local context.

The proposal contains an appropriate balance of open space, retail, commercial and residential uses in a form that transitions appropriately to, and limits shadowing impacts on, adjacent *Neighbourhoods*. The proposed buildings frame the edges of streets at proportions appropriate for the area, with street wall dimensions that transition in scale towards adjacent *Mixed Use Areas*. The proposed buildings have been designed to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets. The proposal limits impacts on existing area parks and open spaces as well as the proposed new on-site open space.

The proposal complies with the applicable *Mixed Use Area* policies.

Built Form - Density, Height, Massing

The proposal presents a non-conventional approach to built form. The proposed development incorporates a varied, terraced built form, and lower-scale streetwall condition with mid-rise and taller building elements set back from the streetwall to reflect the scale and rhythm of the local context. This approach somewhat contrasts with the more typical approach to intensification on main streets with lower, larger floor plate mid-rise buildings with tighter building separations.

As discussed in the previous Land Use section of this report, the proposed approach was reviewed in the context of the Official Plan policies and guidelines, including SASP 501. These policies seek to ensure adequate transition to areas of lower scale, appropriate relationship to adjacent streets, and the limiting of light, view and privacy impacts on the surrounding area and within the development itself as further discussed below.

Existing and Planned Context

Official Plan Policy 3.1.2 requires that new development be massed and located to fit within the existing and planned context. The existing land use of the site is designated

as *Mixed Use Areas*, with its Queen Street East frontage also identified as an Avenue in the Official Plan. In growth areas, such as *Mixed Use Areas* along an Avenue, the planned context generally anticipates change. In general, height and density aspects of the planned context of new development will be assessed on the basis of the Plan's policies, including Secondary Plans and site and area specific policies.

The existing context surrounding the proposed development generally consists of lower-scale mixed-use buildings with newer mid-rise buildings developing along Queen Street East, generally within the 6-7 storey height range, compliant with area-specific policy that has been developed to guide the intensification of Queen Street East. The planned built form context has been established through the Queen Street East: Ashbridges Precinct Urban Design Guidelines and SASP 501, which was approved by City Council on February 2, 2016. In addition to Official Plan Policy 4.5.2, SASP 501 identifies that development exceeding permitted heights is only appropriate with sufficient width and depth to provide the required step-backs, angular planes, and appropriate access for parking and servicing, with a maximum height limit of 6 storeys.

The proposed 17 storey height of the Market Building is taller than a mid-rise building (typically 6-11 storeys), and what SASP 501 and the Guidelines contemplated. However, due to the large lot size with double frontage on Queen Street East and Eastern Avenue, the proposed built form is able to comply with a majority of the policies and is consistent with the overall intent of the built form policies established in SASP 501. Given that the unique terraced built form proposed, the City's built form policies and guidelines were reviewed in the context of assessing the lower-rise street wall component fronting the Queen Street East Avenue, as well as the mid-rise and taller building elements in the context of the site.

Mid-Rise Guidelines and Mid-rise Buildings Study and Performance Standards

Official Plan Policy 3.1.2 states that for the most part, future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area. On large sites, in redevelopment areas and in other areas whose physical contexts are no longer appropriate, new planning contexts will be created to ensure that each new development in these areas adds up to more than the sum of parts.

The Mid-Rise Guidelines (the "Guidelines") help translate the Official Plan policies to achieve optimal building siting and design that enhances the public realm while respecting and reinforcing the surrounding built environment and context. The Guidelines are crucial planning tools that assist in testing the appropriateness of development applications in the policy context.

In order to ensure mid-rise buildings are appropriately scaled relative to the surrounding streets, the Guidelines suggest that the street wall height of new buildings relate to the adjacent existing buildings at a height equal to 80% the width of the existing right-of-way on which the proposal fronts. Generally, this means that mid-rise building heights are determined based a 1:1 relationship with the width of the street and the size of the lot. For example, a 20 metre street like Queen Street East would generally have maximum height of 6-7 storeys.

The proposed street wall heights for this site range between 14 to 23.5 metres with stepbacks generally for every other storey, ranging from 6.3 to 21.5 metres from Queen Street East, and creating a number of terraces. The average height of the street wall along Queen Street East is 14 metres. The proposal breaks up the street wall with a number of vertical components to reflect the existing main street retail lot pattern.

The proposal occupies a significant amount of frontage on two streets and provides a varied façade fenestration to break up the impact of the built form. This provides a more dynamic approach to street wall design and is preferable, in this instance because of the very long frontage, to a more typical street wall, with no storefront variation. In order to allow the dynamic approach to street wall height and articulation, Staff recommend both a maximum street wall height of 14 metres and as well as a number of building stepbacks and separation distance obligations for the development.

In order to create a comfortable pedestrian realm, the streetwall is proposed to be stepped back beneath a 45 degree angular plane, measured from a height of 14 metres from the building edge. Mid-rise sections of the proposed buildings are terraced through a number of different setback conditions from the lower, 14 metre streetwall base building.

Angular planes are a commonly applied measurement to provide transition in scale from taller buildings to lower scaled areas, limiting shadow impacts and supporting appropriate separation distances on neighbouring properties that are lower in scale. City Planning staff worked with the applicant based on the feedback from the community to reduce the proposed massing by incorporating a stronger transition to the existing context to the west and north. As such, the building was further carved to fit more appropriately within a 45-degree angular plane, commencing at a height of 14 metres along Queen Street East, to improve the transition from the public realm and the facing Queen Street East buildings in the north.

Additional revisions included modifying the west elevation of the Market Building with increased recesses for the mid-rise section of the building, with 8.8 metre setbacks for the portion of the building from 5-11 storeys and 10 metre setbacks for a large portion of the building above the 11th storey. This improved access to sunlight and separation from the neighbouring property. In addition, the proposal has been refined to provide a 6 metre curb to building setback along Eastern Avenue, consistent with City guidelines for enhanced pedestrian comfort and movement, streetscape elements and activities related to uses at-grade.

Transition to Lower Scale Areas

The Official Plan repeatedly directs that new development transition to adjacent areas of lower scale, and specifically towards *Neighbourhoods*, in several locations.

The Healthy Neighbourhoods Section of the Official Plan (Policy 2.3.1.2) directs that intensification of land adjacent to *Neighbourhoods* will provide a gradual transition of scale and density as necessary to achieve the objectives of this plan.

The Built Form Policies of the Official Plan (Policy 3.1.2.3) direct that new development will be massed and designed to fit harmoniously into its existing and/or planned context and create an appropriate transition in scale to neighbouring existing or planned buildings.

The Mixed Use Areas Policies of the Official Plan (Policy 4.5) directs that development in *Mixed Use Areas* will be located and massed to provide a transition between areas of different development intensity and scale through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*. The site is within a *Mixed Use Area* and is within proximity to lower scale *Neighbourhoods* directly north of Queen Street East. The manner in which new buildings transition to adjacent areas of lower scale was a critical piece of City Planning's analysis and was subject to considerable comment from the community.

Appropriate transition in scale can be achieved in different combinations, usually employing angular planes, stepping down of height, appropriate location and orientation of new buildings, and the use of setbacks and stepbacks of building mass. In this instance, the applicable 45 degree angular plane, as required in SASP 501, adequately ensures new buildings transition appropriately to the surrounding area.

The development accordingly provides transition to the surrounding areas, through the implementation of appropriate setbacks and stepping down of heights, and is consistent with the built form policies of the Official Plan.

Sun, Shadow, Wind

The proposed buildings have been massed, located, and articulated with appropriate separation distances and orientation to limit shadow impacts on surrounding areas and maintain sky view in accordance with the intent of the Official Plan Built Form policies.

A shadow study was submitted with the application illustrating the incremental shadow impacts during March 21st and September 21st (Spring and Fall Equinoxes).

The March 21st and September 21st shadow studies show new shadows cast between 9:18 a.m. and 11:18 a.m. At 11:18 a.m. the proposed shadow brushes the mixed use buildings along the north side of Queen Street East, and moves off these buildings at 12:18 p.m. It is important to note that the as-of-right height permissions would also cast shadows on the abutting property to the west.

The north side sidewalk will receive direct sun from 12:18 p.m. until 6:18 p.m., at which time the buildings on the north side of Queen Street East cast a shadow on the sidewalk. This exposure allows for approximately 6 hours of direct sunlight, which is acceptable. Comparing the shadow impact of the proposed development to an as-of-right building that is permitted to a maximum building height of 14 metres, the difference is minor. This is due to the proposed building stepbacks above the fourth floor.

The development will cast a shadow over a small portion of the north-east corner of the Jonathan Ashbridge Park to the east briefly in the early morning, but there are no shadow impacts after 10:18 a.m.

Planning staff have assessed the proposed development in terms of the incremental shadow impact and are satisfied that it adequately limits shadow on areas designated as *Neighbourhoods* and *Parks*.

With regard to wind conditions, only mid-rise base buildings will be adjacent to Queen Street East and Coxwell Avenue, which typically do not have a significant impact on street level wind conditions. The taller building components are set back substantially from the street and will not affect pedestrian level wind conditions. An additional wind study will be a requirement of a Site Plan Control application, to ensure appropriate wind mitigation measures are further identified and implemented including measures with respect to POPS and publicly accessible areas within the site.

Growing Up Guidelines and Unit Mix

This application has been reviewed against the draft guidelines described in the Policy Considerations Section of the Report.

The proposed provision of two-bedroom and three-bedroom units supports the objectives of the Growing Up Guidelines, Official Plan housing policies and the Growth Plan's growth management and housing policies to accommodate a broad range of households, including families with children. This application meets the intent of the Guidelines with the Market Building providing 46% of the residential units as larger units, which exceeds the Guidelines recommendation of 25%. The proposed provision of two bedroom units (36%) and three-plus bedroom units (10%) implements the intent of the Guidelines.

The proposed unit type, range and mix are consistent with the policies of the Official Plan. The City will secure the provision of a minimum 36% two bedroom and 10% three-plus bedroom units with a minimum 45% of the total units as two and three-plus bedroom, within the Zoning by-law and Section 37 agreement. As there may be limited fluctuation in the number of residential units constructed on site, the By-law amendment secures a maximum residential floor area as opposed to a specific number of units.

Rental Housing

Policy 3.2.1 of the Official Plan requires the provision of a full range of housing in terms of affordability, form and tenure across the City. The Market Building proposal is comprised of 265 rental units, out of the total 628 units, with over 31% of the rental units being two bedroom units and 13% of the rental units having three bedrooms or more. This proposal introduces purpose-built rental units into an area where the current rental housing stock is predominantly comprised of low-rise housing.

The proposal also includes an affordable housing contribution within Ward 14 through the Section 37 Community Benefits process. Further information on this is found in the Section 37 section below.

Affordable Housing

The applicant has agreed to provide affordable housing on site, as part of a comprehensive redevelopment agreement described in the Memorandum of Understanding (the "MOU") dated October 19, 2019 between the City of Toronto, Toronto Community Housing Corporation and Context (Summerville) Inc., and such agreements entered into pursuant to the MOU as described in the Recommendations section of this report. The community benefits secured through Section 37 provide further clarity on these affordable housing requirements.

Under the terms of the Memorandum of City Planning, the City's Housing Secretariat, Toronto Community Housing, and the applicant have worked collaboratively to maximize the delivery of affordable housing through the redevelopment of this site, while delivering other key City objectives such as the modernization of TCHC's aging housing portfolio and the context-sensitive infill development.

Traffic Impact, Access, Parking

In support of proposed development, the applicant submitted an Urban Transportation Considerations Report by BA Group, dated November 2019, and revised in April 2020.

The study involved conducting traffic counts at all intersections in the vicinity of the subject property and projecting peak hour trip generation for each of the proposed uses to determine the anticipated impact on traffic queues at all the intersections under review. Total trip generation from the proposal is expected to be in the order of 115 and 120 net new two-way vehicles trips (compared to the existing site) during the morning and afternoon peak hours, respectively. The consultant concluded that given the results of the capacity analysis performed as part of this study, new site traffic volumes can be appropriately accommodated at all signalized and unsignalized intersections within the study area.

The consultant concluded that traffic operations at all unsignalized intersections within the study area are at acceptable levels of service under all scenarios without any need for road improvements or mitigation measures. The impact of site related traffic at the area unsignalized intersections will not noticeably affect the level of service compared to future background conditions. The consultant concludes that the proposed development can be acceptably and appropriately accommodated on the area transportation systems (i.e. street network, transit system and pedestrian/cycling infrastructure). City staff agree with this conclusion.

Transportation Services staff is reviewing the feasibility of installing a mid-block pedestrian signal to provide safe pedestrian connectivity across Eastern Avenue. This road improvement is intended to ease some of the concerns identified through community consultation related to existing and future mid-block pedestrian connectivity across Eastern Avenue. Staff will complete the review as part of the future site plan application. Should Council approve the installation of the pedestrian signal, the installation will be secured through the site plan approval process, at no cost to the City of Toronto.

Cycling

A total of 641 and 170 bike parking spaces including long and short term residential and commercial bike parking are proposed in the Market Building and TCHC Building respectively. The proposal is located adjacent to an abundance of open space and is in proximity to the Martin Goodman Trail. The provision of bike facilities within the development encourages cycling as a safe and accessible mode of transportation, consistent with City and Provincial policies. Through the Site Plan process, staff will review the proposed access and configuration to any bike storage facilities onsite, ensuring access is convenient and safe.

Vehicle Access

Vehicle access to the site is proposed from a driveway on Eastern Avenue and via the existing public laneway connecting to Coxwell Avenue. All loading facilities for the Market Building are located internal to the building and also accessed via the lane. The loading for the TCHC Building is located at the northeast corner of the building and will be screened.

The proposed location of the access driveway is acceptable to City staff, in principle. Details related to site access arrangement, site circulation, layout and design of the proposed entrance driveways will be secured through the Site Plan review process.

Parking

A total of 299 parking spaces are proposed within the Market Building comprising of 257 resident, 37 visitor, and 5 car-share spaces. Within the TCHC Building, 36 resident and visitor spaces are proposed. Transportation Services staff have reviewed the proposed parking supply and supporting study and have deemed the proposed parking supply to be generally acceptable for a host of reasons including proximity to frequent transit and cycling infrastructure.

Public Transit

The site is served by the 501 Queen Streetcar, 503 Kingston Road Streetcar, the 501A Streetcar, and a number of bus routes, collectively providing frequent service at all times, seven days a week.

Since the rollout of the new streetcars, their greater capacity will help to relieve pressure of overcrowding which sometimes occurs during peak hours, enhancing east/west capacity on the transit network as a whole.

Loading and Solid Waste

A total of one Type G, one Type B, and two Type C loading spaces are proposed for the Market Building, and one Type G and one Type C space is proposed for the TCHC Building.

The consultant prepared a series of vehicle manoeuvring diagrams illustrating the spatial requirements of City refuse/recycling collection vehicles and other single-unit loading vehicles accessing and manoeuvring within the proposed loading area.

Transportation Services have reviewed the submitted justification and accept the provision as acceptable for this site. Solid Waste Management staff have also reviewed the submitted justification and accept the proposal.

Detailed design of loading areas will be secured through the Site Plan process.

Servicing

The applicant has submitted a Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering, dated November 27, 2019, and revised May 29, 2020 in support of the proposed development. These documents have been reviewed by Engineering and Construction Services (ECS). The Functional Servicing and Stormwater Management Report demonstrates, to the satisfaction of Engineering and Construction Services Staff, that the proposal is able to be adequately serviced from existing storm, water, and sanitary infrastructure. Specific details regarding Servicing connections and stormwater management facilities will be secured through the Site Plan process.

Streetscape

Section 3.1 of the Official Plan directs that high quality architecture, landscape and urban design and construction will be promoted within new developments to enhance the quality of the public realm.

The proposal advances the Official Plan's public realm policy objectives in a number of ways, including increased publicly accessible pedestrian connections through the site connecting to adjacent public streets, increased building setbacks on Queen Street East and Eastern Avenue, and enhanced paving and landscaping treatments on all street frontages.

An important component of the identity of Queen Street East is its main street retail character. The proposed development will improve the streetscape of Queen Street East and Eastern Avenue as well as create additional landscaping opportunities within the proposed private lane. The sidewalk will be interrupted by one curb cut along Eastern Avenue for the new north-south private lane.

The Queen Street East streetscape will benefit from a proposed POPS. The development will create opportunities to plant additional street trees on Queen Street East. Through the redevelopment proposal, this section of Queen Street East will be planted with new street trees within a 4.8 metre sidewalk to enhance the sense of place and expand the urban tree canopy.

An additional character-defining aspect of Queen Street East is the existing variety of recessed retail store entrances. The proposed development provides a number of recesses and articulated façades reflecting this characteristic.

The existing character of Eastern Avenue can be described as a green and leafy boulevard surrounded by an abundance of open space, including Woodbine Park, Jonathan Ashbridge Park and Martin Goodman Trail, among others. The development proposal includes a wide 6 metre boulevard and appropriate streetscaping elements, and a new crosswalk to be secured through the Site Plan process.

The proposed north-south private lane is conceived to also provide pedestrian connectivity, featuring bollards instead of raised curbs to create a more pedestrian-friendly environment, and calm traffic by creating the sense that vehicles are entering a pedestrian zone.

Overall, the proposed development will create opportunities to improve existing streetscapes on Queen Street East and Eastern Avenue with additional trees, landscaping and fewer curb cuts. The proposed private lane will have a progressive design with a pedestrian focus.

Landscaping details will be further explored and secured in the context of the future Site Plan process.

Privately-Owned Publicly Accessible Open Space (POPS)

A POPS of approximately 648 square metres is proposed, located at the north-east corner of the property fronting onto Queen Street East. The area would include a designed plaza with a mix of hard and soft landscaping, pedestrian furniture, and pathways. Staff consider the proposed POPS to be a positive element of the development and a significant public realm enhancement. The POPS is proposed to also provide pedestrian connectivity between Queen Street East and Eastern Avenue.

This report recommends that the POPS be secured in the Section 37 Agreement as a legal convenience with consideration for pedestrian clearways adjacent to the POPS and the design to be finalized through the site plan process and use provisions secured in the Site Plan Agreement.

Pedestrian Walkway

In order to promote enhanced pedestrian access between Queen Street East and the surrounding parks south of Eastern Avenue, an accessible 2.5 metre public pedestrian walkway is proposed along the western property line of the site. Staff consider the proposed walkway to be a positive element of the development and a significant public realm enhancement. The walkway is proposed to be a linear pathway connecting Queen Street East to Eastern Avenue and the proposed crosswalk.

This report recommends that the pedestrian walkway be secured in the Section 37 Agreement as a legal convenience, with the design to be finalized through the site plan review process and use provisions secured in the Site Plan Agreement.

Open Space/Parkland

The development site is within close proximity to a number of parks including Jonathan Ashbridge Park, Main Sewage Treatment Park, and Woodbine Park providing a variety of passive and active recreation opportunities.

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 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.

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 7,346 square metres or 81% 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 is 915 square metres.

It is Parks, Forestry and Recreation (PFR)'s mandate is to expand and improve the City's parks and natural ravine system. To achieve this goal, Parks Staff looks to secure on-site parkland dedication on all feasible development sites. As per comments submitted February 13, 2020, an on-site parkland dedication was requested.

Multiple meetings were held with the applicant and internal divisions to discuss the final size and layout of the on-site park as well as the existence of twin sewers running through the center of the site and under the proposed park dedication. The sewers are owned and operated by Toronto Water and require a 20 metre surface easement, which would cover 15 metres of the 23 metre width of the proposed park, leaving a small area unencumbered. Despite the restrictions such an easement would put on the park design and programmability, PFR was willing to work with the applicant to move the park forward.

At a meeting held April 29th, 2020, City staff were advised of contamination issues affecting the proposed park block. That issue could be further complicated by the existing sewer infrastructure. These environmental issues will require monitoring before the Ministry of Environment, Conservation and Parks is able to remove those requirements from the CPU. It is not certain that the lands would be able to meet the *Policy for Accepting Potentially Contaminated Lands to be Conveyed to the City* under the Planning Act (January 2015).

Due to the proposed park block potentially being contaminated with unknown groundwater and environmental issues, Parks are no longer requesting an on-site parkland dedication as part of this application.

The applicant requested PFR consider accepting the proposed on-site park as a strata conveyance in order allow for the environmental monitoring to occur under a different

ownership. This option was reviewed, but concluded environmental conditions cannot be stratified between two ownerships. Therefore, the lands would still fail to meet the City's conveyance policy. Until further testing is completed, the environmental condition of these lands will remain uncertain. PFR is unable to take on this risk and will no longer be requesting an on-site parkland dedication as part of this application.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The non-residential component of this proposal is subject to a 2% parkland dedication while the market residential component is subject to a cap of 10% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised by Corporate Real Estate Management. The parks levy will be appraised prior to the issuance of the first above grade building permit and will be valid for six months thereafter. Payment will be required prior to the issuance of said permit.

The Toronto Community Housing Corporation (TCHC) approached PFR to determine if an off-site parkland dedication for an existing TCHC owned site in the neighbouring area would be acceptable. It was acknowledged this development may not be able to support a full cash-in-lieu payment due to the high number of affordable rental replacement units required as well as additional affordable units secured. PFR is working with TCHC to secure an acceptable alternative.

PFR is currently completing its due diligence on a potential location that has been identified. The off-site parcel proposed is larger than the proposed on-site parkland dedication, will be expanding an existing park, is in close proximity to another TCHC facility, and is in an area with a lower parkland provision per person than the development site. If found acceptable, approval from the TCHC board would be required prior to proceeding. The parkland would be subject to conditions for conveyance of parkland prior to the issuance of the first above grade building permit.

The recommendations in this report do not specify the required parkland dedication as to allow time for the due diligence to be completed. If the off-site parkland dedication proceeds, the proposed on-site park parcel would be secured as a POPS, which ensures no negative impact to the development and will provide programming to the neighbourhood.

Existing and Replacement Social Housing

The site is currently occupied by two six-storey Toronto Community Housing Corporation (TCHC) apartment buildings with a total of 120 social housing units. All 120 existing social housing units are proposed to be demolished to allow for redevelopment of the site.

To satisfy Official Plan Policy 3.2.1.7 with regard to the demolition of existing social housing, the Section 37 Agreement and subsequent Section 111 Agreement will secure 120 rental dwelling units in the new building(s) to be maintained as social housing for a period of at least 40 years as replacement for the 120 existing social units proposed to be demolished at the subject site.

The 120 existing social housing units are comprised of 38 one-bedroom units, 34 two-bedroom units and 48 three-bedroom units. All 120 units are owned and managed by TCHC and have rents geared-to-income. The same number and type (number of bedrooms) will be replaced, and all replacement social housing units will have rents geared-to-income for a period of at least 40 years. Out of the 120 replacement units, 103 will be replaced in the new 10-storey residential TCH Building, and 17 will be replaced in the Market Building, to be operated by a non-profit organization.

The applicant identified that the average existing unit sizes are:

- One-bedroom: 606 square feet
- Two-bedroom: 798 square feet
- Three-bedroom: 1,003 square feet

The proposed average replacement unit size will be:

- One-bedroom: 590 square feet
- Two-bedroom: 806 square feet
- Three-bedroom: 989 square feet

More detailed plans containing the layouts of the replacement units and building amenities and facilities will be provided for City staff review at the Site Plan Application stage.

Tenant Relocation and Assistance

As identified earlier in this report, Policy 3.2.1.7 of the Official Plan addresses the demolition and replacement of social housing. In addition to requiring the full replacement of social housing units to be demolished, the policy also requires that a Tenant Relocation and Assistance Implementation Plan be prepared. Such a Plan will include at a minimum, but is not limited to:

- a tenant's right to a new replacement social housing unit;
- continued provision of rent-geared-to-income subsidies to tenants being relocated, subject to their on-going eligibility;
- provision of moving assistance, including moving services and other support to assist with moving to a temporary and new replacement unit;
- a minimum of 5 months' notice prior to having to move; and
- equitable and transparent selection of temporary relocation and new replacement units.

A Tenant Relocation and Assistance Implementation Plan was prepared by TCHC. This detailed plan identifies the specific process and issues relating to the relocation of tenants during the redevelopment process of 1555 and 1575 Queen Street East. The

applicant's social housing replacement proposal and tenant relocation and assistance plan conform with the Official Plan and will help preserve the City's existing stock of social housing.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'. An Arborist Report, Tree Protection and Removal Plan, and Tree Planting and Soil Volume Plan were submitted by the applicant.

The applicant proposes to remove four (4) City-owned trees regulated by the Street Tree Bylaw, sixteen (16) privately-owned trees regulated by the Private Tree By-law, and eleven (11) privately-owned trees not regulated by the Private Tree By-law. Urban Forestry staff have received an application to permit the removal of the all By-law protected trees.

To satisfy By-law requirements, the applicant will be required to provide a minimum of four (4) new trees on the City road allowance and thirty-eight (38) new trees on private property. The Tree Planting and Soil Volume Plan indicates the planting of thirty-five (35) new trees within the City road allowances and thirty-seven (37) new trees within the subject site and the new POPS.

Prior to final tree permit issuance, the applicant will be required to submit a tree loss payment for City trees being removed, a tree planting security deposit to ensure the planting and survival of all new City trees, and a cash-in-lieu of replanting payment for any replacement trees required by the By-laws that are not planted due to site constraints. The final number and location of replacement trees including spacing, species, soil volume and planter details will be determined in the context of a future Site Plan Application to the satisfaction of the General Manager of Parks, Forestry and Recreation.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for sustainable new 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.

City agencies such as Toronto Community Housing Corporation are required to meet a minimum of Tier 2 levels of TGS performance and to aim for net zero energy and emissions as directed by Toronto City Council. Tier 2, higher levels of performance are being explored for the development site. The applicant is required to meet Tier 1 of the TGS. Tier 1 development features including automobile infrastructure, cycling

infrastructure and the storage and collection of recycling and organic waste will be secured through the draft zoning by-law amendment and the site plan approval process.

Other applicable TGS performance measure will be secured through the Site Plan Approval Process. The applicant will be encouraged to meet Tier 2 or higher standards through the Site Plan Approval process.

Community Services and Facilities Assessment

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

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

The applicant submitted a Community Services and Facilities Study, prepared by Urban Strategies. The area is generally well-served by community services and facilities. An inventory and assessment by sector is provided below.

Schools

There are 16 schools serving the subject site including 11 Toronto District School Board (TDSB) schools, and 5 Toronto Catholic District School Board (TCDSB) schools. Six of these schools are currently over capacity.

Based on current utilization rates, the potential new students resulting from the proposed 771 units could be accommodated by the existing local schools.

Community Recreation

There are a number of community recreation facilities serving the subject site including; Matty Eckler Community Centre, S.H. Armstrong Community Centre, Fairmount Park Community Centre, Jimmie Simpson Recreation Centre and Beaches Recreation Centre. S.H. Armstrong Community Centre is within walking distance, while the others are accessible via transit. S.H. Armstrong and Fairmount Park are shared-use facilities, co-located with TDSB schools.

Libraries

Three public library branches serve the subject site: the Beaches neighbourhood branch, Jones neighbourhood branch and Gerrard/Ashdale neighbourhood branch. TPL's Council-approved Facilities Master Plan identifies both the Gerrard/Ashdale and Jones branches as Horizon C capital projects.

Child care Facilities

There are 27 licensed child care facilities in the local area, 14 of which accept subsidy. Most of these locations offer spaces for toddlers, pre-school and school-aged children, with limited spaces for infants.

The Council approved Licensed Child Care Growth Strategy has a vision to serve 50% of children aged 0 to 4 years by 2026. Children's Services identifies the subject site as being in an area of medium priority with 30% to 39% of children aged 0 to 4 currently served by licensed spaces.

Community Space/ Human Service Agencies

Human Services refers to non-profit community based organizations that deliver a wide-range of programs and services across the city. Seven non-profit community organizations have been identified near the subject site, providing services in the area including newcomer settlement, health care, shelter, employment resources and life skills training. Most of these are located on Queen Street East.

Part Lot Control By-law Exemption

The Part Lot Control By-law exemption will enable the owner to subdivide the site into five components including the TCHC Building; the Market Condo Component; the Market Rental Component; the Retail Component; and the City Component (which includes 6 townhouse units and 26 rental units). The Shared Facilities Diagram submitted as part of the Part Lot Control Exemption application shows the manner in which the Market Building is intended to be subdivided into above components.

The PIN map submitted as part of the Part Lot Control Exemption application shows the intended lands for the TCHC Building and the portions of the lands that are subject to a registered plan of subdivision. It is intended that the Part Lot Control Exemption By-law will apply to the three parcels of land that are subject to a registered plan of subdivision.

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2019). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan for the following reasons:

Policy 1.6.7.4 of the PPS 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. The proposal is consistent with the PPS in this regard. The proposed Part Lot Control By-law will permit the orderly development of the site to allow a built form that supports an efficient use of land and existing transit infrastructure.

Policy 2.2.1.4 of the Growth Plan states that applying the policies of the plan will support the achievement of complete communities that, among other matters, will: feature a diverse mix of land uses, including residential uses and convenient access to local stores, services, and public service facilities; provide a diverse range of housing options; expand convenient access to an appropriate supply of safe, publicly-accessible open space, parks, trails, and other recreational facilities; and ensure an attractive and vibrant public realm.

The Part Lot Control By-law will permit the orderly development of the site to allow the proposed development creating a complete community that comprises a range and mix of residential and commercial intensification in a compact form which transitions appropriately to the surrounding areas. It will have a range of housing sizes and affordability; a mix of commercial uses including convenient local stores; a redevelopment of social housing; publicly-accessible open spaces; and a public realm with wide sidewalks, trees, and active building facades; and is located near multiple forms of transit.

Section 50(7) of the Planning Act, authorizes City Council to adopt a by-law exempting lands within a registered plan of subdivision from Part Lot Control. The subject lands are within a registered plan of subdivision. The lifting of Part Lot Control on the subject lands is considered appropriate for the orderly development of the lands and will facilitate the development.

To ensure that the Part Lot Control Exemption does not remain open indefinitely, it is recommended that the By-law contain an expiration date. In this case, the By-law should expire four years following enactment by City Council. This time frame provides sufficient time for the completion of the proposed development.

Staff are of the opinion that the Application is consistent with the PPS and conforms with the Growth Plan. The Application also conforms with the Official Plan. The exemption from part-lot control is considered appropriate for the orderly development of the site and is recommended for approval.

Community Consultation

A community consultation meeting took place on March 3, 2020, at SH Armstrong Community Centre. The meeting was attended by approximately 90 community members and the local Councillor who engaged in a discussion about the development proposal. City Planning staff presented on the policy framework and an overview of the initial proposal and preliminary planning issues. The applicant provided further details with respect to the proposal.

Some of the broader comments identified at that meeting included concerns regarding height and massing; vehicular and pedestrian traffic volume; traffic impacts on nearby schools and along Eastern Avenue; loss of green space; appropriate transition to neighbourhoods; and impacts on the character of Queen Street East and the appropriateness of an Official Plan Amendment.

Comments received throughout this process have informed staff's response to the applicant on revisions to the proposed plan and have had, in the opinion of City staff, an influence on the nature of revisions to the proposal.

Comments received varied significantly both in content and support for the development proposed. Community comments are summarized as follows:

Built Form

- A range of opinions regarding the proposed height and density were expressed. Many comments received suggest that the proposal is of a height and density that is inappropriate for the surrounding area.
- Other comments related to the positive benefits of the amount of affordable housing and opportunities for a range of unit types express support the growing need for housing in general.

Queen Street East

- The height of the built form along Queen Street East of the proposal was considered out of context with the surrounding area.
- Some of the adjacent property owners along Queen Street East expressed concerns regarding a loss of sunlight on their properties.
- Several comments requested appropriate transition of new buildings to the surrounding neighbourhoods.

Housing

- Given the amount of affordable and other housing units proposed in the development a number of considerations were expressed related to providing more opportunities for affordable ownership.
- Comments suggested that affordable owner opportunities should be provided by the developer.
- There was general support for the size and range of residential units being proposed.
- Some comments considered the proposed building heights to be appropriate on the condition that liveability both on-site and for the surrounding area be enhanced by elements of the proposal including open space and streetscape improvements and increasing the amount of affordable housing compared to the market units.

Open Space and Parks

- There was general concern regarding the loss of the existing on-site greenspace community gardens as a result of the redevelopment but were generally supportive of the proposed internal court in the Market Building and community garden space proposed in the TCHC Building.
- It was expressed that the site offers a great opportunity to become a gateway to the Beach and surrounding parks and open space and that the development should provide on-site park space and improvements to the pedestrian realm.
- Comments were generally supportive of the proposed POPS and pedestrian connectivity through the site, with suggestions as to materials and accessibility offered which will be further considered at the Site Plan stage.
- Comments were supportive of larger sidewalks.
- Some comments expressed a desire to replace and plant new shade trees along the street and within the site.

Transportation

- The proposed parking supply, vehicle trips to and from the site, and infiltration of vehicle traffic into the surrounding neighbourhood were often noted as concerns.
- Concerns with the further congestion on the Queen Streetcar were identified.
- Site access issues were identified with respect to the existing lane off Coxwell Avenue and the Eastern Avenue, which may create conflicts with pedestrian movement and the on-site open space.
- Traffic flow along Eastern Avenue was noted as a concern.
- Some comments related to the need for safe pedestrian connections across Eastern Avenue as a significant concern that is magnified by the proposed development.
- Both increased bicycle parking and a pedestrian crosswalk across Eastern Avenue were considered desirable.
- Some comments were concerned that Eastern Avenue might not retain its green character.

Other Comments

- Potential privacy and noise issues from balconies and the outdoor amenity space.
- Some comments received were supportive of the proposed retail but expressed concerns regarding the impact on local businesses.
- Some comments suggested that development would be better located in the downtown core while other comments suggested that more affordable and higher density housing options are required in all neighbourhoods throughout the City.
- Some comments expressed concerns respecting building massing and materiality, with particular interest in views toward the site from the park space south of Eastern Avenue and from Queen Street East.
- Many concerns were expressed about the duration and impact of demolition and construction on local businesses and the neighbourhood and schools.

Tenant Meeting

For the redevelopment of TCHC properties, the tenant meeting requirement under the City's Rental Housing Demolition and Conversion By-law is typically satisfied through a joint meeting held by City Planning staff and TCHC staff. Due to the current COVID-19 situation, the City and TCHC are unable to hold in-person meetings and as such, the information that would have been provided at an in-person meeting was mailed in a package to all tenants of 1555 and 1575 Queen Street East on May 20, 2020.

Both City Planning staff and TCHC staff contact information was included in the package handout to ensure that if tenants have any questions or feedback, they would be able to reach out at their convenience via phone, email, or by dropping by the on-site office.

The approach taken to satisfy the Rental Housing Demolition and Conversion By-law tenant meeting requirement ensures that the same information and access to staff was provided to tenants to ask questions and provide feedback regarding the demolition and relocation process.

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 objectives and policies of the Official Plan, and thus constitutes good planning.

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

- The Owner shall design and construct fifty (50) affordable rental housing units comprising approximately 2,826 square metres of residential Gross Floor Area in the new 16-storey mixed-use market rental building on the site, in accordance with the terms and conditions of the Memorandum of Understanding dated October 31, 2019, between the City of Toronto, Toronto Community Housing Corporation and Context (Summerville) Inc. and such agreements entered into pursuant to the Memorandum of Understanding (the "MOU") dated October 19, 2019, and such other terms as may be required, and shall provide such affordable rental housing dwelling units in accordance with such agreement(s) to be entered into with the City, all to the satisfaction of the Director, Housing Secretariat, Chief Planner and Executive Director, City Planning and the City Solicitor;

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

- The owner shall, at its sole cost and expense, design and construct sixty seven (67) residential dwelling units for the purpose of providing replacement rent-geared-to-income housing and affordable housing in accordance with the terms and conditions of the Memorandum of Understanding dated October 31, 2019, between the City of Toronto, Toronto Community Housing Corporation and Context (Summerville) Inc. and such agreements entered into pursuant to the Memorandum of Understanding (the "MOU") dated October 19, 2019, and such other terms as may be required and shall provide such residential dwelling units in accordance with such agreement(s) to be entered into with the City, all to the satisfaction of the Director, Affordable Housing Office, Chief Planner and Executive Director, City Planning and the City Solicitor;
- The number, size, type, and tenure of replacement residential rental units;
- Provision of a minimum of 46% of the total number of residential units as two and three bedrooms and a minimum of 36% of the total number of residential units contain two bedrooms and 10% of the total number of residential units contain at least three bedrooms;
- Design and construction of the proposed Eastern Avenue crosswalk at the location as generally identified on the submitted site plan drawings attached to this report on Attachment No.11;

- Design and construction of a Privately Owned, Publicly-Accessible Open Space (POPS) of not less than 648 square metres as generally shown on the site plan attached to this report as Attachment No. 11;
- Public access easement of not less than 2.5 metres wide to provide pedestrian connectivity between Queen Street East and Eastern Avenue generally along the western property line;
- On-site pet amenities with proper disposal facilities for the building residents including pet relief stations;
- Development and implementation of a construction management plan;
- Offsite parkland dedication as described in this report;
- Design and construction of required improvements to municipal infrastructure identified in the Functional Servicing and Stormwater Management Report, prepared by Counterpoint Engineering, dated November 27, 2019, and revised May 29, 2020;
- The owner construct and maintain the development of the TCHC Building in accordance with Tier 2 performance measures of the Toronto Green Standard, and the owner will be encouraged to achieve Toronto Green Standard, Tier 3 or higher, where appropriate;
- The owner construct and maintain the development of the Market Building in accordance with Tier 1 performance measures of the Toronto Green Standard, and the owner will be encouraged to achieve Toronto Green Standard, Tier 2 or higher, where appropriate;

Conclusion

The proposed redevelopment of the TCHC site presents an opportunity to intensify a large, underutilized, transit-oriented site in a manner consistent with City-building objectives.

In the view of City Planning Staff, there are few sites in the built-up neighbourhood context that present the opportunities of the TCHC site. The proposal presents an innovative approach to built form in Toronto. The proposal incorporates a varied, articulated street wall condition, with mid-rise and taller building elements carefully located and set back from the street. The design approach reflects the unique opportunity of this large urban site, and is respectful of its surrounding context.

Numerous improvements to the site, such as the incorporation of a significant number of affordable housing units, the development of a POPS, and the provision of an additional laneway and street improvements that enhance the pedestrian and cycling networks, are also achieved through this less conventional but contextually responsive approach to building form. Comments from the community received through the consultation process have greatly assisted staff in achieving this outcome.

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2019), the Toronto Official Plan and related Guidelines. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms and does not conflict with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the City of Toronto Official Plan, particularly as it relates to the policies describing the intent to reurbanize the Avenues. Staff worked with the applicant to address and resolve a number of issues such as ensuring appropriate built form transition, open space and traffic concerns.

Staff recommend that City Council approve the application, subject to the conditions noted in the Recommendations Section of this report.

CONTACT

Paul Mulé, Senior Planner, MCIP, RPP
Tel. No. 416.392.1306
E-mail: Paul.Mule@toronto.ca

SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA, 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: Site and Area Specific Policy 501
Attachment 5: Existing Zoning By-law Map
Attachment 6: Draft Official Plan Amendment
Attachment 7: Draft Zoning By-law Amendment (569-2013)
Attachment 8: Draft Zoning By-law Amendment (438-86)
Attachment 9: Draft Part Lot Control Exemption Plan
Attachment 10: Draft Part Lot Control By-law

Applicant Submitted Drawings

Attachment 11: Site Plan
Attachment 12: Elevations
Attachment 13: Perspective Views

Attachment 1: Application Data Sheet

Municipal Address: 1555 QUEEN ST E **Date Received:** November 29, 2019

Application Number: 19 255597 STE 14 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: Official Plan and Zoning By-law Amendment Application to facilitate the development of a 10-storey residential building (TCHC) and a 17-storey mixed-use building. A total of 771 residential units are proposed, of which, 220 are designated Affordable Housing units. 1,700 square metres of non-residential floor area is proposed.

Applicant

RICK
SOLE

Agent

Architect

Teepie Architects

Owner

TORONTO
COMMUNITY
HOUSING
CORPORATION

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: R4.0 Z1.0 Heritage Designation:

Height Limit (m): 12 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 13,422 Frontage (m): 198 Depth (m): 100

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,768		8,460	8,460
Residential GFA (sq m):	10,608		57,483	57,483
Non-Residential GFA (sq m):			1,657	1,657
Total GFA (sq m):	10,608		59,140	59,140
Height - Storeys:	6		17	17
Height - Metres:			56	56

Lot Coverage Ratio (%): 63.03

Floor Space Index: 4.41

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 57,483

Retail GFA: 1,657

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	120		403	403
Freehold:				
Condominium:			363	363
Other:				
Total Units:	120		766	766

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		24	367	264	111
Total Units:		24	367	264	111

Parking and Loading

Parking Spaces: 335 Bicycle Parking Spaces: 803 Loading Docks: 6

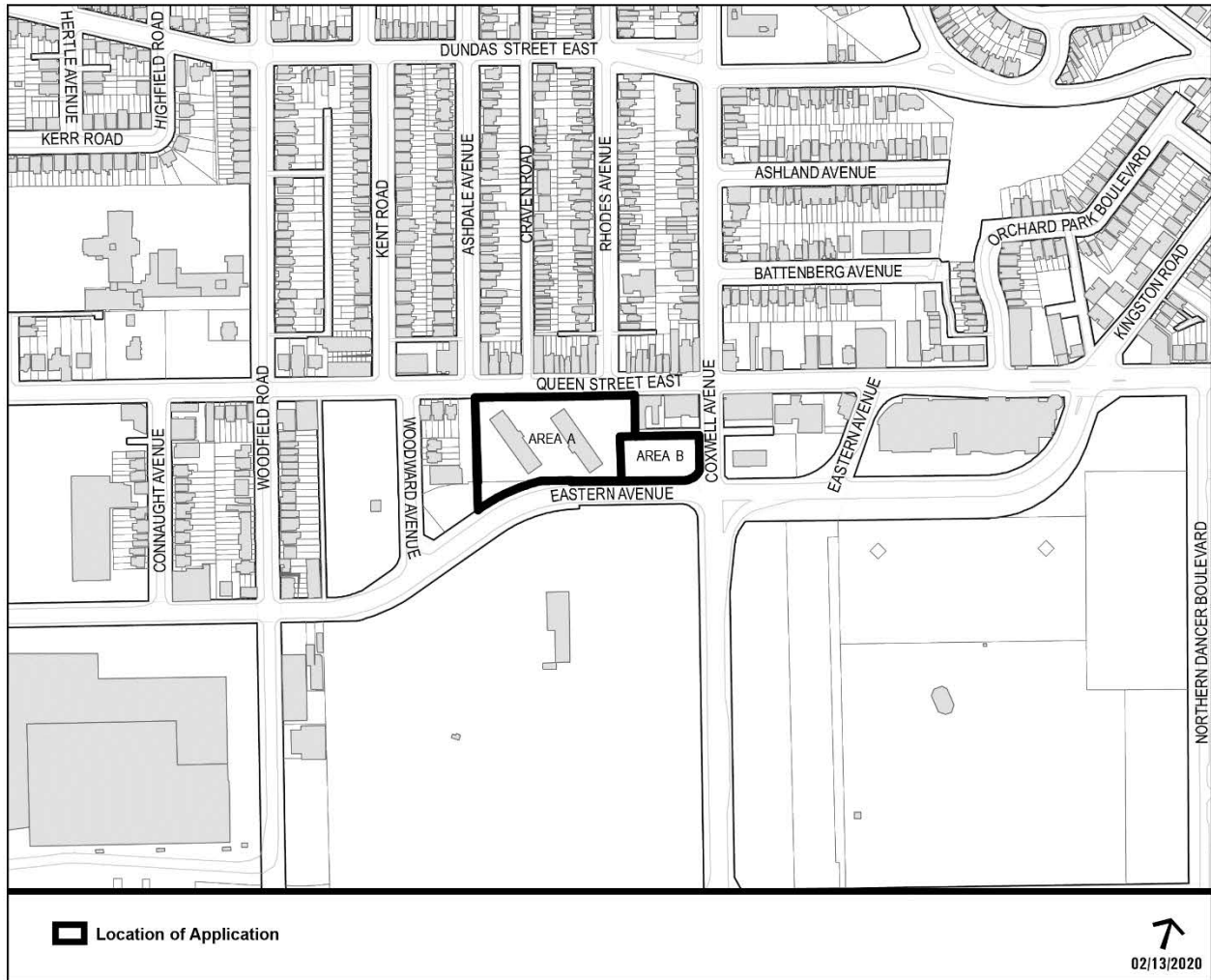
CONTACT:

Paul Mule, Senior Planner

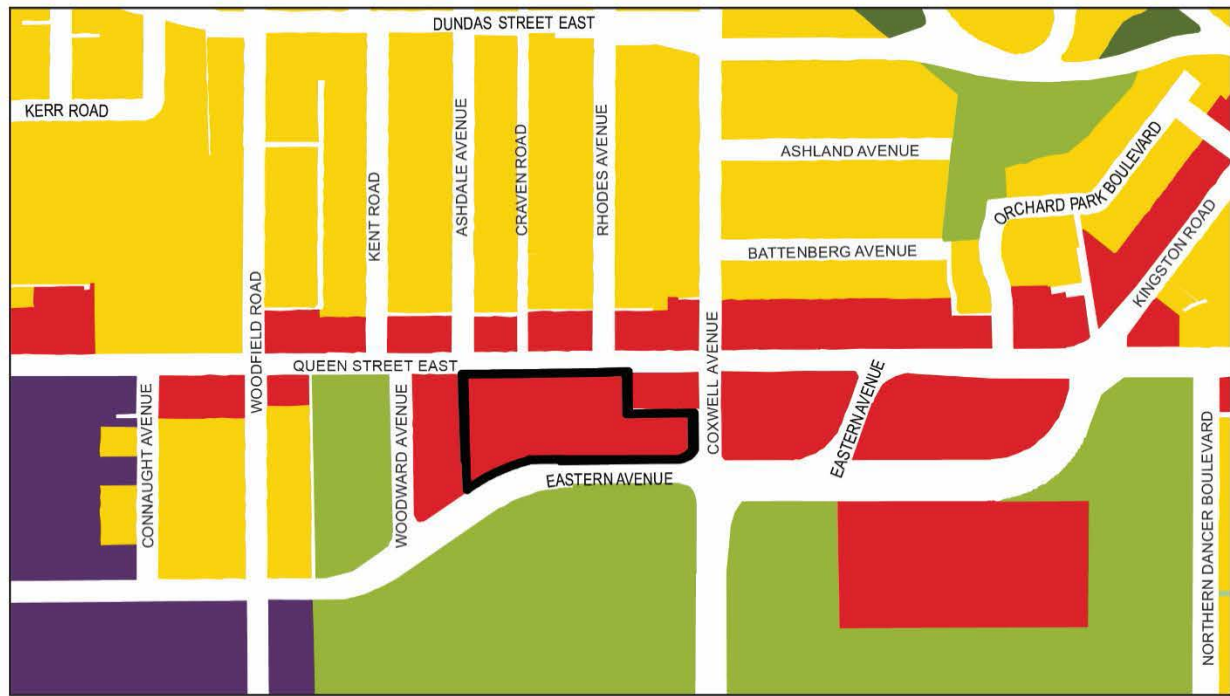
416.392.1306

Paul.Mule@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map

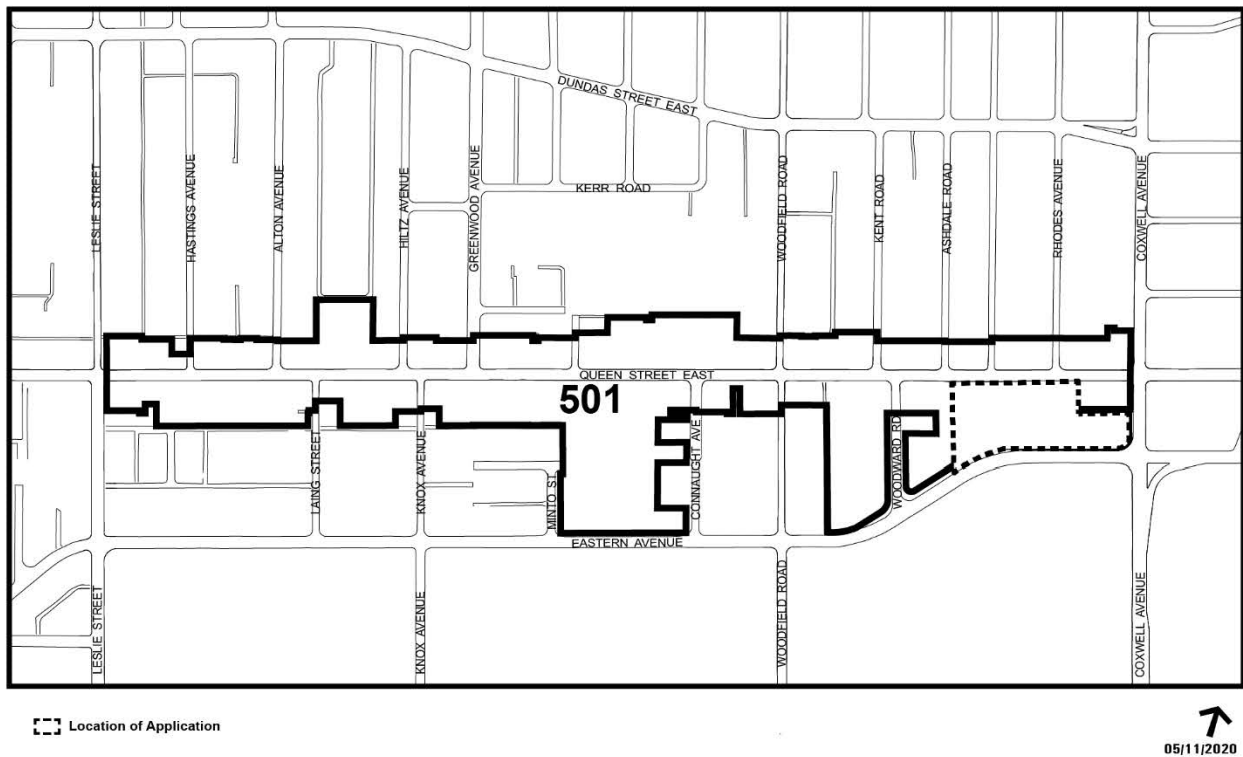
1555 - 1575 Queen Street East

File # 19 255597 STE 19 0Z

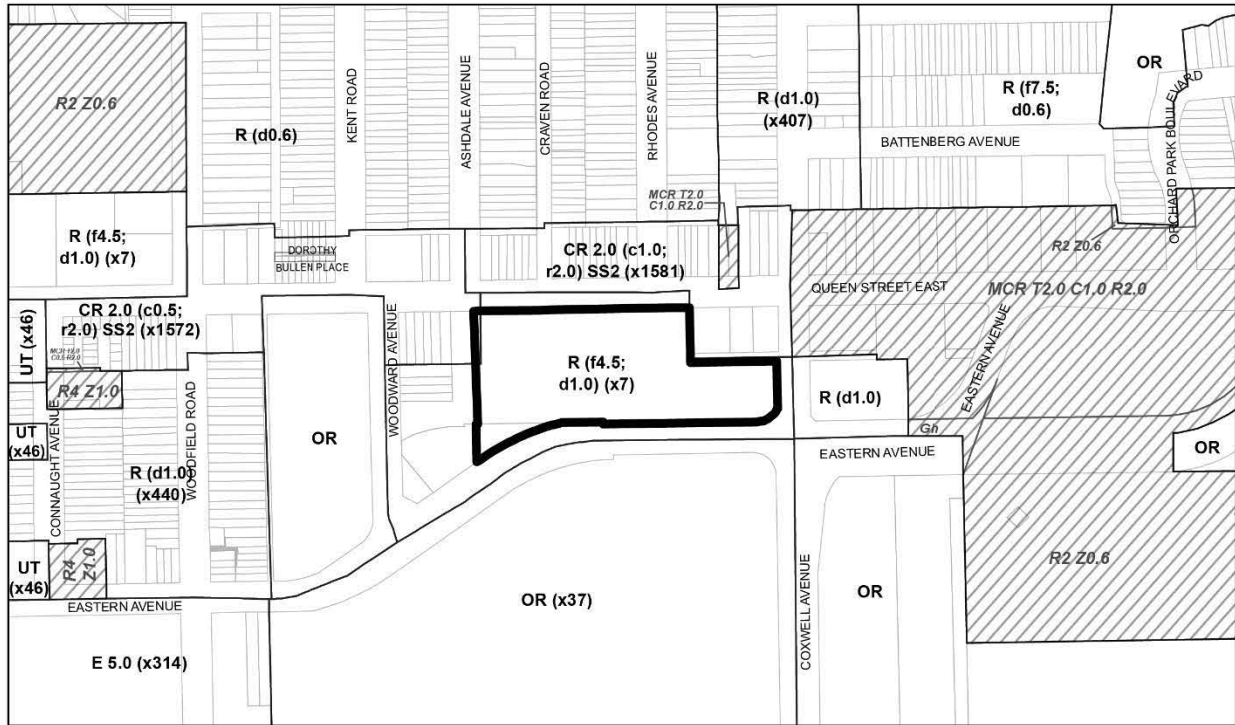


Not to Scale
02/13/2020

Attachment 4: Site and Area Specific Policy 501



Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

1555-1575 Queen Street East

File # 19 255597 STE 19 02



Location of Application

R Residential
CR Commercial Residential
E Employment Industrial
OR Open Space Recreation
UT Utility and Transportation



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

R2 Residential District
R4 Residential District
MCR Mixed-Use District
Gh Parks District



Not to Scale
Extracted: 02/24/2020

Attachment 6: 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 XXX

BY-LAW XXX

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2020, as
1555-1575 Queen Street East**

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

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. xxx to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.
2. The text and maps attached are adopted as an amendment to the Official Plan.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

ULLI S. WATKISS,
City Clerk

(Seal of the City)

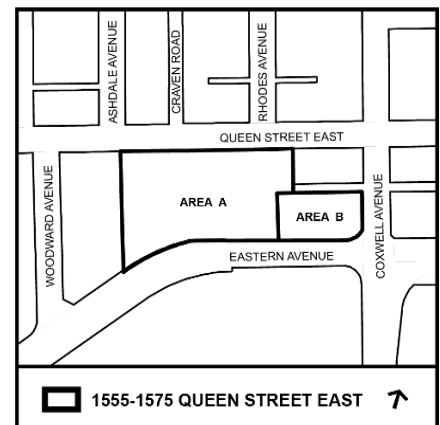
**AMENDMENT NO. 504 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2020 AS
1555-1575 Queen Street East**

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

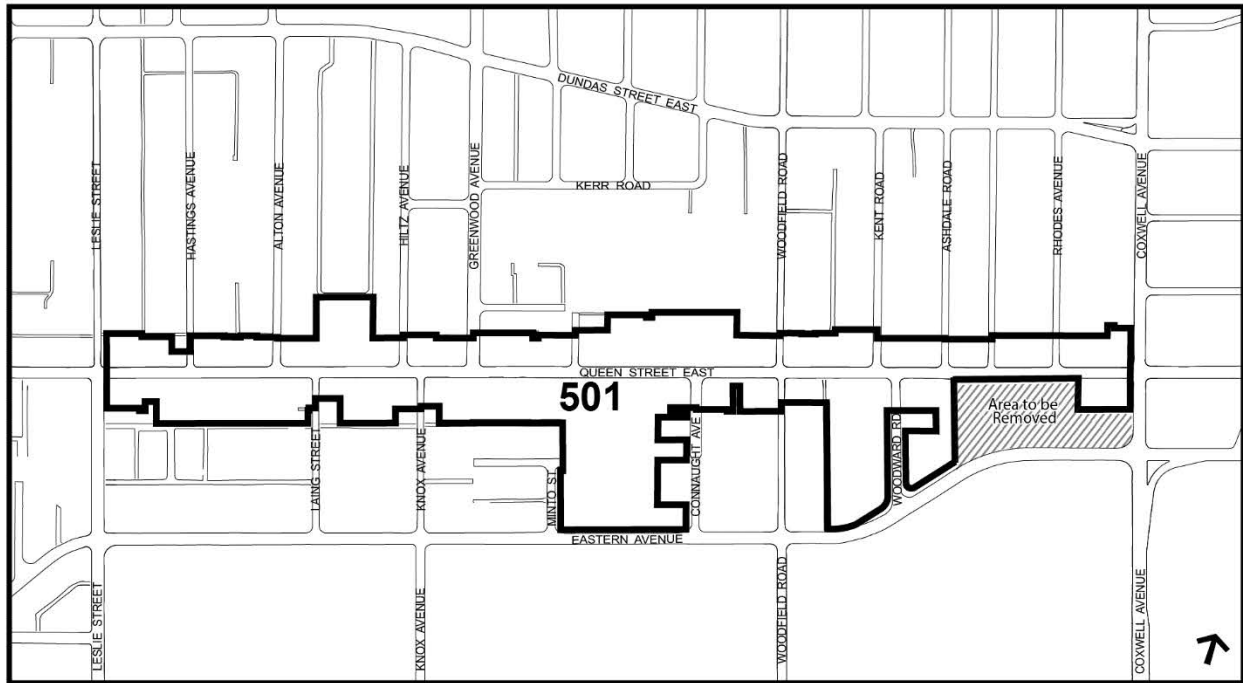
1. Chapter 7, Site and Area Specific Policy 501 is amended by removing the lands known municipally in 2020 as 1555-1575 Queen Street East, as shown on Schedule 1, attached; and
2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy 587 for the lands known municipally in 2020 as 1555-1575 Queen Street East, as follows:

587. 1555-1575 Queen Street East

- a) Development will provide step-backs generally within a 45 degree angular plane measured from a height of 14 metres parallel to the front lot line abutting Queen Street East.
- b) Ground floor heights of up to 8 metres are permitted only along the Queen Street East frontage provided the vertical articulation of building facades are designed to reference the composition of the prevailing commercial ground floor heights of generally 3.5 metres to 4.5 metres along Queen Street East.
- c) A maximum height of 17 storeys, excluding mechanical penthouse, is permitted on the lands identified as Area A.
- d) A maximum building height of 10 storeys, excluding mechanical penthouse, is permitted on the lands identified as Area B.

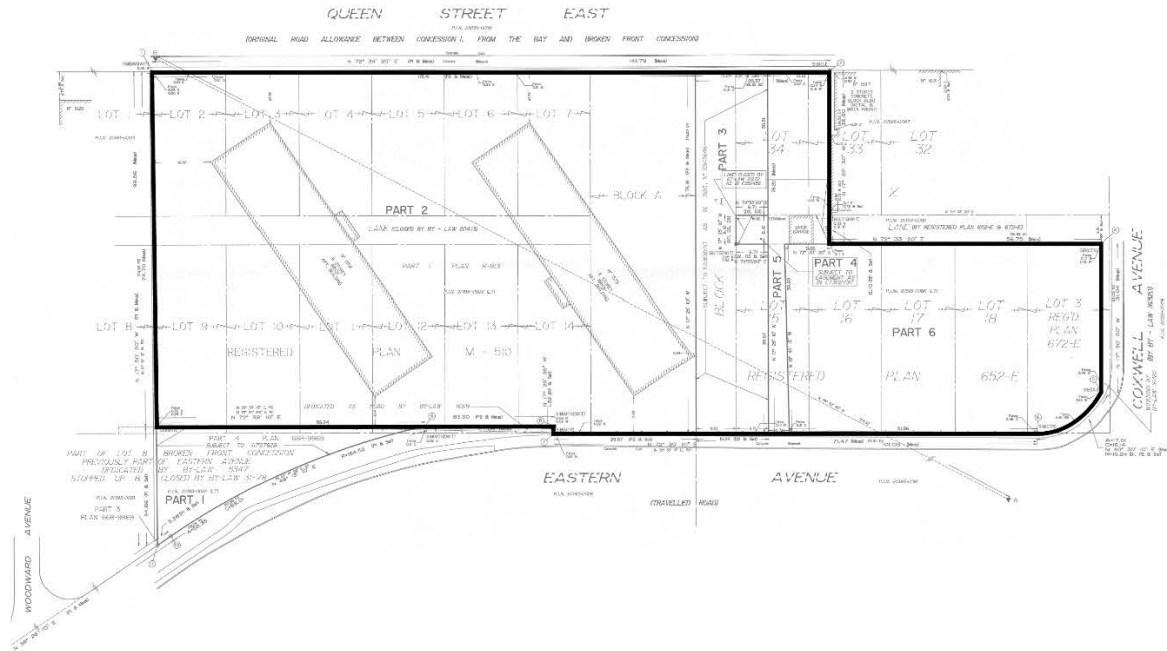


Schedule 1



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

Attachment 9: Draft Part Lot Control Exemption Plan



 Lands Subject to Part Lot Control

Part Lot Control Exemption Plan



Attachment 10: Draft Part Lot Control Exemption By-law

Authority: Toronto and East York Community Council Report No., as adopted
by City of Toronto Council on , 2020

Enacted by Council:

CITY OF TORONTO

BY-LAW No. -201-

To exempt lands municipally known as 1555-1575 Queen Street East, from Part Lot Control.

WHEREAS authority is given to Council by subsection 50(7) of the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Subsection 50(5) of the Planning Act does not apply to the lands described in the attached Schedule "A".
2. This By-law expires four years from the date of its enactment by Council.

ENACTED AND PASSED this day of , 2020

FRANCES NUNZIATA,
Speaker

ULLI S. WATISS,
City Clerk

(Corporate Seal)

Schedule "A"

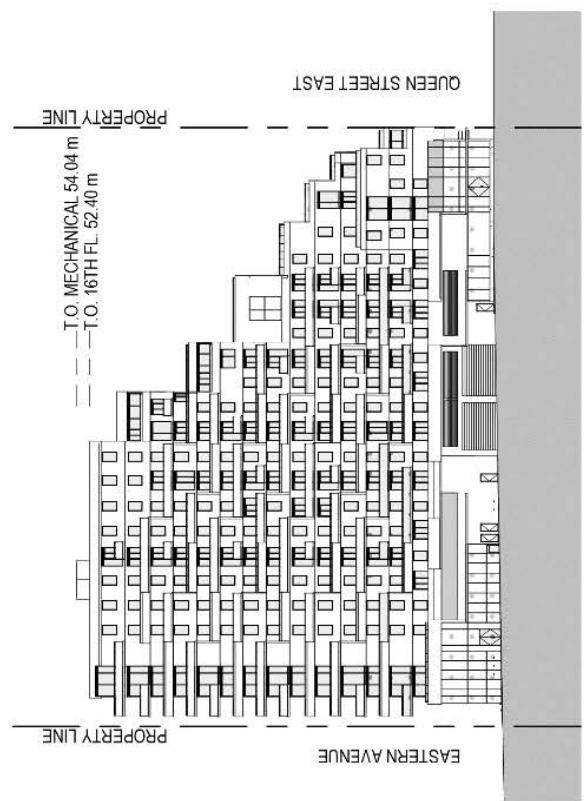
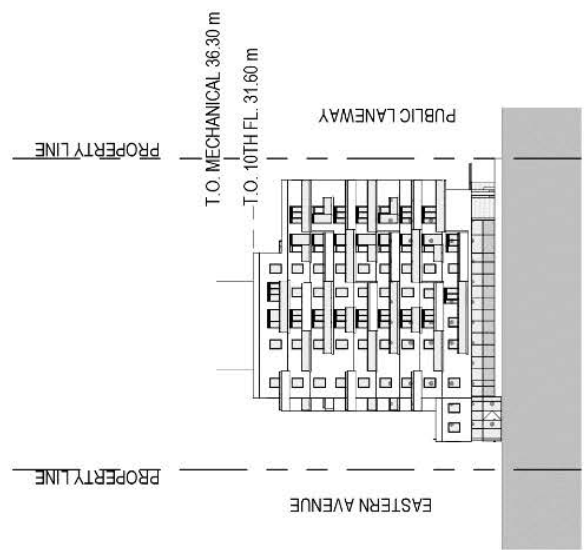
LEGAL DESCRIPTION OF 1555-1575 Queen Street East

Block A, Plan 652E Toronto; Lots 15 – 18 and 34 on Plan 652E Toronto; Part of Lot 33, Plan 652E Toronto; Part Lane, Plan 652E Toronto closed by ES52456; Part of Lot 3, Plan 672E Toronto as in CA755093; subject to Instrument No. CT302797; subject to Instrument No. ES43646, City of Toronto

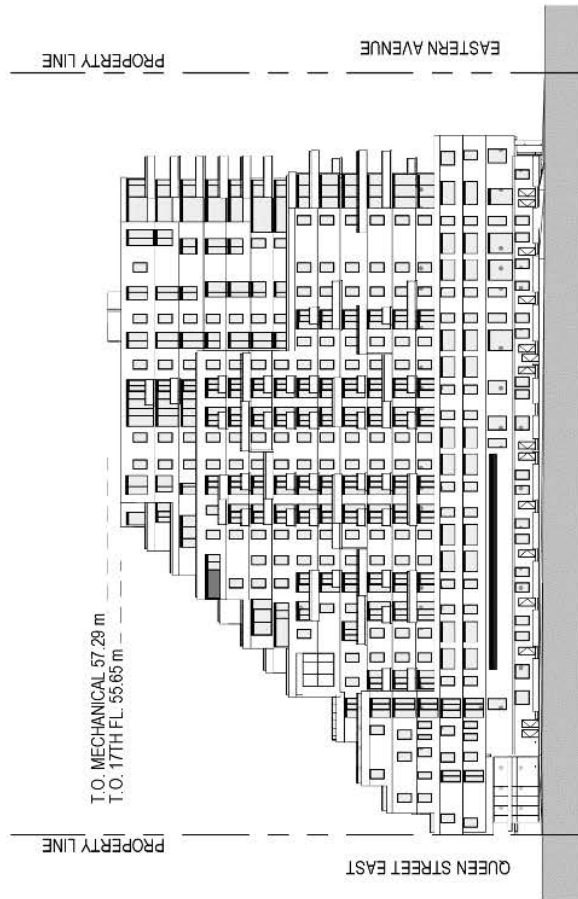
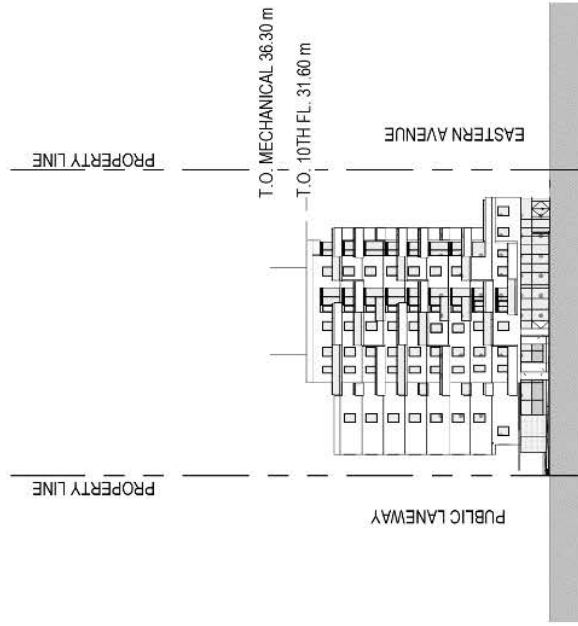
Parcel 2-1, Section M510; Block A, Plan M510 Toronto; Lot 3, Plan M510 Toronto; Lot 4, Plan M510 Toronto; Lot 5, Plan M510 Toronto; Lot 6, Plan M510 Toronto; Lot 7, Plan M510 Toronto; Part of Lot 2, Plan M510 Toronto; Part of Lot 9, Plan M510 Toronto; Part of Lot 10, Plan M510 Toronto; Part of Lot 11, Plan M510 Toronto; Part of Lot 12, Plan M510 Toronto; Part of Lot 13, Plan M510 Toronto; Part of Lot 14, Plan M510 Toronto; Part Public Lane, Plan M510 Toronto closed by City of Toronto By-Law 20413, being designated as Part 1 on Plan R913; Toronto, City of Toronto

[illegible]

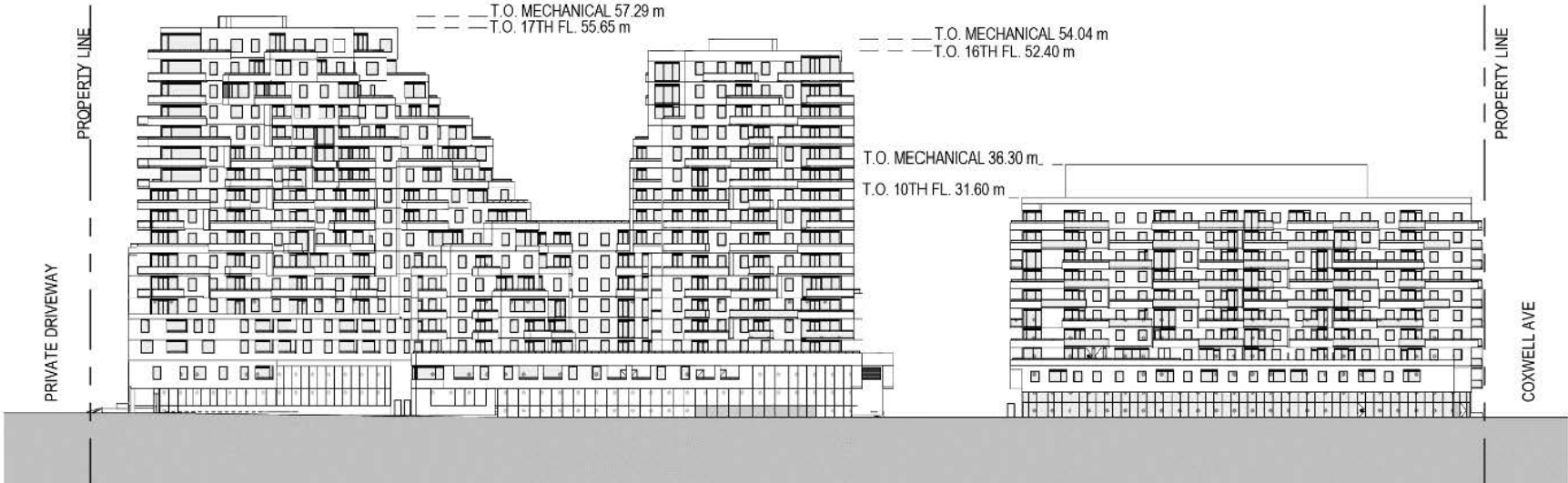
Attachment 12: Elevations



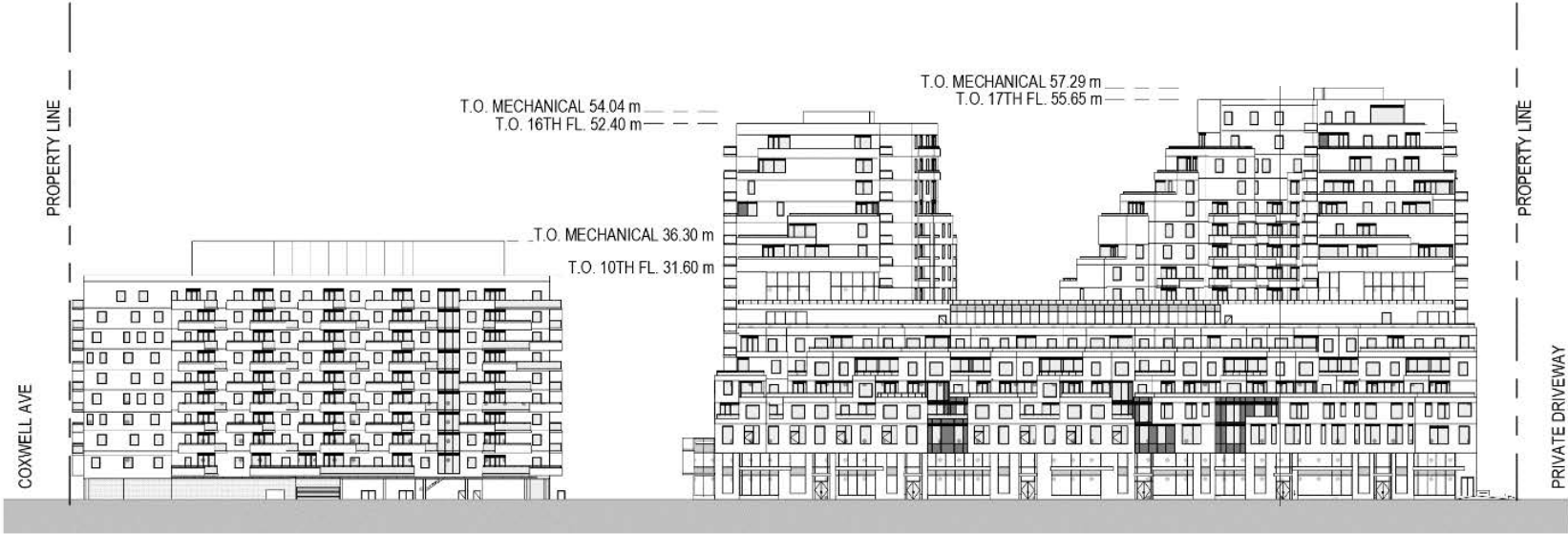
East Elevation



West Elevation



South Elevation



North Elevation

Attachment 13: Perspective Views



Eastern Avenue



Queen Street East

Perspective View