

80-82 Bloor Street West – Zoning By-law Amendment Application – Request for Direction Report

Date: June 26, 2020

To: Toronto and East York Community Council

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

Ward: 11 - University-Rosedale

Planning Application Number: 13 248425 STE 27 OZ

SUMMARY

On August 3, 2017, the owner of the property at 80 Bloor Street West appealed its Zoning By-law Amendment application to the Local Planning Appeal Tribunal (LPAT) due to Council's failure to enact the requested amendment within the time allotted by the Planning Act.

On November 1, 2019 a new Official Plan Amendment (OPA) application (File No. 20 244311 STE 11 OZ) was submitted for an expanded site to include 82 Bloor Street West. Accompanying the new OPA for 80-82 Bloor Street West was a revised Zoning By-law Amendment application for the expanded site.

On June 5, 2020, the Zoning By-law Amendment application was revised again, and the OPA application (File No. 20 244311 STE 11 OZ) was withdrawn.

The application proposes a mixed-use development with two attached towers at 78 and 76-storeys (259.6 and 252.6 metres, respectively, including mechanical penthouse) with a shared 17-storey base building at 80-82 Bloor Street West. The proposal contains 1,430 residential units and 6,695 square metres of retail space on the concourse level, ground, second, and third floors. The existing 18-storey commercial/office building, and 4-storey commercial building, with approximately 19,875 square metres of office space would be demolished. A total of 215 resident vehicular parking spaces are to be provided in a 5-level underground parking garage accessible from Critchley Lane.

This report recommends that Council direct the City Solicitor, together with appropriate City staff, to oppose the current proposal at the LPAT. The proposal does not provide any office replacement, does not provide an acceptable parkland dedication, does not transition in height and does not have an acceptable built form. The proposal does not conform to the Growth Plan (2019), is not consistent with the Provincial Policy Statement (2020), does not conform with the Official Plan, The Downtown Plan (OPA 406), SASP 211, OPA 231, and OPA 352, and does not adequately address the City's Tall Building Design Guidelines, or the intent of those guidelines.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the City Solicitor, together with City Planning staff and other City staff, to attend the Local Planning Appeal Tribunal hearing to oppose the Zoning By-law amendment (File No. 13 248425 STE 27 OZ) application as proposed.
2. City Council direct the City Solicitor and appropriate City staff be directed to continue discussions with the applicant with an aim to resolve the issues identified in the report (June 25, 2020) from the Director, Community Planning, Toronto and East York District; and
3. In the event that the Local Planning Appeal Tribunal allows the appeal in whole or in part, City Council authorize the City Solicitor to request that the Local Planning Appeal Tribunal withhold its final Order to approve the Zoning By-law amendment application until such time as:
 - a. the City and the owner have presented to the Local Planning Appeal Tribunal a Zoning By-law amendment that implements the decision of the Local Planning Appeal Tribunal in a form and substance satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor;
 - b. the owner has provided a revised functional servicing and stormwater management report, satisfactory to the Chief Engineer and Executive Director, Engineering and Construction Services, including securing (and the provision of any financial securities) for any identified and/or required improvements and/or upgrades to municipal infrastructure;
 - c. the owner has provided a revised parking study, satisfactory to the Manager, Transportation Services;
 - d. the owner has provided a revised Pedestrian Level Wind Study, including wind tunnel test, to the satisfaction of the Chief Planner and Executive Director, City Planning. The owner shall be required to implement and maintain all recommended mitigation measures, all of which is to be secured as a matter of convenience in the Section 37 Agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor; and,
 - e. community benefits and other matters in support of the development as determined appropriate are secured in a Section 37 Agreement executed by the owner to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

FINANCIAL IMPACT

The City Planning Division 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 July 23, 2018 City Council considered the City Planning staff report "80 Bloor Street West - Zoning By-law Amendment Application Request for Direction Report" (dated June 26, 2018), and adopted the recommendation to oppose the Zoning By-law amendment application (File No. 13 248425 STE 27 OZ) at the LPAT.

SITE AND SURROUNDING AREA

The subject site is located on the north side of Bloor Street West, west of Bay Street. The 2,739 square metre site has a frontage of 55 metres along Bloor Street West, 50 metres along Bellair Street, and 56 metres on Critchley Lane.

80 Bloor Street West is occupied by an 18-storey commercial building with retail and approximately 19,349 square metres of office space and access to the underground concourse which connects to Bay subway station. 82 Bloor Street West is occupied by a 4-storey commercial building, with approximately 526 square metres of office space.

Uses and structures near the site include:

North: of Critchley Lane is a City-owned property (1240 Bay Street) occupied by a nine-storey office building containing retail at grade and the entrance to the Bay Subway Station. The property is subject to a long-term lease. On July 16, 2019 City Council directed City staff to investigate and report back on the benefits, costs, and options for the City to acquire the property interest in 1240 Bay Street.

South: of Bloor Street West is a 20-storey office building (77 Bloor Street West) and 3-storey retail/commercial buildings.

East: is a 12-storey office building (1200 Bay Street), which fronts onto Bloor Street, Bay Street and Critchley Lane. An Official Plan and Zoning By-law Amendment application was submitted on June 3, 2020 for an 87-storey mixed-use building (File No. 20 151996 STE 11 OZ)

West: of Bellair Street is a 26-storey mixed-use building.

PROPOSAL

Application History

On October 9, 2013 the Zoning By-law Amendment application was submitted for a 66-storey (223.95 metre, including 10.0 metre mechanical penthouse) mixed-use building at 80 Bloor Street West, with an FSI of 24.13. The owner appealed the application to the LPAT on August 3, 2017.

On November 1, 2019 a new Official Plan Amendment (File No. 20 244311 STE 11 OZ) and revised Zoning By-law Amendment application were submitted for an expanded site that now includes the properties at 80 and 82 Bloor Street West.

On June 5, 2020, the Zoning By-law Amendment application was revised again, and the OPA application was withdrawn.

Application Description

The proposal calls for the demolition of the existing 18-storey commercial/office tower and 4-storey commercial buildings on-site, and a new mixed-use development with two attached towers at 78 and 76-storeys (259.6 and 252.6 metres, respectively, including mechanical penthouse) with a shared 17-storey base building at 80-82 Bloor Street West. The proposal contains 1,430 residential units and 6,695 square metres of retail space on the concourse level, ground, second, and third floors. The density of the proposed development is 42.95 times the area of the lot.

A new 270 square metre public park is proposed as a forecourt along the Bloor Street West frontage, with the base building setback 1.2 metres from the west, east, and north sides of the park. The park will have a width of 26.7 metres on Bloor Street West and a depth of 10.2 metres (see Attachment 2: Site Plan).

An internal publicly-accessible pedestrian connection is proposed at the east side of the ground floor extending from the forecourt to Critchley Lane. The pedestrian connection will provide access to the concourse level and a connection to Bay subway station.

The proposed base building (17-storey, 63.5 metres) is setback 0.3 metres from the north and west property lines and 0.0 metres from the east. The ground floor and second floor are setback 1.5 metres from the west property line on Bellair Street. On Bloor Street West, to the east and west of the proposed forecourt park, the base building will be setback 0.3 metres from the Bloor Street West property line.

The residential lobby is located and accessed from Critchley Lane and the publicly-accessible connection. The frontage on Bloor Street West and Bellair Street is primarily retail. West of the residential lobby along Critchley Lane is a loading facility and ramp to the underground garage.

The proposed development consists of two attached towers that, while divided internally, have a combined floor plate of 1,470 square metres. The west tower has no stepback above the base building on the Bellair Street and Bloor Street West frontages, and is setback approximately 11.7 metres from the north property line. The east tower is setback 11.5 metres from the east property line, 0.3 metres from the north property line, and approximately 13.0 metres from the Bloor Street West property line.

Table No. 1: Proposal Statistics

	Original (October 9, 2013)	Current (June 5, 2020)
Address	80 Bloor Street West	80-82 Bloor Street West
Site Area (square metres)	1,749.7	2,739
Height (storeys)	66	78 and 76
Height (metres) including mechanical penthouse	223.95	259.6 and 252.6
Retail Gross Floor Area (square metres)	3,465	6,695
Office Gross Floor Area (square metres)	0	0
Residential Gross Floor Area (square metres)	39,810	110,950
Total Gross Floor Area	43,275	117,645
Density (Floor Space Index)	24.13	42.95
Total Residential Units	565	1,430
Studio	85 (15%)	243 (17%)
1-bedroom	300 (53%)	840 (59%)
2-bedroom	123 (22%)	221 (15%)
3-bedroom	57 (10%)	126 (9%)

A total of 215 resident vehicular parking spaces are to be provided in a 5-level underground parking garage accessible from Critchley Lane. A total of 521 bicycle parking spaces are proposed on the ground and fourth floors.

All service vehicles and resident vehicles will access the site via Critchley Lane, which extends from Bellair Street to Bay Street. An enclosed Type-G and two Type-B loading spaces are proposed on the ground floor off Critchley Lane.

See Attachments 2-6 of this report, for Site Plan and Elevations.

Reasons for the Application

The proposal requires amendments to Zoning By-laws 438-86 and 569-2013 to vary performance standards, including: the increase in overall height and density; reduction in building setbacks; reduction in residential amenity standards; and reduction in vehicular and bicycle parking standards; among others.

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 a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the

PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Planning for Major Transit Station Areas

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

Toronto Official Plan

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

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

The current application is located on lands shown as *Downtown and Central Waterfront* on Map 2 of the Official Plan and Mixed Use Areas on Map 17.

Site and Area Specific Policy (SASP) 211 – Bloor Yorkville/North Midtown Area

SASP 211 in the Official Plan recognizes that the Bloor-Yorkville/North Midtown area comprises a broad mix of districts with differing intensities, scales and heights in a diversity of building forms. The area includes Neighbourhoods, Apartment Neighbourhoods, Areas of Special Identity, Mixed Use Areas, and open space provided by parks and ravines. It forms the north edge of the Downtown and provides for transition in density and scale.

The subject site is located within the Bloor Street Height Ridge as illustrated on Map 2 in SASP 211. Height and density permissions within the Height Ridge generally diminish further from the Height Peak at Yonge/Bloor to provide for a transition in scale. Development along the Height Ridge will be at a lesser height and physical scale than the Bloor/Yonge Height Peak, and in a form compatible with adjacent areas. The subject site is not located within an Area of Special Identity or Neighbourhoods as

illustrated on Map 1 in SASP 211. The site is near the Low-rise Area and Area of Special Identity called the Village of Yorkville.

Site and Area Specific Policy (SASP) 225 - Lands North and South of Bloor Street Between Park Road and Avenue Road

SASP 225 of the Official Plan encourages pedestrian walkways, at or below grade and new parks in locations illustrated on the map within the Policy. The map identifies an existing underground pedestrian connection to the north of the site, linking with the east-west underground pedestrian mall and Bay and Bloor/Yonge Subway Stations.

Official Plan Amendment 231

At its meeting of December 16, 17 and 18, 2013, City Council adopted OPA 231 to implement the results of the Official Plan and Municipal Comprehensive Review for Economic Health and Employment Lands Policies and Designations and Recommendations of Conversion Requests. Among other matters, OPA 231 introduced amendments aimed to stimulate the growth of new office space and maintain current concentrations of office space near rapid transit, such as the subject site.

OPA 231 was approved in part by the Minister of Municipal Affairs and Housing in July 2014. Portions of the amendment are under appeal at the LPAT. Although not in full force and effect for the subject lands, OPA 231 represents Council's long-term land use planning direction as it relates to the need to include and maintain employment uses on the subject lands.

Official Plan Amendment 352 - Updating Tall Building Setbacks Downtown

On October 5-7, 2016, City Council adopted Official Plan Amendment 352 - Downtown Tall Building Setback Area ("OPA 352"). OPA 352 is currently under appeal before the Local Planning Appeal Tribunal. The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of all tall buildings in the Downtown and between the tower portions of tall building and their adjacent lot lines. At the same meeting, City Council adopted area specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal), which provide detailed performance standards for portions of buildings above 24 metres in height.

The Downtown Plan

City Council adopted OPA 406 at its meeting on May 22-24, 2018. OPA 406 included amendments to the Downtown section of the Official Plan and Map 6 of the Official Plan and brought forward a new Secondary Plan for the entire Downtown area.

On August 9, 2018 the City's application under Section 26 of the *Planning Act* was sent to the Minister of Municipal Affairs and Housing ("MMAH") for approval. The Ministry issued its decision regarding OPA 406 on June 5, 2019. While the original application was submitted prior to the Ministry decision, the revised application which expanded the site to include 82 Bloor Street West was submitted on November 1, 2019.

The site is designated Mixed Use Areas 2 - Intermediate. Development in Mixed Use Areas 2 will include building typologies that respond to their site context, including mid-rise and some tall buildings. The site is also part of the Bloor-Bay Office Corridor.

Zoning By-laws

Under Zoning By-law 569-2013, the property at 80 Bloor Street West is CR7.8 (c4.5; r7.8) SS1 (x2486) with a height limit of 61 metres and a maximum density of 7.8 times the area of the lot. Under Zoning By-law 438-86, as amended, the property is zoned CR T7.8 C4.5 R7.8 with a height limit of 61 metres and a maximum density of 7.8 times the area of the lot.

Under Zoning By-law 569-2013, the property at 82 Bloor Street West is CR6.0 (c4.5; r6.0) SS1 (x2489) with a height limit of 46 metres and a maximum density of 6.0 times the area of the lot. Under Zoning By-law 438-86, as amended, the property is zoned CR T6.0 C4.5 R6.0 with a height limit of 46 metres and a maximum density of 6.0 times the area of the lot.

In both cases the CR zoning category allows for a broad range of residential and commercial uses, subject to various performance standards.

Bloor –Yorkville/North Midtown Urban Design Guidelines

To assist in meeting the objectives of the Official Plan and Area Specific Policy 211 and 225, the Bloor-Yorkville/North Midtown Urban Design Guidelines will be used to provide direction for the review of development applications in the Bloor Yorkville area. These Guidelines will be read in conjunction with the urban design policies in the Official Plan.

The Bloor –Yorkville/North Midtown Urban Design Guidelines were approved by Council in July 2004 and are intended to give guidance to improve the physical quality of the area and ensure that its special character is respected in terms of new development.

The main planning objectives of the Design Guidelines include:

- enhancement of Areas of Special Identity and historic buildings;
- protection of residential areas from adverse impacts of commercial and/or higher density development;
- improvement of public realm and publicly accessible areas; and
- excellence in urban design, architecture, and landscaping.

The Bloor-Yorkville/North Midtown area is comprised of a number of precincts and corridors, each defined by its attributes in terms of function, built form and character. The subject site is located within the Bloor Street Corridor.

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.

This project is located within an area that is also subject to the Downtown Tall Buildings: Vision and Supplementary Design Guidelines. This document identifies where tall buildings belong Downtown, and establishes a framework to regulate their height, form and contextual relationship to their surroundings. The Downtown Vision and Supplementary Design Guidelines should be used together with the city-wide Tall Building Design Guidelines to evaluate Downtown tall building proposals.

This site is located on a High Street as illustrated on Map 1 of the Supplementary Design Guidelines. The height range for this portion of Bloor Street West is 77 – 137 metres (25 storeys – 45 storeys), as identified on Map 2 of the Guidelines. The High Streets Typologies Map (Map 3) also identifies the site as a Canyon Form building typology. Map 4 identifies the Bloor Street frontage as a Priority Retail Street, meaning 60 percent of the total building frontage should contain active retail uses.

The Downtown Vision and Supplementary Design Guidelines should be used together with the city-wide Tall Building Design Guidelines to evaluate new and current Downtown tall building proposals.

Bloor-Yorkville/North Midtown: Planning Framework & Implementation Strategy

The Bloor-Yorkville/North Midtown: Planning Framework & Implementation Strategy report (August 2015) was prepared by The Planning Partnership, Greenberg Consultants Inc., ERA Architects, and Michael Spaziani Architect Inc., on behalf of the Bloor-Yorkville Business Improvement Association, ABC Residents Association, Greater Yorkville Residents Association, and Yonge Bay Bloor Business Association.

The objective of this community-led Planning Framework and Implementation Strategy is to address concerns over tall buildings and intensification. It outlines where development should and should not occur, the types of uses and built form that are appropriate, how future development applications will be analyzed, and the future planning approval processes that are required.

The report has two parts: an overview of the history, and current policy and development context; and, a policy framework and implementation strategies, and separate pedestrian realm network plan. The report organizes the Bloor-Yorkville/North Midtown area into 3 districts: the primary development districts; the corridor districts; and, the stable neighbourhood districts. Each district contains precincts, some of which are broken down into segments. Targeted planning policies are proposed for each district, precinct, and segment.

This site is located in the Urban Core within the Primary Development District. Within the Urban Core Precinct, the conditional maximum building height shall generally be 50 storeys or 190 metres. The Planning Framework & Implementation Strategy calls for a minimum separation between residential towers of 25 metres.

The report was tabled at the October 13, 2016 Toronto and East York Community Council and staff were directed to consider the report in preparation of the Secondary Plan for Bloor-Yorkville/North Midtown.

Draft Growing Up Urban Design Guidelines

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

Pet Friendly Design Guidelines

The objective of the Pet Friendly Design Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide needed pet amenities for high density residential communities.

The Guidelines support all residents, pet-owners and non pet-owners alike, by encouraging design in new development that demonstrates a consideration for pets, as well as the impacts that they have on our parks, open spaces and the environment.

Site Plan Control

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

COMMUNITY CONSULTATION

On January 24, 2019 City staff held a community consultation meeting regarding the original proposal. The meeting was attended by approximately 60 members of the community. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the planning framework, and the original proposal.

Specific comments related to the proposed development included:

- Building is too tall;
- The scale is inappropriate for this location;
- Concerns that the block should be planned comprehensively;
- Shadow impacts are unacceptable;
- Public open space should be provided;
- Concerns regarding traffic impacts on Bellair Street and Critchley Lane;
- Office uses should be replaced;

A second community consultation meeting regarding the revised proposal (submitted November 1, 2019) was held on January 13, 2020, and was attended by approximately 80 members of the community.

Specific comments related to the proposed development included:

- Building height is excessive;
- Scale and massing are out of context with the surrounding area;
- The block should be planned comprehensively;
- Massing overwhelms the low-rise Village of Yorkville and Yorkville Park to the north;
- Shadow impacts are unacceptable;
- Concerns regarding the traffic impacts on Bellair Street and Critchley Lane;
- Public open space should be provided;
- Some residents stated that a public park should be provided at 1240 Bay Street.

COMMENTS

Provincial Policies and Plans Consistency/Conformity

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2019) and have determined that the proposal is not consistent with the PPS (2020) and does not conform with the Growth Plan (2019) as described below.

Land Use

Although staff do not object to the addition of residential uses to this site, staff do not support the proposal to demolish approximately 19,875 square metres of office space and not replace any of the existing office space in the proposed development.

The demolition of the existing office building within the Downtown, with direct connection to Bay subway station, without replacing the gross floor area for office use is not consistent with the PPS (2020). Policy 1.3.1 (Employment) states that planning authorities shall promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- ensuring the necessary infrastructure is provided to support current and projected needs.

The Growth Plan (2019) requires that Urban Growth Centres are planned to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses (Policy 2.2.3.1).

The existing office building is considered 'Major Office' in the Growth Plan. 'Major Office' is defined as, freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more. The subject site currently has approximately 19,875 square metres of office space. Growth Plan policy 2.2.5.2 states

that 'Major Office' and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.

Policy 2.2.5.14 further requires that outside of employment areas, development criteria should be established to ensure that redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.

The proposed development removes a 'Major Office' building containing 19,875 square metres of office space in an area where new office space should be directed and existing employment should be maintained or expanded.

The Official Plan builds on the Growth Plan policies regarding employment and office uses. The policies of the Official Plan reinforce the importance of creating balanced growth that provides employment opportunities and in particular office uses in the Downtown close to transit. The removal of over 19,000 square metres of existing office space on a site in the Downtown, directly connected to rapid transit, does not meet the intent of the Official Plan.

Official Plan policy 2.2 2) requires that growth will be directed to the Downtown, among other areas, in order to: concentrate jobs and people in areas well served by surface and rapid transit; and to promote mixed use development to increase opportunities for living close to work and encourage walking and cycling for local trips. Policy 2.2.1 1) b) builds on this further by stating that the Downtown will accommodate development that builds on the strength of the Downtown as the premier employment centre in the GTA.

Policy 3.5.1 3) states that a balanced growth of jobs and housing across the City will be pursued to maintain complete communities, reduce the need for long distance commuting, and increase the proportion of travel by transit, walking and cycling. Mixed Use Areas policy 4.5. 2) a) reinforces the need to for development to create a balance of high quality commercial, residential, institutional and open space uses. Policy 4.5 2) b) requires that development will provide for new jobs and homes on underutilized lands in the Downtown, among other growth areas, in order to create and sustain employment opportunities.

The Downtown Plan (OPA 406) was approved by the Minister of Municipal Affairs and Housing on June 5, 2019. The site is identified as Mixed Use Areas 2 and is part of the Bloor-Bay Office Corridor. Policy 3.11 states that the Downtown will continue to be an economic driver for the city, region and province, with protection and promotion of non-residential uses in the Bloor-Bay Office Corridor, among other key areas, to allow for long-term employment growth. Policy 6.7 requires that development within the Bloor-Bay Office Corridor will be encouraged to provide a net gain of gross floor area for office uses, and ensure no net loss of office and non-residential gross floor area.

OPA 231 requires that "New development that includes residential units on a property with at least 1,000 square metres of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area used for office purposes where the property is located in a Mixed Use Area or Regeneration Area

within: a) The Downtown and Central Waterfront; b) a Centre; or c) 500 metres of an existing or an approved and funded subway, light rapid transit or GO train station."

The subject site satisfies both the locational and size threshold criteria contained in OPA 231. To add, the site has a direct connection to the Bay subway station, which is an important policy consideration that allows workers to take transit instead of relying upon private vehicles for community to work. The OPA 231 policy intent for office replacement was in part to increase transit ridership by planning for and maintaining jobs near transit.

The proposed development and the demolition of approximately 19,000 square metres of existing office space is not consistent with the PPS (2020), does not conform to the Growth Plan (2019) and the Official Plan, Downtown Plan, and OPA 231.

Site Context / Site Organization

City staff have consistently recommended that this relatively small but important block, including 80-82 Bloor Street West and 1200 Bay Street, should be planned comprehensively given its location at the Bloor Street West and Bay Street intersection, size, access to Bay subway station, and proximity to the low-rise Yorkville Village and Yorkville Park. Looking across Critchley Lane, consideration should be given to the role of 1240 Bay Street to the north, as a possible extension of Yorkville Park to Bay Street.

Through a comprehensive plan, the city building and place making potential of the block can more readily be unlocked while ensuring development that meets the policies of the Official Plan, SASP 211 and intent of the Tall Building Guidelines.

The original application, submitted in October 2013, was for the mid-block property at 80 Bloor Street West. The applicant has since expanded the site to include 82 Bloor Street West. A separate Official Plan and Zoning By-law Amendment application for an 87-storey mixed-use building at 1200 Bay Street was submitted on June 3, 2020 by the owners of 1200 Bay Street.

A comprehensive plan for the block, with participation by all landowners, would ensure that any development application meets the policies of the Official Plan, SASP 211, and the intent of the tall building guidelines, and would address the following key principles:

- A maximum of two tall buildings above a base building height of 62 metres;
- Tall buildings will generally have a maximum floorplate size of 750 square metres above a base building;
- A minimum separation distance of 25 metres between towers and a minimum tower setback of 12.5 metres from neighbouring property lines or the centre line of a street or laneway;
- A step down in height from the 'Height Peak' transiting down in height across the block to the lower tower heights to the west and Yorkville Park and Village in keeping with the policies of SASP 211.
- A coordinated approach to office replacement;

- A consolidated parking and loading entrance with a single entry and exit point for the block;
- An expanded pedestrian/public realm along all frontages;
- Coordinated approach to parkland dedication;
- Locate TTC subway entrances within and throughout the block.

The current development applications on the block have not been coordinated and have not addressed the key principles outlined above.

Height, Density and Transition

The proposed 78 and 76-storey attached towers are too tall and do not respond appropriately to, and does not fit harmoniously into, the planned context. The proposed development does not meet the policies of the Official Plan, Downtown Plan, and SASP 211.

The Built Form policies in section 3.1.2 of the Official Plan require that "new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context". Mixed Use Areas policy 4.5.2(c) states that new development is to locate and mass new buildings to provide transition between areas of different development intensity and scale.

SASP 211 and the Bloor-Yorkville/North Midtown Urban Design Guidelines set out areas called the Height Peak, Height Ridges and Low-Rise Areas. SASP 211 requires that the tallest buildings will be located in the 'Height Peak' area in the vicinity of the intersection of Bloor/Yonge Streets. Building heights are required to step down from the Bloor/Yonge intersection in descending 'Height Ridges'. New development in a 'Height Ridge' is required to be a lesser height and physical scale than the 'Height Peak', and in a form compatible with the adjacent areas.

The subject site is located just west of the 'Height Peak' in the Bloor Street 'Height Ridge', and is adjacent to the low-rise Village of Yorkville, as identified on Map 2 of SASP 211 and the Bloor-Yorkville/North Midtown Urban Design Guidelines.

The Downtown Plan states that the tallest buildings will be located in Mixed Use Areas 1. The site is designated Mixed Use Areas 2 in the Downtown Plan, just to the west of Mixed Use Areas 1 which generally aligns with the 'Height Peak'.

The tallest building in the Bloor-Yorkville area should be located at the Yonge and Bloor intersection, as called for by the Official Plan. There are a number of recent approvals in the 'Height Peak', the tallest of which is located at the Bloor/Yonge intersection with the other approvals descending in height as distance from the intersection increases. The recent approvals are as follows:

Table 2: Recent Approval Statistics

'Height Peak' Recent Approvals		
Property	Height	Density
1 Bloor Street West	306 metres	28.3 FSI
2 Bloor Street West - Tower C	254 metres	23.3 FSI
50 Bloor Street West	230 metres	17.1 FSI
2 Bloor Street West - Tower B	216 metres	23.3 FSI

The proposed two attached towers at 78 and 76-storeys (259.6 and 252.6 metres, respectively) is taller than recent approvals in the 'Height Peak', and needs to be reduced in order to adequately step down from the 230-metre tower at 50 Bloor Street West.

The proposed building does not provide adequate transition to the adjacent low-rise Village of Yorkville and Yorkville Park, and along Bloor Street. The proposed building does not conform to the policies of the Official Plan, SASP 211, and OPA 406.

The Built Form policies of the Official Plan require that new development provide appropriate transition in scale to neighbouring existing and/or planned buildings. Mixed Use Areas policy 4.5.2 requires new development to locate and mass new buildings to provide a transition between areas of different development intensity and scale.

SASP 211 states that new development adjacent to Neighbourhoods, or portions of Areas of Special Identity shown as 'Low Rise Areas' on Map 2, should be of a lesser scale and contextually appropriate and compatible with the adjacent low-rise areas. The policies further state that "development in Mixed Use Areas adjacent or near to these 'Low Rise Areas' will be designed to adequately limit shadow, wind and privacy impacts upon these lower-scale areas through distance separation and transitions in scale including means such as angular planes and step-downs in heights."

The Downtown Plan provides further direction on transition between areas of different scale. Policy 6.20 requires that the tallest buildings will be located in Mixed Use Areas 1 stepping down through Mixed Use Areas 2 and Mixed Use Areas 3 to low-scale buildings in Mixed Use Areas 4. Policy 9.24 states that "development may be required to incorporate transition in scale to achieve built form compatibility when it is: of greater intensity and scale than the adjacent and surrounding planned context, with consideration for front, rear and side adjacencies;" and "adjacent to existing or planned parks and open spaces".

To the north west of the site is Yorkville Park and the low-rise Yorkville Village, which is designated Mixed Use Area 4 in the Downtown Plan. The 78-storey tower is located on the west property line, and the 17-storey base building extends to the north and west property lines, it has a small triangular cut out on the northwest corner where the height

is reduced to 6-storeys. The height of the base building and small cut-out, along with the significant height of the tower and its location, does not adequately transition down in height to the adjacent park and low-rise area.

On Bloor Street, the buildings to the west of the site are of a lower scale, in line with the 'Height Ridge' policies noted above. The building on the west side of Bellair Street (10 Bellair Street) is 26-storeys (92.9 metres) in height. The proposed development does not provide appropriate transition on Bloor Street and instead increases in height from east to west, rising from a base building height of 17-storeys, to 76-storeys, and up to 78-storeys on the western most portion of the site.

The density is 42.95 times the area of the lot. The proposed density is significantly higher than recently approved site specific Zoning By-laws of developments located within the Height Peak area, including the recently approved developments at 1 Bloor Street West and 2 Bloor Street West which have approved densities of 28.3 and 23.3 times the area of the lot respectively.

The applicant submitted an Official Plan Amendment application on November 1, 2019 to permit the proposed height and density. On June 5, 2020 the applicant withdrew their Official Plan Amendment application, and submitted revised plans for the Zoning By-law Amendment application. The revised plans submitted on June 5, 2020 reduced the height from 266.5 metres to 259.6 metres, and the density from 44.5 times the area of the lot to 42.95. The slight reductions did not address the issues of height or density, and the proposal still does not conform to the Official Plan, Downtown Plan, and SASP 211.

Floor Plate

The Official Plan states that tall buildings come with larger civic responsibilities and obligations than other buildings and that the design, floor plate size and shape of the middle component shall have appropriate dimensions for the site.

Section 3.2.1 of the Tall Building Guidelines states that the tower floor plate should be limited to 750 square metres or less per floor, including all built area within the building, but excluding balconies. The Downtown Plan requires that "In a tall building, a storey which contains residential units, but does not form part of a base building, will generally have a maximum floor plate size of 750 square metres above the base building. Increases to the 750 square metre floorplate size may be appropriate where the impacts of the larger floorplate, including but not necessarily limited to shadow, sky-view and wind, are addressed" (Policy 9.15).

The applicant has described their current proposal as "two separate towers, attached at a point, with each of those towers having a floorplate of under 750sm [square metres]". City staff have reviewed the revised plans, and while the building is separated internally into two towers, it is effectively massed as a single tower (see Attachment 7: Tower Floor Plate). As a result the proposal has a single tower floor plate of approximately 1470 square metres, which is almost twice the size of the maximum floor plate permitted by the Downtown Plan and the Tall Building Guidelines.

The proposed building does not conform with policies of the Official Plan, Downtown Plan and does not adequately address the City's Tall Building Design Guidelines, or the intent of those guidelines.

Massing

Base Building

Planning staff are not satisfied with the massing and design of the base building portion of the proposal. The Official Plan states that base buildings shall be massed to support the appropriate scale of adjacent streets, parks and open spaces, and to minimize the impacts of parking and servicing uses. The Built Form policies require that new development will be massed to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion.

The Downtown Tall Buildings Vision and Supplementary Design Guidelines refers to this portion of Bloor Street as having a Canyon Form as described in the High Streets Typology Map. Canyon Form is characterized by high street walls with buildings that have been built to cover the full width of their sites. This condition is a historic one that was once strongly encouraged by the former City of Toronto and will continue in those locations where it is currently found.

Canyon form is prevalent on High Streets in the Financial District, and on limited portions of Bloor, College/Carlton, and Dundas Streets. Along Canyon Form street segments, the base height of any new tall building should be built to the height of the existing street wall line as identified in the Downtown Tall Buildings Vision and Supplementary Design Guidelines through Table 5. Above this street wall canyon height, the tower should be set back in accordance with City-wide Tall Building Design Guideline requirements. The Tall Building Guidelines state that the tower is to step back 3.0 metres or greater from the base building.

Table 5, of the Guidelines, identifies the base building height at this location at 62 metres (20 storeys). The proposed 63.5 metre base building slightly exceeds the permitted height for Bloor Street, but more importantly the west portion of the tower does not step back above the base building on Bloor Street West and Bellair Street, and the east portion of the tower does not step back on Critchley Lane. This creates an inappropriate relationship to the context and does not provide the required stepbacks above the base.

Middle Portion of the Tower

Planning staff are not satisfied with the massing and design of the middle portion of the proposed tower. The Official Plan states tall buildings come with larger civic responsibilities and obligations than other buildings and that the design, floor plate size and shape of the middle component shall have appropriate dimensions for the site. Towers shall be located and oriented in relation to the base building and adjacent buildings to fit within the existing and planned context.

The Tall Building Guidelines requires a minimum 25 metre tower separation distance to all nearby towers. OPA 352 requires 25 metre separation between towers and a minimum tower setback of 12.5 metres from the centre line of a street or laneway.

The proposed towers have combined floor plate of 1,470 square metres made up of two offset portions, an east and west, which are connected and overlap (see Attachment 7: Tower Floor Plate).

The west tower is located 0.3 metres from the Bellair Street property line, resulting in a tower separation distance of approximately 12.5 metres to the 26-storey (92.9 metre) building across Bellair Street at 10 Bellair Street. The east tower is located 0.3 metres from the north property line along Critchley Lane and 11.5 metres from the east property line.

The adjoining towers have not been designed with an appropriate siting on the base and floor plate size, do not fit the planned context, and significantly exceed the Tall Building Guidelines.

The proposed building does not conform with the Built Form, or Mixed Use Areas policies of the Official Plan, Downtown Plan and does not adequately address the City's Tall Building Design Guidelines, or the intent of those guidelines.

Streetscaping and Trees

The Official Plan requires that development will provide amenity for adjacent streets to make these areas attractive, interesting, comfortable and functional for pedestrians by providing improvements to adjacent boulevards and sidewalks. The Mixed Use policies further reinforce the importance of the public realm.

The Downtown Plan states that development in Mixed Use Areas 2 will be encouraged to include setbacks that allow for optimal landscaping conditions and provide adequate space for tree infrastructure. The policies state that curb to building setbacks of greater than 6.0 metres may be appropriate where high pedestrian volumes exist or the population generated by the development requires additional space for pedestrian circulation and access.

The proposed building is setback 1.5 metres at grade on Bellair Street, resulting in a curb to building distance of 3.5 metres, above which the building cantilevers to the property line. Along Critchley Lane, where the main residential entrance is located, the building is setback 0.8 metres.

The proposed setback on Bellair Street is insufficient given the scale of the development and the important location between Yorkville Village and Bloor Street West. The setback is not large enough to provide for landscaping or street trees as required by the Downtown Plan, or adequate public realm to accommodate high pedestrian volumes.

The proposed setback of 0.8 metres on Critchley Lane not acceptable as it does not provide for sufficient space to provide for a comfortable pedestrian access to the main residential entrance fronting onto Critchley Lane.

The proposed setbacks on Bellair Street and Critchley Lane do not meet the policies of the Official Plan or the Downtown Plan.

Parkland Dedication

The applicant is proposing a 270 square metre (26.7 by 10.2 metres) unencumbered on-site parkland dedication at the south portion of the development site. The proposed on-site dedication is unacceptable to Parks, Forestry & Recreation (PFR) staff in its current location and oblong configuration, as it is designed as a private forecourt to the development and does not read or function as a public park. Further exacerbating this condition is the proposed 1.2 metre setback of the building from the park, which is narrower than the 5.0 metres required by PFR, and is narrower than a sidewalk. The proposed setback does not provide adequate setback from the park, as well as space for any necessary building utilities and private amenities.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, PFR comments, dated June 10, 2020, require that the parkland dedication shall be satisfied through a cash-in-lieu of parkland payment.

However, in this instance and per the Toronto Municipal Code Chapter 415-26 C, PFR would accept the conveyance of lands off-site within proximity of the subject site that would expand an existing park or create a new park as the required parkland dedication. The off-site park must be equal to the value of the on-site parkland dedication and would be subject to PFR's conditions for conveyance of parkland prior to the issuance of the first above grade building permit.

Wind

A revised Pedestrian Level Wind study was not provided with the revised proposal submitted on June 5, 2020. An addendum letter was provided, however it has been deemed insufficient. The current proposal has similar built form characteristics as the previous proposal submitted on November 1, 2019, including height and setbacks, as such a review was done based on the wind study submitted November 1, 2019. Further review will be required once a new wind study (including wind tunnel testing) is provided.

The Built Form policies of the Official Plan require that "new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces, and properties by:

- e) Adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas;
- f) Minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility;"

The policies of SASP 211 recognize the importance of pedestrian activity and the amenity of public sidewalks and walkways, and require that any additional shadowing

and uncomfortable wind conditions on these public spaces will be minimized as necessary to preserve their utility.

The Downtown Plan requires that development will address microclimatic conditions for people on adjacent streets and sidewalks by adequately limiting uncomfortable wind conditions.

The Pedestrian Level Wind study submitted on November 1, 2019 shows that wind conditions on both the north and south sides of Bloor Street West would be negatively impacted by the proposed development. In the fall, winter and spring the comfort levels along Bloor Street West would generally be reduced from "standing" to "leisurely walking". The northeast corner of Bay Street and Bloor Street West would have conditions reduced from "leisurely walking" to "fast walking". In the summer the comfort levels on Bloor Street West would generally be reduced from "sitting" to "standing".

The policies of SASP 211 clearly communicate the importance of pedestrian activity and of mitigating wind impacts on important public spaces. The proposed development will reduce comfort levels on Bloor Street West, and has not been designed to appropriately mitigate wind impacts. The proposal does not meet the policies of the Official Plan and SASP 211.

Sun and Shadow

The applicant did not submit a revised shadow study with their revised proposal. A review was done based on shadow studies submitted November 1, 2019, further review will be required once new shadow studies are provided.

The shadow impact resulting from the application is not acceptable. The Downtown Tall Buildings Design Guidelines state that every effort will be made to design and orient tall buildings to minimize their shadow impact on all publicly-accessible parks, open spaces, natural areas and other shadow sensitive areas.

The Bloor-Yorkville / North Midtown Urban Design Guidelines identify Shadow Sensitive Areas. The area to the north west of the site including the Village of Yorkville, Yorkville Park, and Jessie Ketchum Park are identified as Shadow Sensitive Areas.

Policy 3.1.2.3 of the Official Plan states that new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by: e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 9.18 of the Downtown Plan requires that development adequately limit net-new shadow on Jessie Ketchum Park from March 21 to September 21 from 10:18-4:18. Policy 9.19 requires "development will adequately limit net-new shadow on all school yards as necessary to maintain their utility."

Planning staff have assessed the proposed development in terms of the incremental impact resulting from the proposed 78-storey tower and are concerned with the shadowing of Jessie Ketchum Park, and the amount of morning shadow throughout the year (including June 21) on Yorkville Park and the low-rise Village of Yorkville, Area of Special Identity. The shadow impacts have not been adequately mitigated. Conversely, the proposal causes adverse impacts due to the height exceeding that permitted by SASP 211, and floor plate size which greatly exceeds 750 square metres.

Below-Grade Pedestrian Connections

SASP 225 of the Official Plan encourages pedestrian walkways, at or below grade and new parks in locations illustrated on the map within the Policy. The map identifies an existing underground pedestrian connection to the north of the site, linking with the east-west underground pedestrian mall and Bay and Bloor/Yonge Subway Stations.

While the proposed development provides a connection to Bay subway station as required by SASP 225, it does not allow for the expansion of the pedestrian network to the remainder of the block.

Parking

The application proposes a total of 215 residential vehicular parking spaces for the 1,430 residential dwelling units. The vehicular parking spaces would be located in a 5-level underground parking garage, below the concourse level.

The proposed parking supply is less than what is required in the Zoning By-law (569-2013). The By-law requires a total supply of 913 parking spaces (740 resident spaces, 143 residential visitor spaces, 30 retail spaces), compared to the proposed 215 parking spaces.

In 2019, Transportation Services staff did not support the proposed residential and visitor parking reduction with the information that was provided at the time. A revised Parking Study is required to justify the proposed reduction in vehicular parking spaces.

Bicycle Parking

The proposed development does not provide an adequate supply of bicycle parking spaces for residents of the building, and creates barriers to residents cycling for local trips.

The Official Plan states that growth is directed to the Downtown to promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips.

The applicant proposes a total of 486 residential bicycle parking spaces (437 long term, and 49 short term). The bicycle parking spaces will be located on the ground floor and 4th floor.

The proposed bicycle parking supply is less than what is required in the Zoning By-law (569-2013) and the Toronto Green Standards (TGS). The Zoning By-law and TGS require a total supply of 1,430 bicycle parking spaces (1,287 long term, 143 short term).

Amenity Space

The building does not provide sufficient amenity space, in particular the amount of outdoor amenity space, while also exceeding the built form policies including height, density, and floor plate.

The Official Plan requires that indoor and outdoor recreation space for building residents in every significant multi-unit residential development. Zoning By-law 569-2013 requires that development with 20 or more dwelling units must provide a minimum of 4.0 square metres of amenity space for residents, including a minimum of 2.0 square metres per unit of indoor amenity space.

The proposed development provides 2.59 square metres of amenity space per unit for a total of 3,709 square metres (2,860 square metres of indoor, and 849 square metres of outdoor). Zoning By-law 569-2013 would require a total of 5,720 square metres of amenity space, including a minimum of 2,860 square metres of indoor amenity space.

The provision of amenity space in high density areas is particularly critical and an important part of supplementing amenity options beyond those provided in public parks and open spaces.

Infrastructure/Servicing Capacity

A Functional Servicing and Stormwater Management Report has been submitted for this site. A number of deficiencies have been identified and the report must be revised and resubmitted to the satisfaction of the Executive Director of Engineering and Construction Services.

In the event that the LPAT allows the Zoning By-law Amendment appeal in whole or in part, the final Order should be withheld pending the confirmation of water, sanitary and stormwater capacity from the Chief Engineer and Executive Director, Engineering and Construction Services, or the determination of whether holding provisions are required in the zoning by-law amendment.

Section 37 Community Benefits

Section 37 of the Planning Act allows the City to enter into an agreement with an applicant to grant an increase in height and/or density (over and above that permitted by the Zoning By-law) in return for community benefits to be provided by the applicant. Details of a Section 37 Agreement between the applicant and the City would be established if the project is ultimately approved.

Planning staff has not had any discussions with the applicant or Ward Councillor regarding a Section 37 contribution due to staff's concerns with the proposed development as addressed in this report. In the event the LPAT grants additional

density and/or height beyond that which is permitted in Zoning By-law, the City will request that the LPAT withhold its final order until the City has an agreement with the applicant to secure the appropriate community benefits.

Conclusion

The proposed demolition of a 'major office' building and not replacing those office uses is not consistent with the PPS (2020) and does not conform with the Growth Plan (2019).

The proposed development does not fit within the planned context along Bloor Street West, and does not meet the Built Form and Mixed Use Areas policies of the Official Plan, SASP 211, Downtown Plan, OPA 352, and OPA 231.

Further, the proposed development does not adequately address the City's Tall Building Design Guidelines, or the intent of those guidelines.

Staff are recommending that the appeal of the application be opposed at the LPAT.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Drawings

Attachment 1: Location Map

Attachment 2: Site Plan

Attachment 3: South Elevation

Attachment 4: North Elevation

Attachment 5: West Elevation

Attachment 6: East Elevation

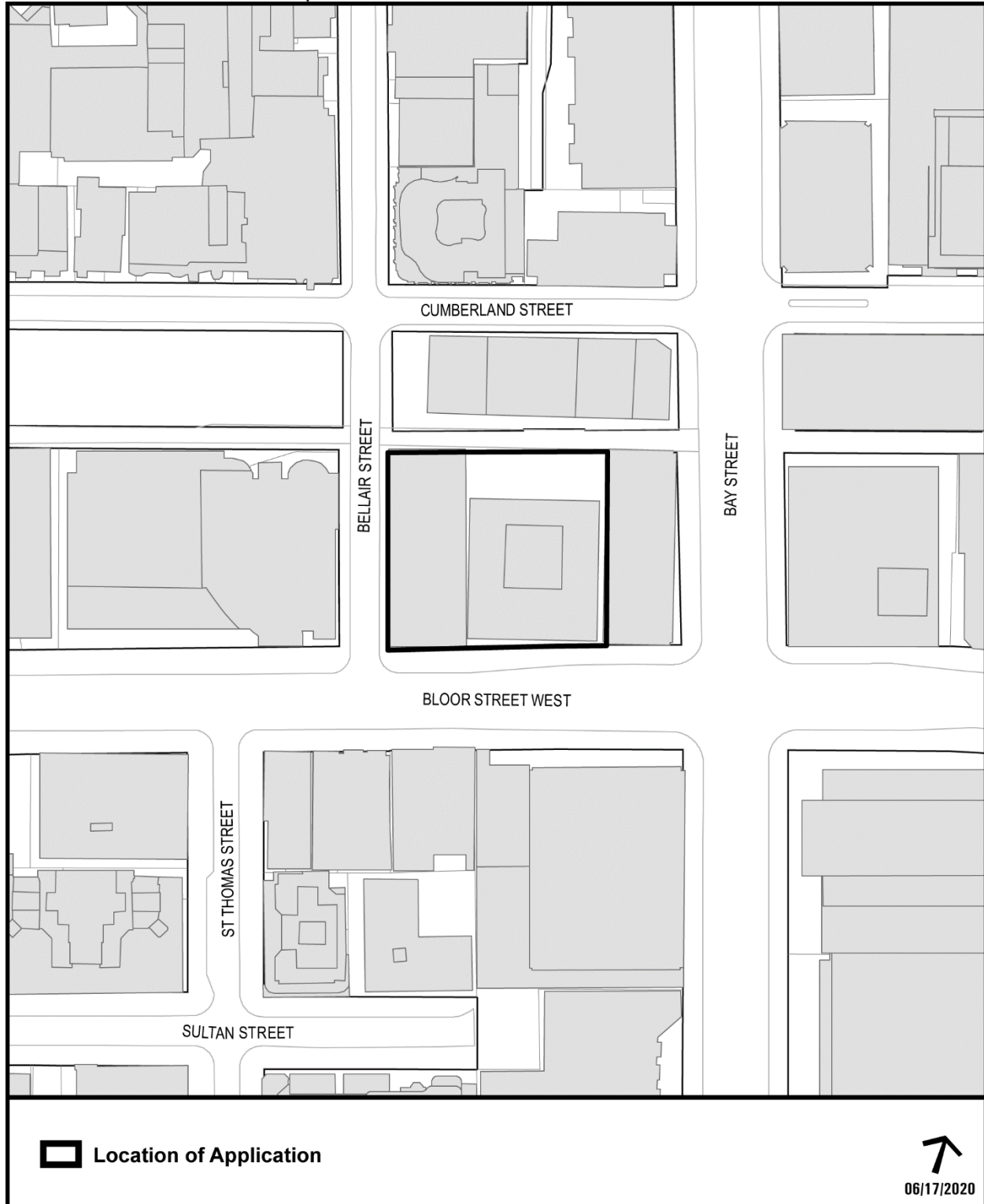
Attachment 7: Tower Floor Plate

Attachment 8: Official Plan Map

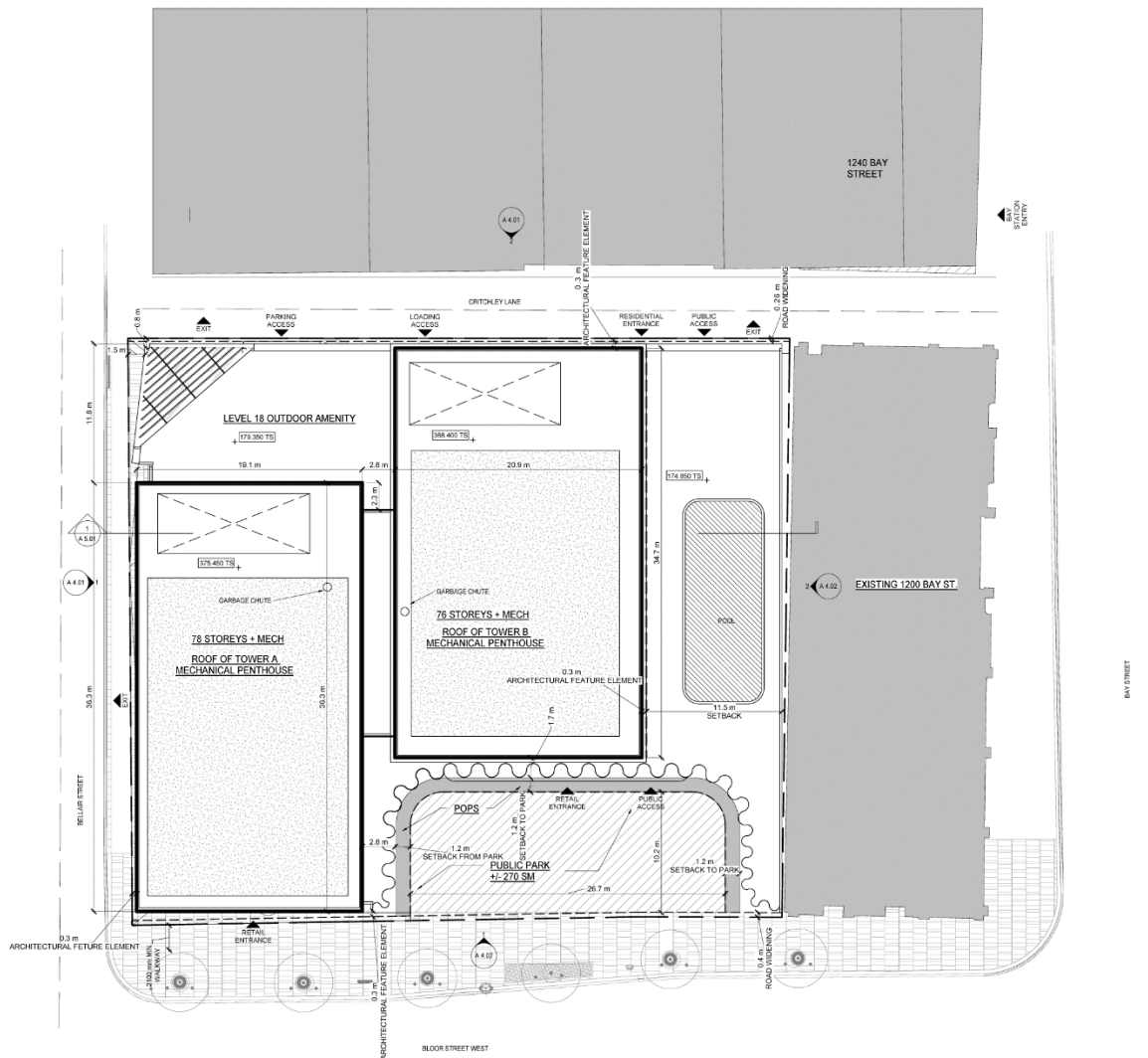
Attachment 9: Site and Area Specific Policy 211 - Map 2

Attachment 10: Application Data Sheet

Attachment 1: Location Map



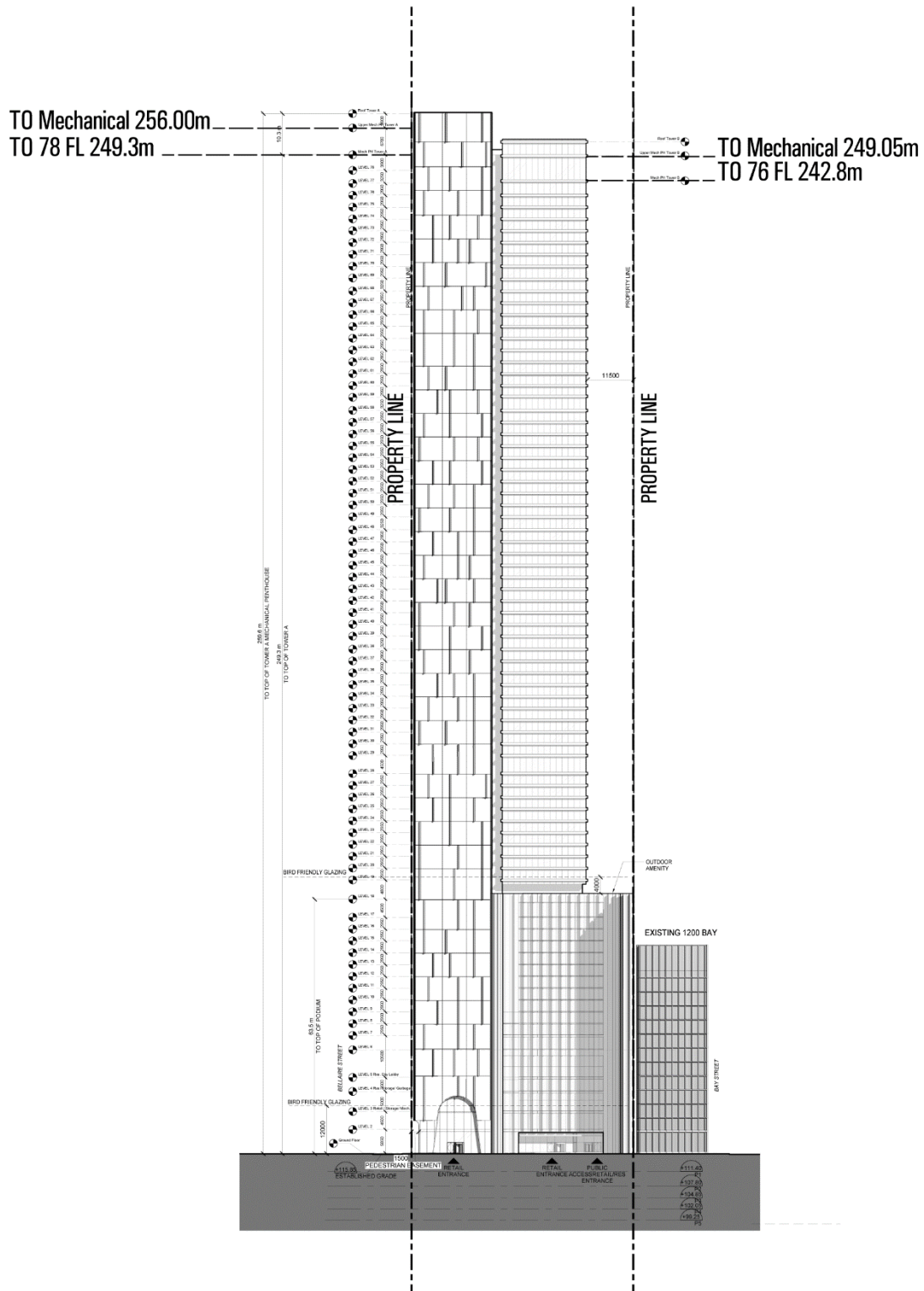
Attachment 2: Site Plan



Site Plan

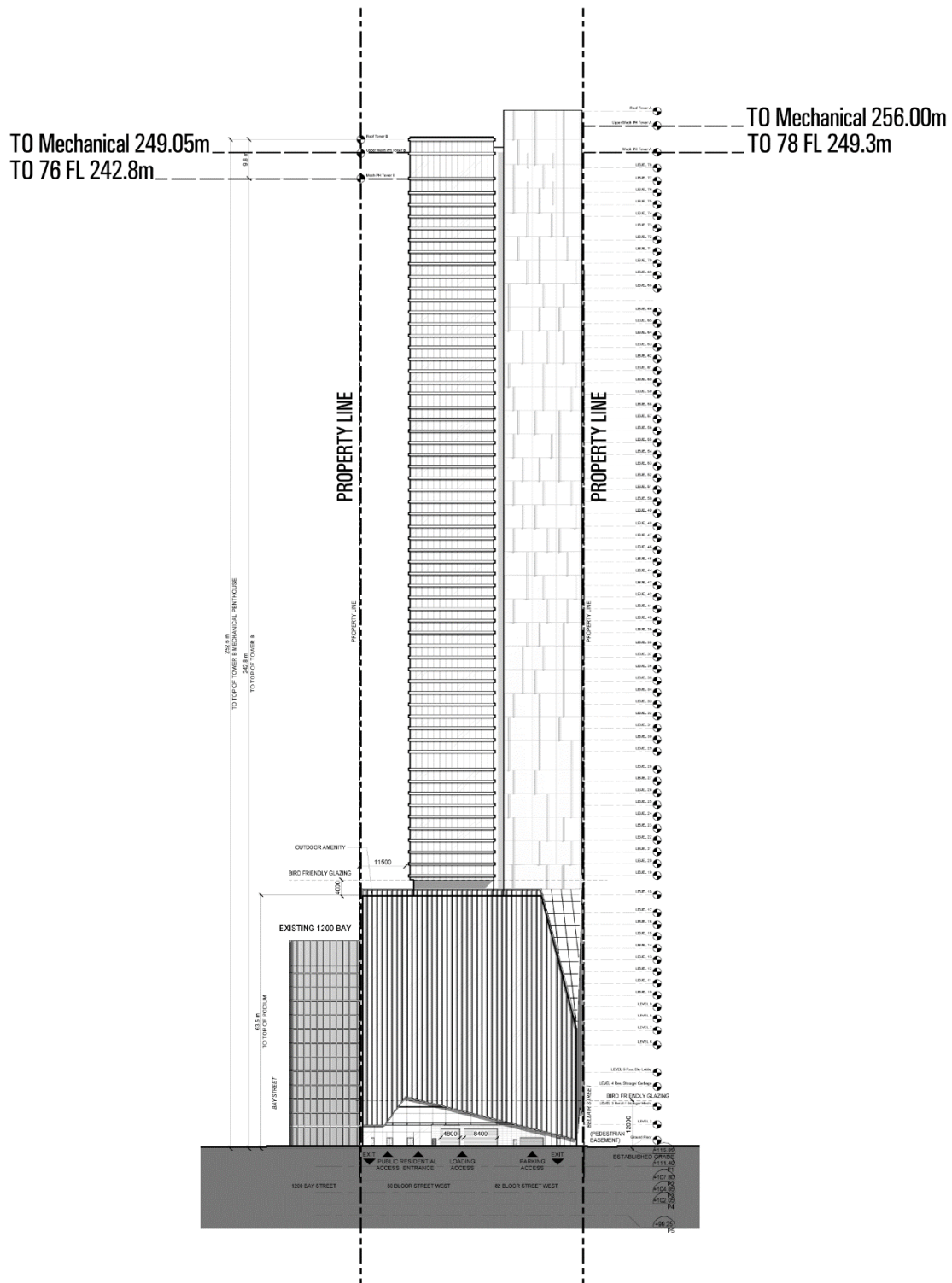


Attachment 3: South Elevation



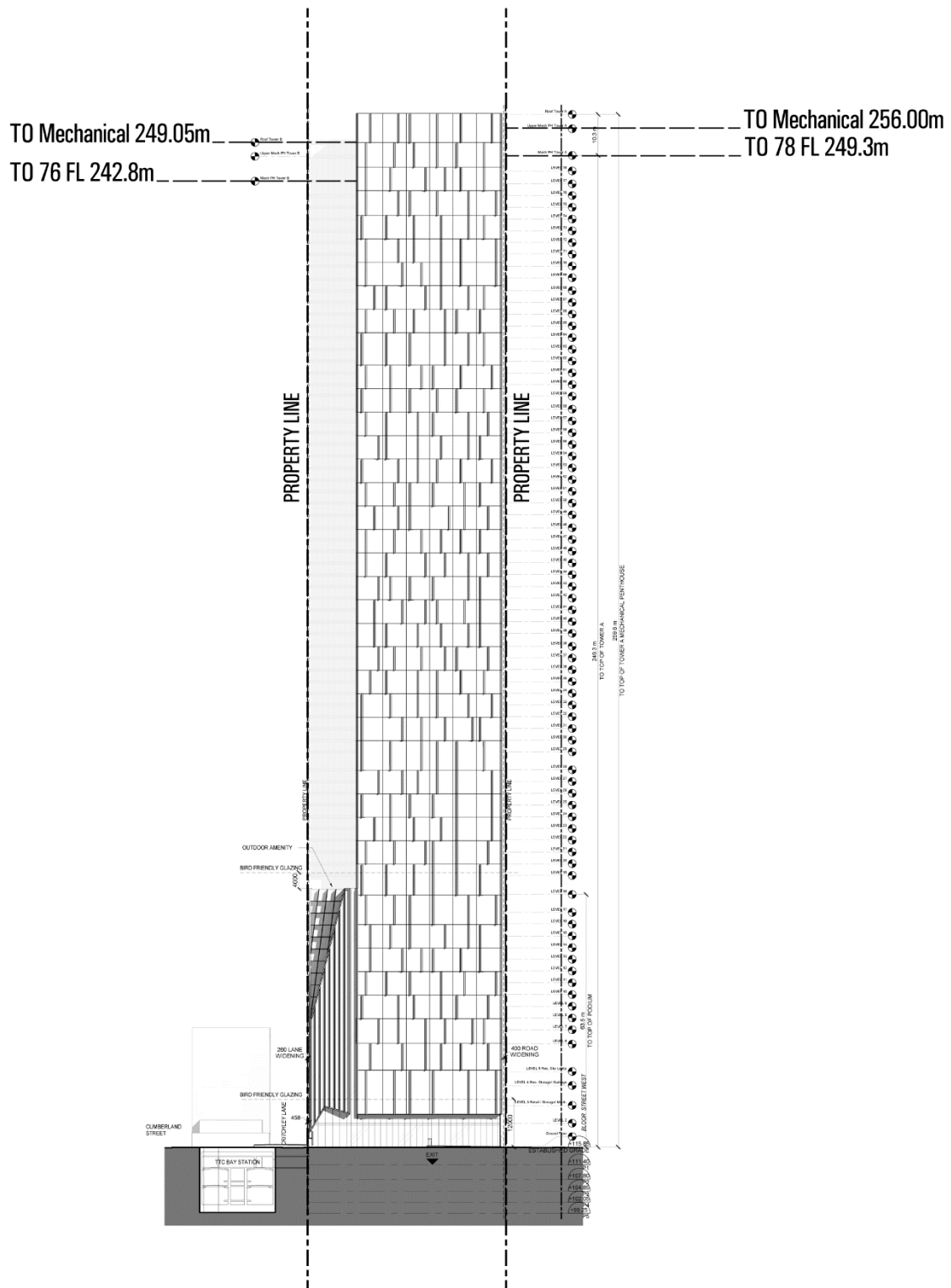
South Elevation

Attachment 4: North Elevation



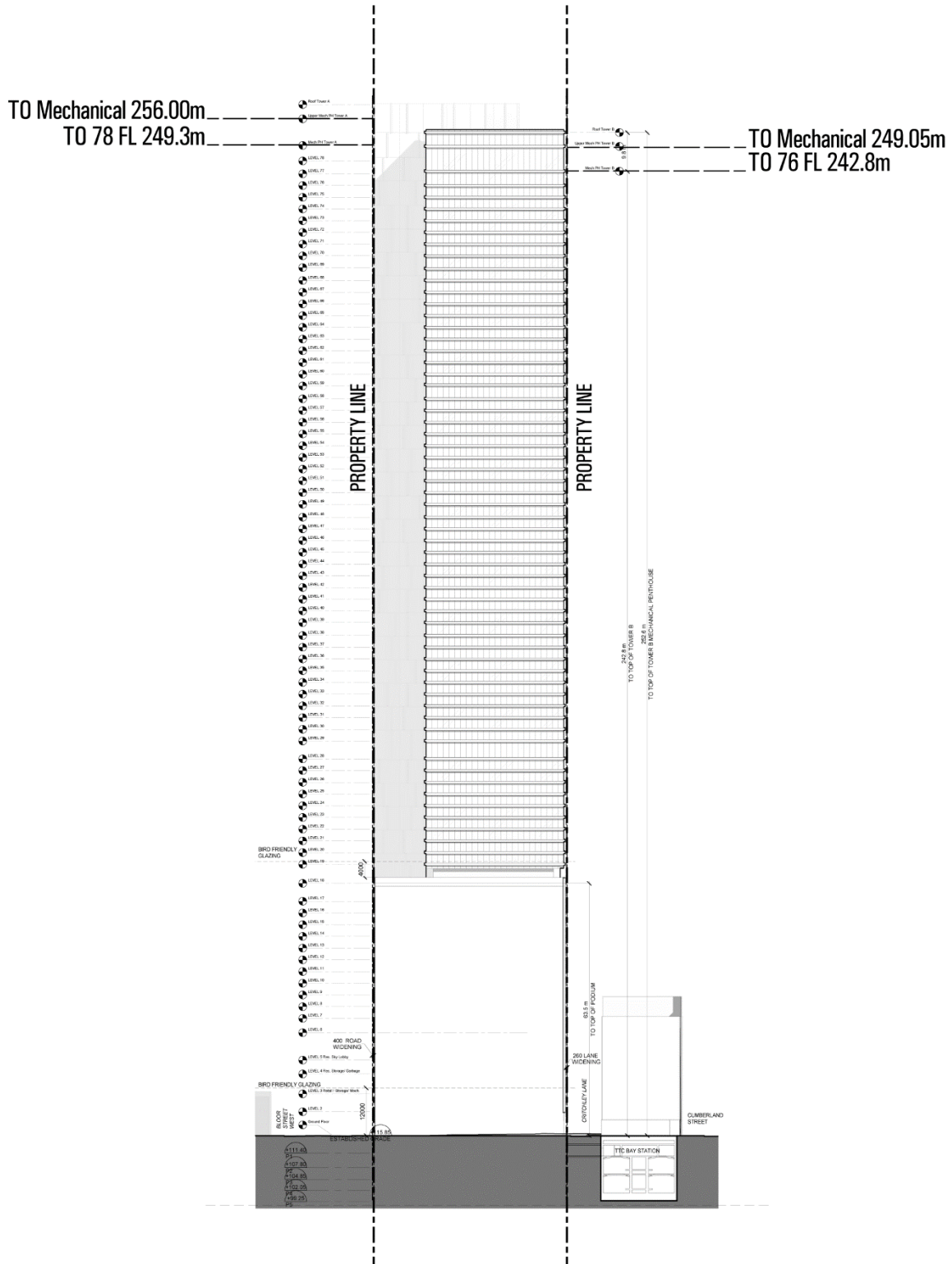
North Elevation

Attachment 5: West Elevation



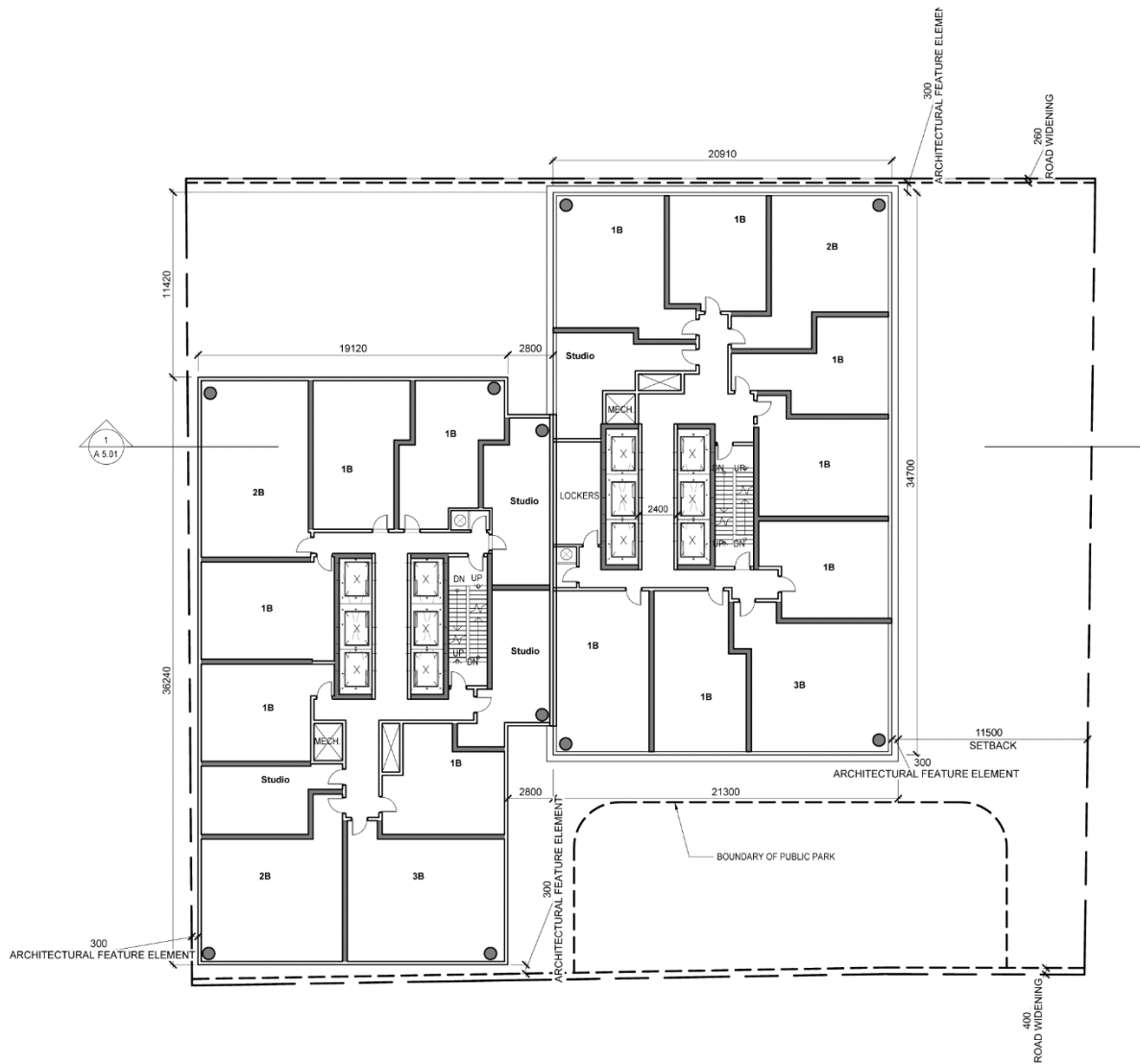
West Elevation

Attachment 6: East Elevation



East Elevation

Attachment 7: Tower Floor Plate

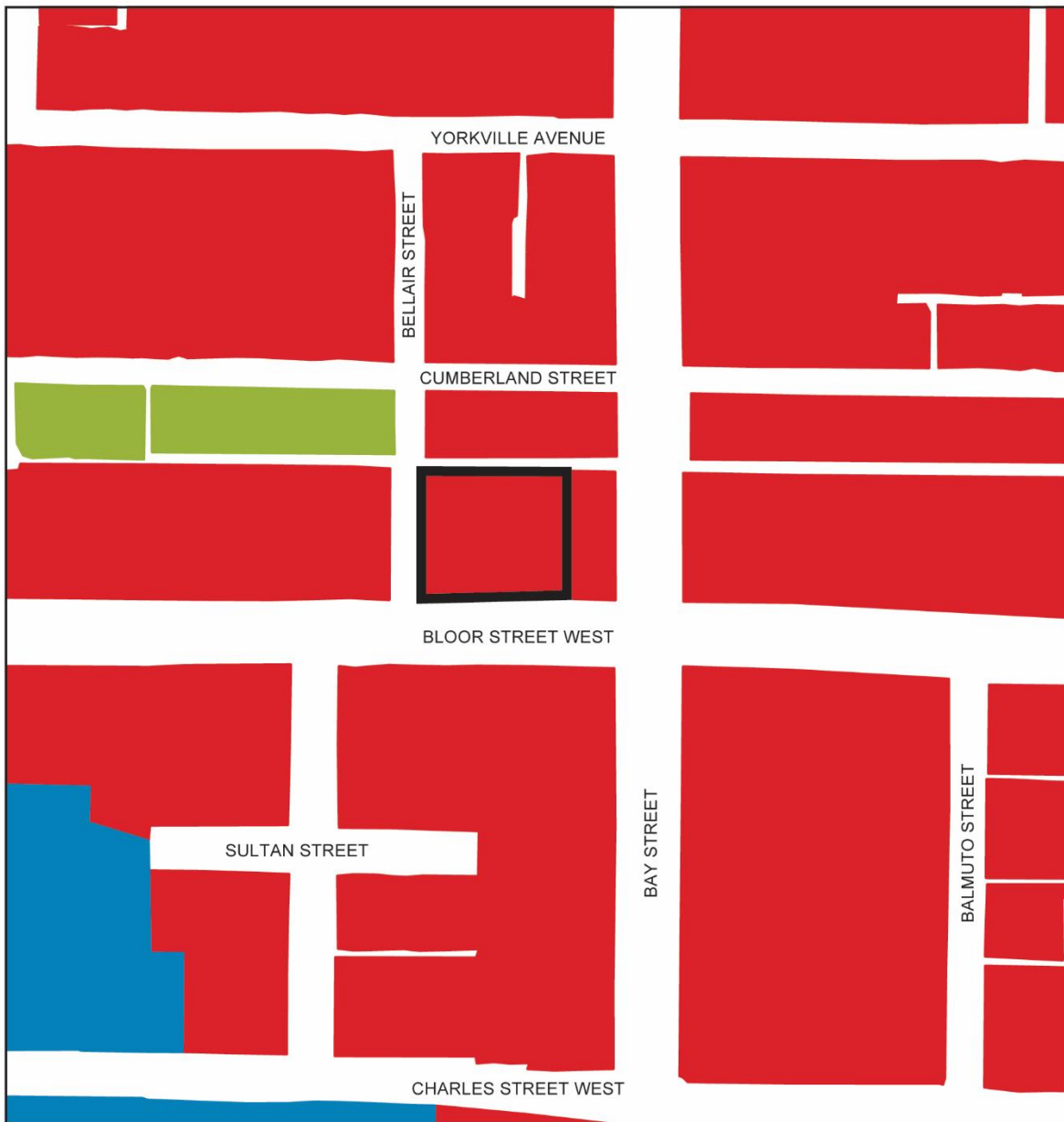


Tower Floor Plate

Floors 19-27 & 29-70



Attachment 8: Official Plan Map



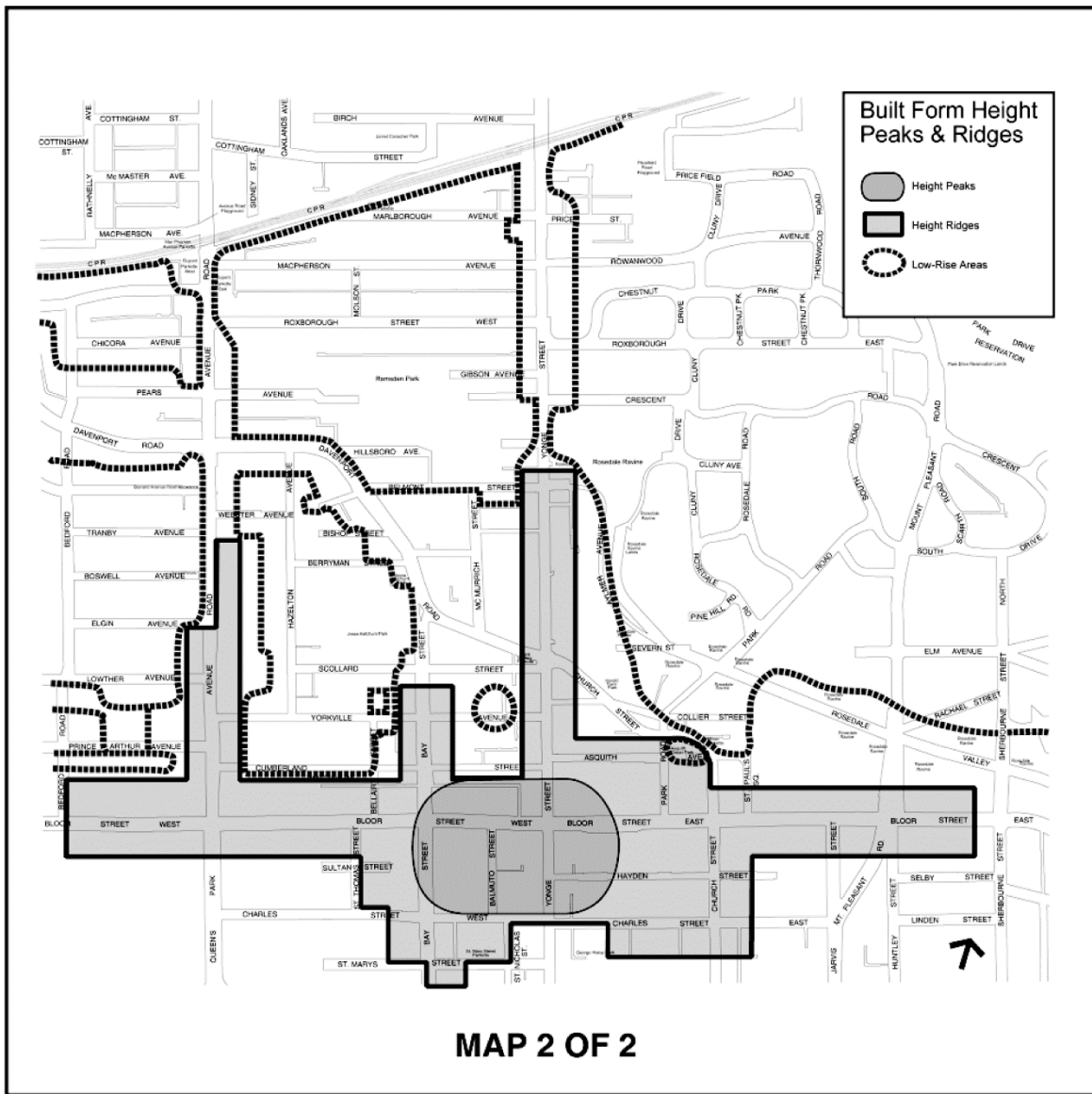
80-82 Bloor Street West

Official Plan Land Use Map

File # 13 248425 STE 27 0Z



↑
Not to Scale
06/17/2020



Attachment 10: Application Data Sheet

Municipal Address: 80-82 BLOOR ST W Date Received: October 9, 2013

Application Number: 13 248425 STE 27 OZ

Application Type: Rezoning

Project Description: To permit a mixed-use development with two attached towers at 78 and 76-storeys (259.6 and 252.6 metres, respectively, including mechanical penthouse) with a shared 17-storey base building.

Applicant	Agent	Architect	Owner
Krugarand Corporation, 80 Bloor Street West, Suite 505, Toronto ON	Calvin Lantz, 199 Bay Street, Suite 5300, Toronto ON	Giannone Petricone Associates, 462 Wellington Street West, Toronto ON	Krugarand Corporation, 80 Bloor Street West, Suite 505, Toronto ON

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR T7.8 C4.5 R7.8	Heritage Designation:	N
Height Limit (m):	61	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 2,738 Frontage (m): 55 Depth (m): 50

Building Data	Existing	Retained	Proposed	Total
Residential GFA (sq m):			110,950	110,950
Non-Residential GFA (sq m):	28,858	0	6,695	6,695
Total GFA (sq m):	28,858	0	117,645	117,645
Height - Storeys:	18	0	78	78
Height - Metres:			259.6	259.6

Floor Space Index: 42.95

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	110,914	36
Retail GFA:	5,375	1,320
Office GFA:		

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,430	1,430
Other:				
Total Units:			1,430	1,430

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		243	840	221	126
Total Units:		243	840	221	126

Parking and Loading

Parking Spaces:	215	Bicycle Parking Spaces:	521	Loading Docks:	3
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CONTACT:

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