

Housing Now – 405 Sherbourne Street – Zoning Amendment – Final Report

Date: June 14, 2021

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning Division

Ward: Toronto Centre

Planning Application Number: 21 102281 STE 13 OZ

SUMMARY

The Toronto Parking Authority parking lot known as 405 Sherbourne Street, is a City-owned property and one of six sites approved by City Council in May 2020 for inclusion in Phase Two of the Housing Now Initiative. This report recommends approval of a City-initiated Zoning By-law Amendment to permit a 26-storey mixed-use building with 267 rental dwelling units, of which between 33% - 50% of new units will be provided as affordable housing, and at least 168 square metres of community facility space for a not-for-profit institution will be provided. The proposal includes an enhanced public realm through a landscaped mid-block pedestrian connection between Sherbourne Street and Bleecker Street.

The site will remain in City ownership and will be leased to a non-profit housing provider for a term of 99 years. The housing provider will be responsible for detailed design and submission of a Site Plan Control application based on technical work that has been undertaken by CreateTO and City divisions to support the proposed development concept in addition to other obligations related to the provision of new affordable housing. The development will contribute to a mixed-income, inclusive community.

The recommended Zoning By-law Amendments are consistent with the Provincial Policy Statement (2020), conforms with A Place to Grow: Growth Plan (2020), conforms with the City's Official Plan including the Downtown Plan, and is consistent with the Cabbagetown Northwest Heritage Conservation District Plan.

This report also recommends the removal of an existing on-street layby on Sherbourne Street, currently designated as a taxi stand for two vehicles, to allow for streetscaping improvements.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. City Council amend Zoning By-law 569-2013, as amended, for the lands at 405 Sherbourne Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
2. City Council amend Zoning By-law 438-86, as amended, for the lands at 405 Sherbourne Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 7 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
4. Before introducing the necessary Bills contemplated in Recommendations 1 and 2, above, to City Council for enactment, City Council require the Chief Executive Officer, CreateTO, to submit an updated Functional Servicing Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
5. City Council request the Chief Executive Officer, CreateTO, in consultation with the Chief Planner and Executive Director, City Planning, to engage City partners and the housing provider, to advance the detailed design of development requirements identified in Attachment 10 to the satisfaction of the Chief Planner and Executive Director, City Planning, and to secure the delivery of the development requirements on terms, including details and timing, in a Lease Agreement with the housing provider.
6. City Council direct that any future planning applications for 405 Sherbourne Street, including an application for Site Plan control be reviewed in the context of the 405 Sherbourne Street Design Brief (May 2021), provided as Attachment 11 to this report.
7. City Council authorize the highway alterations to remove the lay-by on the east side of Sherbourne Street, from a point 118.0 metres north of Carlton Street to a point 35.0 metres further north, as shown in Drawing No. 421T-0141 dated April 2021 in Attachment 12 to this report.
8. City Council rescind the designated taxi stand for two taxis in effect at all times on the east side of Sherbourne Street, between a point 130 metres north of Carlton Street and a point 141 metres north of Carlton Street.
9. City Council authorize the General Manager, Transportation Services, to enter into any necessary agreements with the future City-selected housing provider and lessee of 405 Sherbourne Street to provide a transfer of funds required to pay for the full cost associated with the removal of the lay-by on the east side of Sherbourne Street and realignment and reconstruction of the Sherbourne Street cycle track, to specifications provided by Transportation Services, and through the appropriate capital program identified by Transportation Services at the time of construction.

FINANCIAL IMPACT

In May, 2020, through Item PH14.3, City Council adopted Phase Two of the Housing Now Initiative and approved Open Door incentives of approximately \$48 million to support the creation of up to 620 new affordable rental units in six sites across the city. 405 Sherbourne Street is included in the Phase Two list of properties.

405 Sherbourne Street

Through the 2021 budget process, Council approved \$457,500 in pre-development funding for 405 Sherbourne Street. It is anticipated that this budget will be sufficient and there will be no net new impact to the City as a result of the recommendations in this report.

Possible future year financial impacts are unknown at this time and will be determined through the design and planning approval process for City Council consideration through the budget process or a standalone report.

Any additional resource implications related to implementing the Housing Now Initiative, including additional pre-development and personnel costs, will be identified and presented to Council for consideration as part of the 2022 Budget Process.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

EQUITY IMPACT

The Housing Now Initiative is part of the HousingTO 2020-2030 Action Plan. The Housing Now Initiative advances a number of the City of Toronto's equity strategies and commitments, including: Social Procurement Policy, Strong Neighbourhoods Strategy, Toronto Newcomer Strategy, Toronto Poverty Reduction Strategy and the Toronto Seniors Strategy. Through the incorporation of social procurement principles in the market offering process for Housing Now sites, the implementation of the Housing Now Initiative will encourage local hiring and create employment, training and apprenticeship opportunities for people experiencing economic disadvantage, including those from equity-seeking communities.

An intersectional analysis reveals that women, seniors, newcomers, and low income residents who require access to affordable housing, city spaces, and public transit, will be positively impacted by developments such as the proposal for 405 Sherbourne Street. 405 Sherbourne Street is located in the Downtown, with access to employment, services, retail and parkland. At least 50 percent of units located on this site will be rented below the City-wide average market rent, providing access to safer, quality housing near high-order transit. The site is directly on the TTC's Sherbourne bus route connecting to Line 2, and within walking distance of other surface transit routes connecting to College and Wellesley stations on Line 1.

The new affordable rental units will remain affordable for 99 years, providing quality housing for future generations. Safe, secure, affordable housing is an important social determinant of health. It improves the social and economic status of individuals, families and communities. Good quality, affordable housing is also the cornerstone of vibrant, healthy neighbourhoods and supports the environmental and economic health of the city, region and country as a whole.

DECISION HISTORY

The City's Housing Now Initiative was launched in 2018, and in 2019, 11 Phase One sites were selected. On May 28, 2020, City Council adopted CC21.3 Creating New Affordable Housing Opportunities through Phase Two of the Housing Now Initiative. The report recommended Council's approval of six additional sites to the Housing Now Initiative, including 405 Sherbourne Street. The six new sites in Phase Two are estimated to create between 1,455 to 1,710 new residential units including an estimated 1,600 purpose-built rentals, of which an estimated 620 will be affordable rental units. The City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC21.3>

On June 29 and 30, 2020, City Council adopted PH 14.3 Housing Now Initiative – Annual Progress Report. The Report provided Council with the first annual update on the Housing Now Initiative including the early successes, lessons learned and latest status of the Phase One Sites. The report recommended enhancements to the Housing Now Initiative that will improve the lives of future residents of the sites. Some of these enhancements include limiting annual rent increases on market rental homes, maximizing the involvement of non-profit organizations to increase affordability, and through the market offering process, increasing the number of accessible homes with the incorporation of universal design features to create housing that is suitable for everyone.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.3>

PROPOSAL

Application Description

The proposed development is a 26-storey (84.4-metre), mixed-use building with 267 rental dwelling units and 168 square metres of community facility space on the ground floor facing Sherbourne Street. The total height of 84.4 metres includes a 7-metre mechanical penthouse. The total gross floor area is 18,898 square metres, resulting in a floor space index of 6.3 times the lot area. The lobby entrance is located at the northwest corner of the building facing Sherbourne Street.

The proposed base building has a height of 4 storeys, which generally corresponds with the height of the adjacent buildings to the north and south. The building frontage along Bleecker Street includes 5 townhouse units in the first 2-storeys and the third and fourth floors are stepped back by 4 metres. The tower steps back from the 4-storey base

building by 7.5 metres facing Sherbourne Street and by 8.8 metres facing Bleecker Street. The tower has a minimum 12.5-metre setback from the north and south side lot lines. The tower floorplate has an area of 750 square metres.

A total of 267 dwelling units will be provided as purpose-built rental housing, with between 33%-50% provided as new affordable rental units. There will generally be the same number of units by type (i.e. one-bedroom, two-bedroom, etc.) for both the affordable and market rental units. The market rental units have a range of sizes in accordance with Growing Up: Planning for Children in New Vertical Communities - Urban Design Guidelines (the Growing Up Guidelines) and almost in accordance with Policy 11.1 in the Downtown Plan. The affordable rental units include 20% accessible units and the market rental units include 15% accessible units. The proposed mix of dwelling units is as follows:

	Studio	One-bedroom	Two-bedroom	Three-bedroom
Number of units	24	136	80	27
Percentage of units	9%	51%	30	10%
Range of size (sq. m)	35-48	57-71	63-87	94-107
Average size (sq. m)	36	52	74	96
Number of Accessible Units		9	25	23

The indoor residential amenity space is primarily located on the fifth storey and is surrounded by outdoor residential amenity space that occupies the rooftop of the base building. Additional indoor amenity space is located on the ground floor adjacent to the south side-yard that includes additional outdoor amenity space. The total area of indoor amenity space is 559 square metres and the outdoor amenity space is 623 square metres. The proposed rezoning will secure a minimum of 2.0 square metres per unit of both indoor and outdoor amenity space.

Vehicular ingress is from Sherbourne Street and egress is to Bleecker Street via a one-way driveway that traverses the site and provides access to a pick-up/drop-off lay-by for two vehicles, the underground parking garage, and a loading area at ground level within the building. The proposed parking is located entirely on one level below grade and comprises a minimum 43 parking spaces for residential occupants and a minimum 16 spaces for residential visitors, which may also be provided as publicly-accessible commercial parking. Bicycle parking is located at ground level and on the second storey on the south side of the building, accessible from both the south side yard and from within the building. There are 240 long-term bicycle parking spaces and 27 short-term bicycle parking spaces.

Sherbourne Street is proposed to have a minimum 6-metre wide sidewalk zone, including space for five new street trees, by removing the existing lay-by on Sherbourne Street. Bleecker Street, which currently has a 3.5-metre wide sidewalk zone including a 1.8-metre wide sidewalk and a 1.7-metre wide tree planting zone on the west side, is

proposed to have a widened sidewalk of 2.1 metres and at least 4 new street trees to replace the existing street trees. Public open space with a width ranging from 5.5 to 8 metres is proposed on the north side of the proposed driveway. The open space provides a mid-block pedestrian connection between Bleecker Street and Sherbourne Street.

Detailed project information is provided in Attachment 2: Application Data Sheet and on the City's Application Information Centre at: toronto.ca/405sherbourne. Attachment 3 of this report provides for a three-dimensional representation of the proposed development in context.

Site and Surrounding Area

The subject site has an area of 2,995 square metres with 51 metres of frontage on Sherbourne Street, 49 metres of frontage on Bleecker Street, and a depth of 60 metres. The site slopes gently downwards from north to south. The site is currently used as a Toronto Parking Authority parking lot with 110 spaces that has vehicular access from Sherbourne Street. There are no existing buildings. The site is also used as a mid-block pedestrian/cycle connection between Bleecker Street and Sherbourne Street.

The subject site is located on the east side of Sherbourne Street, between Carlton Street and Wellesley Street East (see Attachment 1 - Location Map). Sherbourne Street has one lane of traffic in both directions and has separated cycle tracks on both sides between the sidewalk and the vehicle lane. There is an existing layby for taxi parking on Sherbourne Street in front of the subject site, which has provided taxi parking for events at the Phoenix Concert Theatre on the west side of Sherbourne Street. The east side of the site fronts onto Bleecker Street, which is a relatively narrow street with one-way northbound traffic and on-street parking on the west side.

The following uses surround the site:

- North: 3-storey detached, semi-detached and townhouses fronting onto both Sherbourne Street and Bleecker Street. The adjacent house on Sherbourne Street is used as a medical office.
- East: 9-storey and 14-storey apartment buildings on the east side of Bleecker Street.
- South: 4-storey apartment building fronting onto both Sherbourne Street and Bleecker Street.
- West: 4-storey medical office building and concert theatre (the Phoenix); two 3-storey semi-detached houses, 10-storey apartment building.

Reasons for City-Initiated Zoning By-law Amendment

The recommended City-initiated Zoning By-law Amendment is required to allow the proposed increase in maximum height from 10 metres to 77.4 metres (excluding mechanical penthouse), increase in the maximum floor space index (density) from 1.0 (east side of site) and 2.0 (west side of site) to 6.3 times the lot area, and reduce the minimum total parking requirement to 59 spaces. The recommended by-law includes other built form provisions that will secure an appropriate building envelope. The by-law

will also allow for a wide range of institutional and commercial/retail uses within the proposed community facility space on the ground floor.

APPLICATION BACKGROUND

Housing Now Overview

City Council initiated Housing Now in December 2018 to accelerate the development of affordable housing and mixed-income, mixed-use, transit-oriented communities on 11 City-owned properties. The Housing Now Initiative is an approach to city-building whereby City-owned lands are used to build affordable housing within mixed-use, mixed-income, transit-oriented communities.

Across the growing portfolio of sites identified and adopted by City Council for inclusion in the Housing Now Initiative, City-owned properties will be the location for a mix of affordable rental, market rental and ownership housing options to serve Toronto residents. The new affordable rental homes will remain affordable for 99 years, providing quality housing opportunities for future generations. Housing Now will provide access to affordable rental units for households earning up to approximately \$68,000 per year (based on 2021 average market rents).

The creation of new housing on City-owned lands will provide Toronto residents with opportunities to live affordably near transit hubs and close to places of work, education and services. Investment in these well-located sites will also contribute to the broader community by delivering new amenities, revitalized public spaces and improved access to transit.

The development of new housing through Toronto's Housing Now Initiative will be guided by the following principles adopted by City Council:

- Activate sites to achieve the highest possible public benefits;
- Optimize the development of market and affordable rental housing with a mix of unit types and sizes;
- Create energy efficient homes that are affordable for a diverse range of incomes, including deeply affordable homes;
- Appropriately address and accommodate existing City and other operations and uses which increase city-building opportunities to create complete communities;
- Prioritize the public retention of sites, including long-term land leases;
- Support participation by the non-profit and co-op housing sectors and help build capacity in the sectors; and,
- Actively engage with City Councillors and local communities in the planning and development of each site.

Phase One and Two of the Housing Now Initiative

Phase One of the Housing Now Initiative was initially estimated to create approximately 10,000 new residential units with approximately 3,700 affordable rental units. In May 2020, City Council approved the second phase of Housing Now. The six sites in Phase

Two will create between 1,455 and 1,710 new residential units including an estimated 1,600 purpose-built rental units, of which an estimated 800 will be affordable rental units. Based on work done to-date to advance the first four priority sites, Phase One and Phase Two sites are now estimated to create approximately 13,290 residential units including approximately 5,060 new affordable rental units. The sites are close to transit, as well as commercial and employment areas, and create opportunities to further develop complete communities, bringing benefits to existing and future residents.

As sites advance through the re-zoning process, City Planning staff, in collaboration with the Housing Secretariat and CreateTO continue to seek opportunities to increase the potential yield of new affordable housing units at each location, in accordance with the objectives of the Official Plan, and being informed by Toronto's evolving development context. For example, through the preparation of the development concept and proposed Zoning By-law at 405 Sherbourne Street, City Planning and CreateTO have been able to exceed the initial target of 200 units on-site by 67 units while still meeting in-force policies of the Official Plan and Cabbagetown Northwest Heritage Conservation District.

Across the Housing Now portfolio, City Planning has worked with different City Divisions and CreateTO to bring forward development concepts for the Housing Now Initiative that include new child care facilities, expansions to public parks, community space, employment opportunities, improved public realm and new public streets. The 405 Sherbourne Street development concept includes the provision of enhancement the important midblock connection being provided by the existing Green P parking lot through the creation of a generous midblock connection supporting hard and soft landscape and the provision of new non-profit community space.

Rezoning to Support Market Offering

Bringing forth a recommended Zoning By-law represents a critical milestone in the Housing Now process. A recommended zoning by-law, and where applicable other planning framework amendments, provides the foundation for the business case for each site. This process is detailed through EX1.1 "Implementing the Housing Now Initiative". Other components of the business case stage include detailed due diligence by City staff and CreateTO, to facilitate the site's redevelopment. This work establishes a market-ready development concept and advances projects through key stages of the approval process, reducing project and approvals risks for selected development partners, and charting an expedited route to construction and occupancy.

This approach to achieving up-front zoning approvals strengthens the City's ability to leverage its contributions and partnerships with experienced housing developers and operators to deliver affordable housing and complete communities at key locations in the city. Through the City's contributions of land value and incentives, the Housing Now Initiative will leverage millions of dollars in third party investment and create thousands of new rental units needed by Torontonians, as evidenced by successful market offering of the Housing Now Initiative projects at 777 Victoria Park, 50 Wilson Heights Boulevard, and 705 Warden Avenue.

City and Agency Review

To aid in the preparation of the recommended Zoning By-law Amendments and the Report to the Toronto Preservation Board, Alterations to a Heritage Property Designated under Part V of the *Ontario Heritage Act* - 405 Sherbourne Street, City staff, CreateTO staff and consultants undertook due diligence analysis and prepared a development proposal for 405 Sherbourne Street for inter-divisional review.

This review entailed two formal submissions by CreateTO of plans and technical reports for the review of City Planning staff and other commenting Divisions and agencies. City staff provided comments and City Planning led an inter-divisional workshop in an effort to refine the development concept, confirm the obligations of the eventual developer of the site and expedite planning approvals.

The following plans, reports and studies were submitted as part of the inter-divisional review:

- Boundary Survey and Topographic Survey
- Architectural Plans
- Landscape Plans
- Heritage Impact Assessment
- Sun / Shadow Study
- Transportation Impact Study
- Stage 1 Archaeological Assessment
- Functional Servicing Report and Stormwater Management Report
- Hydrogeological Investigation
- Geotechnical Study
- Toronto Green Standard Checklist
- Design Brief

The recommended Zoning By-law Amendments, and other recommendations in this report address the comments received through the review process. The proposal was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the proposal and to formulate appropriate recommendations.

Community Engagement

405 Sherbourne Street has been the first Housing Now Initiative site to have all of its engagement occur during the Covid-19 period. Following the direction of the City's Medical Officer of Health and Provincial requirements, all engagement for 405 Sherbourne was held online. City Staff and CreateTO developed new engagement tools to ensure that there could be genuine opportunities for feedback and discussion in the absence of in-person consultation. This included the following:

- Creation of a 'site reel', a short video orienting people to 405 Sherbourne Street, acknowledging that both local and city-wide audiences are interested in development concepts supporting the Housing Now Initiative;

- Meeting notices mailed to households provided a postage-paid option to enable households to request hard-copy meeting materials to eliminate electronic barriers to participation and information on the project;
- Enhanced project information that included an information sheet on the 405 Sherbourne Street development concept, a general Housing Now information sheet, and written summaries of all Community Consultation Meetings; and
- Posting of recordings of the online Community Consultation Meetings for viewing by the public.

All material prepared for public consultation is available on the project website, hosted by CreateTO, at www.createto.ca/405sherbourne

Beginning in November 2020, City Planning and CreateTO led community meetings and engagement events regarding the proposed development of 405 Sherbourne Street. These activities included two rounds of public open houses (November 2020 and April 2021), small-scale meetings with the representatives of the Cabbagetown Northwest Heritage Conservation District Committee, and one meeting with other local stakeholders. The timing, location and number of attendees for each meeting are identified in Table 1 below. Meetings held prior to March 10, 2021, were with regard to a preliminary development concept and meetings held after that date were regarding a refined development proposal and the City's proposed rezoning.

Table 1: Community Engagement Summary

Meeting Date	Meeting Type	Number of Attendees
October 21, 2020	Local Stakeholder Project Information Session	3
November 12, 2020	Heritage Conservation District Committee Stakeholder Group	3
November 23, 2020	Community Meeting #1: <ul style="list-style-type: none"> • Introduction to the Housing Now Initiative • Overview of site context, local planning framework and Heritage Conservation District • Preliminary development concept 	70
March 24, 2021	Heritage Conservation District Committee Stakeholder Group	3
April 1, 2021	Community Meeting #2 <ul style="list-style-type: none"> • Review of the Housing Now Initiative • Overview site context, local planning framework and Heritage Conservation District • Overview of revisions to the preliminary development concept and discussion of rationale for revisions, including how community feedback was considered. 	45

Community Engagement - Areas of Support:

- Housing Now Initiative and creation of new affordable housing. This was also an area of concern;
- Inclusion of publicly accessible open space and new green space;
- Inclusion and location of new community use space;
- Design of the podium component of the building and tower setback, particularly on Bleecker Street;
- Inclusion of a range of units sizes and types; and
- General support for, and interest in the incorporation of sustainable design and construction measures.

Community Engagement - Areas of Concern:

- Concentration of affordable rental housing in the area;
- Redeveloping the existing TPA lot without full replacement of parking spaces;
- Potential for added traffic congestion on Bleecker Street and potential for the mid-block connection to be used as a 'cut through';
- Height of tower component relative to adjacent properties; and
- Community safety.

Input from members of the public through the consultation process has shaped the development concept and recommendations in this report. The focus of revisions to the development concept relate to the base building and site circulation. In particular, comments from the community supported a revision to the plan to reallocate open space on the site to create a more generous landscaped area on the north side of the site, providing greater transition from the house form buildings to the north. Comments from the community also supported revisions to the base building regarding the relationship to the on-site open space.

Further consultation and project updates are planned throughout the marketing, Site Plan Control and construction management processes.

Design Review Panel

405 Sherbourne was presented to the City's Design Review Panel on November 26, 2020. The purpose of presenting the development concept to the Design Review Panel at the zoning stage is to receive feedback on the approach to building massing, site organization, and concepts for landscape and architectural treatment to be included with the project's Design Brief. The feedback and comments from this presentation were used to refine the recommended Zoning By-law Amendments presented in this report.

As part of the Housing Now Initiative, the City-selected housing provider will present the updated plans the Design Review Panel as part of the Site Plan Control process.

Statutory Public Meeting Comments

In making their decision with regard to this proposal, Council members will have been given an opportunity to view the oral submissions made at the statutory public meeting.

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.

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.

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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs;
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- conserving significant built heritage resources to retain cultural heritage value.

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."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) 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 (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

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, and better connected 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 (2020), 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 (2020), 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 (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

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

Toronto Official Plan

This proposal has been reviewed against the policies of the Official Plan, which includes the following applicable policy directions. The Official Plan can be found here:

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

Chapter 2 - Shaping the City

The subject site is located in the *Downtown* as shown on Map 2 - Urban Structure. Policy 2.2(2) directs growth to the *Downtown* in order to efficiently use municipal land and infrastructure, encourage active transportation, "offer opportunities for people of all means to be affordably housed", and "facilitate social interaction, public safety and cultural and economic activity. Policy 2.2.1(4)(b) encourages a full range of housing opportunities through sensitive infill within *Downtown Apartment Neighbourhoods*.

Chapter 3 - Building a Successful City

Official Plan Amendments (OPAs) 479 and 480, which were approved by the Ministry of Municipal Affairs and Housing (MMAH) on September 21, 2020, updated the policies in Section 3.1.1 Public Realm and Section 3.1.2 Built Form to provide more detailed direction on public realm improvements and how a new development should respond to the existing and planned context and provide "good transition in scale between areas of different building heights." Section 3.1.3 Built Form - Building Types provides new policies for the design of tall buildings.

Policy 3.1.2(1) states that "development will be located and organized to fit with its existing and planned context." Policy 3.1.2(5) requires new development to "frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight on the public realm by" (a) providing harmonious streetwall height and setbacks; and (b) "stepping back building mass and reducing building footprints above the streetwall height. Policy 3.1.2(3) requires development to "protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.2(6) requires development "to provide good transition in scale between areas of different building heights and/or intensity of use" and Policy 3.1.2(7) requires transition in scale to be provided on the development site in relation to adjacent properties. Policy 3.1.2(10) requires new development to "promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing improvements to adjacent boulevards and sidewalks."

Policy 3.2.1(1) requires "a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods" to be provided to meet the current and future needs of residents. New housing supply through intensification and infill that is consistent with the Official Plan is encouraged by Policy 3.2.1(2).

3.1.5.4 Properties on the Heritage Register will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and as adopted by Council.

3.1.5.5 Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential

impacts and mitigation strategies for the proposed alteration, development or public work.

3.1.5.26 New construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

Chapter 4 - Land Use Designations

The site is designated *Apartment Neighbourhoods* on Map 18: Land Use Plan. (see Attachment 4: Official Plan Land Use Map). *Apartment Neighbourhoods* are characterized as primarily residential areas with buildings heights generally greater than 4 storeys and may also include parks, local institutions, cultural and recreational facilities, and small-scale retail, service, and office uses that serve the needs of area residents. Significant growth is generally not anticipated but there may be opportunities for additional residential development on underutilized sites. Policy 4.2(2) provides criteria for new development in *Apartment Neighbourhoods* to contribute to the quality of life for the community.

The outcome of the staff analysis and review of the relevant Official Plan policies and designations are summarized in the Comments section of this report.

Downtown Plan

The site is located within the limits of the Downtown Plan, which is a Secondary Plan in the Official Plan. The Downtown Plan was approved by the Minister of Municipal Affairs and Housing (MMAH) as Official Plan Amendment (OPA) 406 through a decision issued on June 5, 2019. The Downtown Plan may be found here:

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

Policy 4.1 encourages growth throughout the Downtown, particularly in *Mixed Use Areas*, *Regeneration Areas* and *Institutional Areas*. Other areas such as *Apartment Neighbourhoods* will have "more modest levels of growth." Policy 3.3 requires new buildings to "fit within their existing and planned context, conserve heritage attributes," and "expand and improve the public realm." Policy 3.9 refers to mid-block connections as part of an expanded public realm to support liveability and public life. Policy 3.5 states that the Downtown will be inclusive and affordable.

Section 9 provides built form policies for new tall buildings. Policies 9.13 and 9.15 specify the tower floorplate will generally be 750 square metres in order to adequately limit shadow impact. Policies 9.8.1, 9.8.2, 9.8.4 and 9.9 apply to the base building of new tall building, which indicate the base building should relate to the scale of adjacent streets, fit with neighbouring streetwall heights, animate the street by providing active uses at ground level and providing transition to relate to adjacent lower-scale buildings.

Policy 9.4 requires development in *Apartment Neighbourhoods* to include setbacks that allow for optimal tree planting and access to utilities. Policy 9.5 indicates that the City may request a 6-metre wide sidewalk zone measured from the curb to building face.

With regard for active transportation and vehicular access, Policy 8.2 prioritizes space for pedestrians and cyclists over private automobiles. Sherbourne Street is identified as a Priority Cycling Route on Map 41-12. Policy 8.29 encourages on-site pick-up and drop-off space in order to free up on-street curbside space.

OPA 352 – Downtown Tall Building Setback Area

On October 5-7, 2016, City Council adopted Official Plan Amendment (OPA) 352 – Downtown Tall Building Setback Area. This OPA is under appeal at the Local Planning Appeal Tribunal (LPAT). All remaining appeals, however have been geographically scoped, and exclude the subject property. Moreover, in March 2021, the LPAT heard and verbally allowed a motion for modification and partial approval of OPA 352. The policies of OPA 352, as modified, are applicable in the review of this proposal. The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of tall buildings Downtown. At the same meeting, City Council adopted area-specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal), which provide the detailed performance standards for portions of buildings above 24 metres in height.

Cabbagetown Northwest Heritage Conservation District Plan

The site is located within Cabbagetown Northwest Heritage Conservation District (HCD). The HCD Plan includes policies and guidelines for new development to help determine an appropriate shape, scale, form and massing that complements the prevailing character of existing heritage buildings. The Plan provides guidance on height, width, proportion, relationship to the street, and roofs. Guideline 6.5.2 states that new development should "Maintain the building height of adjacent properties and the immediate streetscape and should be neither noticeably higher nor lower."

Zoning

The subject site is zoned *Residential (R)(d2.0)(x970)* on the west side of the site and zoned *Residential (R)(d1.0)(x162)* on the east side of the site by Zoning By-law 569-2013 (see Attachment 5: Existing Zoning By-Law Map). This zone permits a full range of residential uses including an apartment building. The maximum height is 10 metres.

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/>

Design Guidelines

The following design guidelines have been used in the evaluation of this proposal:

- Tall Building Design Guidelines
- Growing UP: Planning for Children in New Vertical Communities - Urban Design Guidelines
- Pet Friendly Design Guidelines
- Accessibility Design Guidelines

- Guidelines for the Design and Management of Bicycle Parking Facilities

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

Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here:

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

Downtown Tall Buildings: Vision and Supplementary Design Guidelines

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. The link to the guidelines is here: <https://www.toronto.ca/wp-content/uploads/2018/03/9712-City-Planning-Downtown-Tall-Building-Web.pdf>.

Growing Up: Planning for Children in New Vertical Communities

The Growing Up Urban Design Guidelines (2020) are used in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Urban Design Guidelines is to ensure that developments adequately provide for larger households, including families with children, at the neighbourhood, building and unit scale. The Growing Up Urban Design Guidelines have been considered in the review of this proposal and will be further applied through the Site Plan Control process.

Site Plan Control

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

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the Provincial Policy Statement (PPS) (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the overall policies of the PPS and conforms with the Growth Plan (2020). Some specific policies include:

Policy 1.1.3.3 requires the City to identify appropriate locations and promote opportunities for transit-supportive development that includes a range of housing options. 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 land use and density provides a built form that supports an efficient use of land and existing transportation infrastructure.

Policy 1.1.1(b) indicates that healthy, safe livable communities are sustained by accommodating a wide range of housing types including affordable housing and market-rate housing. Policy 1.4.3 requires the City to "provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents." The proposed development helps the City provide an appropriate range and mix of housing options.

The proposal is consistent with Policy 1.7.1(e) that states "long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character."

From a heritage conservation perspective, Policy 2.6.1 indicates significant heritage resources and significant cultural heritage landscapes shall be conserved. Policy 2.6.3 indicates planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. The proposed rezoning is consistent with the PPS in conserving cultural heritage resources adjacent to the site by providing for an appropriate height and scale of base building that complements the heritage context.

With regard for A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the proposal supports the achievement of complete communities in accordance with Policy 2.2.1(4) by providing intensification with a range of dwelling types and affordability, new space for community facilities, access to a range of transportation options, and providing a compact built form with an attractive and vibrant public realm.

Land Use

The proposed apartment building with small-scale community facility space on the ground floor is an appropriate land use for the subject site and is consistent with the applicable Official Plan policies for *Apartment Neighbourhoods*.

There is a possibility that the community facility space could be used for a social enterprise that combines institutional and commercial uses, such as an eating establishment. To allow for this, the recommended Zoning By-law provides for a wide range of institutional and commercial uses within the community facility space to allow for long-term flexibility to meet the evolving needs of the community and to contribute to active and animated uses at ground level as per Downtown Plan Policy 9.8(4).

The community facility space will be occupied by a non-profit organization to be determined after a housing provider has been selected. Through the Site Plan Control process, the applicant should explore opportunities to expand the proposed community facility space on the ground floor and/or through the addition of a partial mezzanine level in order to create a larger space or multiple spaces that can accommodate a wider range and more community facilities. The proposed minimum size of the community facility space is 168 square metres, however a larger space up to approximately 500 square metres is preferable, which will be permitted by the Zoning By-law amendment to By-law 569-2013, included as Attachment 6.

Affordable Housing

As part of the City's Housing Now Initiative, development at 405 Sherbourne Street will include between 33%- 50% affordable rental units. The recommended Zoning By-law permits 18,898 square metres of residential gross floor area, which is estimated to provide for approximately 267 new residential units, of which between 89 - 133 units will be affordable rental units. The Housing Secretariat advised the CreateTO Board of Directors on May 12, 2021 that a key scoring criteria for the RFP process will be achieving a maximum number of new affordable rental units and the ability to provide for more deeply affordable rents.

The affordable rental units are planned to be rented for an average cost equivalent to 80% of Toronto's Average Market Rent, as defined by the Canada Mortgage and Housing Corporation (CMHC). The Housing Now Initiative will require the inclusion of deeply affordable rental units within this mix (rented at approximately 40% of Toronto's Average Market Rent). These rent targets are significantly lower than average rental rates in the Downtown market. This mix of units would serve households earning approximately \$21,000 to \$68,000 per year before tax.

The units' affordability will be secured for 99 years. The City's Housing Secretariat will select a non-profit partner for this site who will construct and operate the property under a 99-year lease arrangement. The City and the future operator will publicly advertise housing opportunities to prospective tenants, including affordable rental opportunities, approximately one year prior to the completion of construction.

Height and Massing

The proposed height and massing have been assessed by applying the relevant Official Plan policies and Tall Building Design Guidelines, including those referenced in the Policy Considerations section of this report. Overall, the proposed building fits the existing and planned context, is consistent with Official Plan Policies 3.1.3(7)-(12) regarding tall building built form, complies with the Tall Building Design Guidelines, and complements the existing heritage context within the Cabbagetown Northwest Heritage Conservation District.

The proposed height of 26 storeys is appropriate for the subject site context, considering its relationship to low-rise *Neighbourhoods*, and retention of suitable sunlight access on local parks as discussed in the following Sun / Shadow subsection.

Heights of the immediately surrounding buildings range from 3 to 14 storeys. Within 220 metres to the north and west, existing tall buildings range from 21 to 36 storeys. North of Wellesley Street East, within St James Town, tall buildings range in height from 29 to 32 storeys. The proposed tower height is generally within the existing and planned context of the surrounding blocks to the north and west. The proposed development provides suitable transition to nearby *Neighbourhoods*.

The proposed 4-storey (12.6-metre) base building generally corresponds with the height of the adjacent 4-storey walk-up apartment building to the south and is one storey higher than the houses to the north. This minor transition in height to the north is mitigated by a large side yard setback ranging from 12.5 to 16 metres, which accommodates the site's driveway and the public landscaped open space that includes the mid-block pedestrian connection. The base building appears as a 3-storey building facing Sherbourne Street since the proposed lobby and community facility space on the ground floor have double height (~6-metre) ceilings that span the first and second storeys. The base building steps down to 2-storey townhouses facing Bleecker Street, relating with the existing townhouses to the north, which addresses the heritage context and the site's location with the Cabbagetown Northwest Heritage Conservation District. (see Attachment 9: Elevations).

The proposed base building defines the street wall and relates well with the adjacent low-rise buildings on both Sherbourne Street and Bleecker Street. The 7.5-metre tower step-backs above the base building facing both Sherbourne Street and Bleecker Street serve to further emphasize the prominence of the low-rise base building as the defining built form element as viewed from the adjacent sidewalks. As required by Downtown Plan Policies 9.8.1, 9.8.2, 9.8.4 and 9.9, the base building relates to the scale of adjacent streets, fits neighbouring streetwall heights, animates the street by providing active uses at ground level, and provides transition to adjacent lower-scale buildings.

The proposed tower has a maximum floorplate of 750 square metres in accordance with the Tall Building Design Guidelines and Downtown Plan Policy 9.15. The tower has been carefully positioned to maximize tower step-backs from Sherbourne Street and Bleecker Street and also provide a minimum 12.5-metre tower setback from the north and south lot lines in accordance with Official Plan Amendment 352 regarding tall building setbacks in the *Downtown*. The tower step-back of 7.5 metres facing Sherbourne Street diminishes the visual impact of the tower on Sherbourne Street. Facing Bleecker Street the tower has an 8.8-metre step-back from the base building and a 17.2-metre setback from the property line.

Overall, the proposed height and massing is appropriate for the existing and planned context and is supported by staff.

Sun / Shadow

The shadow impact from the proposed development on the public realm and nearby properties is a key concern that has been raised throughout the design, review and community consultation processes. These concerns have helped shape the height and position of the proposed tower while being balanced against other planning objectives such as providing new affordable housing and public realm improvements.

The proposed development casts a small amount of additional shadow on Winchester Park, located 2 blocks east of the site, during the late afternoon as measured on the spring and fall equinoxes. The shadow impact is on an open grass field at the south end of the park that may be used for either passive recreation or active sports. The shadow impact on Winchester Park is considered acceptable in this case, and utility of the park is maintained. This position is also supported by an analysis of the development potential in the vicinity of the site that indicates there is little opportunity for other future tall buildings to cast additional shadow on Winchester Park. There is no shadow impact on any other nearby parks or school yards.

With consideration for Official Plan Policy 4.5(2) regarding shadow impact on a *Neighbourhood*, the proposed development has a minor shadow impact on properties located on the east side of Homewood Avenue, northwest of the site, and within the *Neighbourhood* located east of Ontario Street along the south side of Winchester Street and along the north side of Aberdeen Avenue. The shadow impacts are considered minor and acceptable in this context.

Heritage

The site is located within in the Cabbagetown Northwest Heritage Conservation District (HCD). The HCD guidelines have been applied to inform the design and review of the proposed development.

Staff have reviewed the proposed development and the Heritage Impact Assessment submitted in support of the proposal prepared by ERA Architects Inc. for conformity with the *Planning Act*, the Provincial Policy Statement, the Growth Plan and the City's Official Plan heritage policies. Staff are satisfied with the proposed development as it will sufficiently conserve the cultural heritage value within the Cabbagetown Northwest Heritage Conservation District (HCD).

The proposed 4-storey base building fits with the height of adjacent properties in the HCD and the substantial tower step-backs facing both Sherbourne Street and Bleecker Street help to maintain the heritage character of Bleecker Street. The base building design satisfies HCD guideline 6.5.2 regarding building height in relation to adjacent properties and complements the prevailing character of existing heritage buildings per guideline 4.2.2.

Further information on the heritage planning framework and staff analysis is provided in the concurrent staff report entitled: Alterations to a Heritage Property Designated under Part V of the *Ontario Heritage Act* – 405 Sherbourne Street, dated June 1, 2021.

Streetscape

The proposed development will contribute to an expanded and improved streetscape on both Sherbourne Street and Bleecker Street. The existing layby for a taxi stand on Sherbourne Street is proposed to be removed to allow for a wider sidewalk, three new street trees, and a straightened cycle track. The proposed on-site layby will in effect replace the existing on-street layby, which will provide a safer and more convenient location for vehicles to stop for pick-up/drop-off and deliveries because the on-site layby

is not constrained by the cycle track. Removal of the existing on-street layby, illustrated on Attachment 12, requires City Council authorization as specified in recommendations 6-7 in this report.

As identified in recommendation 9 of this report, through the Site Plan Control process, the City-selected housing provider that will develop of 405 Sherbourne Street will work with Transportation Services to confirm the design specifications related to the removal of the lay-by and realignment of the Sherbourne Street cycle track. Through the Neighbourhood Improvements program or otherwise identified capital program, Transportation Services and the housing provider will enter into an agreement, via the Ground Lease for 405 Sherbourne Street to design and construct these streetscape improvements in a manner that is fair and reasonable in the opinion of the General Manager, Transportation Services, based on the work involved to implement the improvements and costs for similar work completed in the past.

The proposed community facility space spans most of the ground floor frontage on Sherbourne Street, which will help animate the street. The main lobby entrance at the northwest corner of the building will also contribute to street animation.

Sherbourne Street will have a 6-metre wide pedestrian zone that includes a tree planting zone adjacent to the existing bike lane and a minimum 2.1-metre wide pedestrian clearway adjacent to the property line. The sidewalk zone on Bleecker Street consists of a 2.1-metre wide pedestrian clearway adjacent to the curb, street trees adjacent to the property line, and a soil trench for the street trees that straddles the property line and is partially within the 3.8-metre front yard setback of the proposed townhouses.

Public Open Space

The proposed development features new publicly accessible landscaped open space on the north side of the site that provides an enhanced pedestrian route between Bleecker Street and Sherbourne Street. This connection reflects the existing informal pedestrian route across the north side of the Toronto Parking Authority parking lot that is frequently used throughout the day. The open space has a width ranging from 5.3 metres on the east side of the site to 7.9 metres on the west side to accommodate a walkway with a minimum width of 2.1 metres and soft landscaping. Through the Site Plan Control process, the proposed walkway may be shifted north to be closer to the centre of the open space in order to improve the pedestrian experience for those traversing the site by allowing a row of trees on each side of the walkway.

The proposed building has been designed to provide animated uses facing north towards the public open space, including the main lobby entrance and a mail room.

Design Brief

The submission package for Housing Now proposals includes a Design Brief. The Design Brief is a document prepared for the re-zoning submission, providing enhanced direction on built form, landscape treatments, materiality, and other factors related to the future application for Site Plan Control. The re-zoning submission included the

reference concepts prepared to test the zoning envelope and confirm the ability to accommodate key design elements, such as locations for public realm expansions or community facilities.

The City-selected housing provider will be provided with the Design Brief that specifies the key design objectives to be met on the site. Preparation of an application for Site Plan Control that addresses the Design Brief will be a condition of the Ground Lease. The requirement will be to demonstrate consistency with the design direction for 405 Sherbourne Street that has been reviewed by City Planning, including Community Planning, Urban Design and Heritage Planning, for review and acceptance in the context of the Site Plan Approval. The requirement is set out in Attachment 10 "Development Requirements" and the Design Brief is provided for information as Attachment 11.

Parkland

Parkland dedication fees are waived for affordable rental housing provided through the Housing Now Initiative, as per City Council Decision CC21.3 on May 28, 2020, Land Considerations, recommendation #12. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu payment for the market units. The market residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential market component is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of the building permit.

Tree Preservation

The proposed development is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). Through a preliminary investigation conducted by Urban Forestry staff, three private trees were identified on the neighbouring properties within 6 metres of the north lot line and eight street trees were identified on Bleecker Street adjacent to the subject site. There are no trees on the site.

The three neighbouring private trees are all fairly mature. One tree is in the rear yard of 413 Sherbourne Street and two trees are in the rear yard of 82 Bleecker Street. Through development review, the limits of the proposed underground parking garage have been revised to provide an adequate tree and root protection zone to protect the existing tree at 413 Sherbourne Street. Through the Site Plan Control process, an Arborist Report will be required to investigate the condition of the private trees at 82 Bleecker Street and to determine the feasibility of providing a sufficient root protection zone to protect them.

There are eight street trees on Bleecker Street. Two of the trees need to be removed to allow for the proposed vehicular egress at the north end of the Bleecker Street frontage.

With consideration for the remaining trees, staff have determined that it is preferable to remove them and replace them with new tree plantings in a similar location to accommodate a wider sidewalk with a width of 2.1 metres wide sidewalk and to provide additional soil volume in accordance with Tier 2 of the Toronto Green Standard. At least four new street trees will be provided on Bleecker Street.

Mobility, Access, Loading, Parking

the site's location within the *Downtown* is well serviced by public transit and supports active transportation. The site is located within a 10-minute walk of local retail shops and services along Sherbourne Street, Carlton Street, Wellesley Street East and Parliament Street. Major employment areas including the Financial District, the Health Sciences District, and the Bloor-Bay Office Corridor, as shown on Map 41-2 of the Downtown Plan, are within two kilometres of the site. The site is conveniently serviced by three TTC routes, namely the 504 Carlton streetcar, the 75 Sherbourne bus, and the 94 Wellesley bus. Sherbourne Street has a protected cycle track and is a Priority Cycling Route as shown on Map 41-12 of the Downtown Plan.

The proposed development will generate up to approximately 40 two-way trips during both the AM and PM peak hours, including approximately 25 outbound trips in the AM peak hour and approximately 25 inbound trips in the PM peak hour. Given this level of trip generation, the projected site traffic will have minimal impacts on area intersections and can be acceptably accommodated on the adjacent road network.

The proposed one-way driveway from Sherbourne Street to Bleecker Street provides vehicular access to a pick-up/drop-off area for two vehicles, the internal loading area on the ground floor, and the ramp to one level of underground parking.

Transportation Services staff have reviewed the Parking Study prepared by BA Group and find that the proposed parking supply of 43 occupant spaces and 16 visitor spaces is acceptable. Three accessible spaces are included with the proposed number of spaces, which is consistent with By-law 579-2017 that requires a minimum of one accessible space for every 25 spaces or part thereof.

Travel Demand Management

The TIS provided a parking strategy to justify the reduction of vehicular parking on site and to reduce single occupancy vehicle use and provide options for residents to find alternative ways to travel to and from the area. Given the transit-oriented nature of the proposed development, future users of the development can utilize the major transit infrastructure near the site. The parking surveys conducted by the transportation consultant at similar locations indicated that a reduction in parking supply rate can be supported with an appropriate Travel Demand Management (TDM) program for the site. The TDM program and active transportation strategy will be secured through the lease agreement and Site Plan Control, to the satisfaction of the General Manager, Transportation Services.

The proposed TDM strategies could include the following and will be secured through the lease agreement and Site Plan Control:

- Publicly accessible car share vehicles;
- Investment in bike share stations within the community;
- Designated carpool services and spaces;
- Dedicated pick-up-drop-off spaces and zones for taxis, delivery vehicles and service vehicles;
- Installation of new technologies and practices, including real-time traveller information and parking management systems; and
- Transit passes for residents in the proposed development.

Servicing

Engineering and Construction Services (ECS) staff have reviewed the Functional Servicing and Stormwater Management Report (FSR) prepared by IBI Group and the Hydrogeological Report prepared by Terrapex submitted for the proposed rezoning and are generally satisfied the proposed development should be able to be adequately serviced. Recommendation 3 of this report requires that the updated FSR, addressing the comments from ECS dated May 3, 2021, must be submitted to the satisfaction of the Chief Engineer prior to introducing Bills for adoption of the proposed Zoning By-law amendment for enactment.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. City Council direction requires the City's Agencies, Corporations and Divisions apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings. This Standard also applies to development undertaken as part of the Housing Now Initiative, confirmed through CC21.3 as it relates to Phase Two, Housing Now.

A Toronto Green Standard Checklist has been submitted, which indicates the performance measures incorporated as part of the proposed rezoning. Where possible and appropriate, these measures have been secured in the recommended Zoning By-law Amendment to By-law 569-2013. Implementation of TGS requirements will be confirmed as part of the forthcoming Site Plan Control application and will be secured on site plan drawings and through a Site Plan Agreement.

Next Steps

In parallel with City Council's consideration of the recommended Zoning By-law Amendments in Attachment 6 and Attachment 7 and the other recommendations of this report, the City and CreateTO are advancing marketing of the project to experienced non-profit housing developers.

City and CreateTO staff aim to procure a housing provider in Q3 2021. The housing provider will be required to enter into a long-term lease and submit an application for Site Plan Control to confirm detailed design prior to construction. Staff propose to continue public consultation and project updates throughout these phases of work

Conclusion

The recommended Zoning By-law Amendments have been reviewed against the policies of the PPS (2020), the Growth Plan (2020) and the Official Plan. Staff are of the opinion that the recommended Zoning By-law Amendment is consistent with the PPS (2020), and conforms with the Growth Plan (2020). The recommended Zoning By-law Amendments are also in keeping with the intent of the Official.

Development of 405 Sherbourne Street will provide 267 new rental housing units, of which between 89 and 133 units will be leased as new affordable rental through the Housing Now Initiative. All new affordable rental units will be secured for 99 years, advancing the Official Plan priority of adequate and affordable housing for all Torontonians.

Through the course of various consultation events, City staff have engaged and worked with members of the public to address key concerns, including the following: effective use of public lands, opportunities for a range of unit sizes, appropriate heights, site organization, alignment with the Cabbagetown Northwest Heritage Conservation District, traffic impacts from the proposed development, and improvements to pedestrian movement and the public realm.

The recommended Zoning By-law Amendments establishes the City's expectations for development at 405 Sherbourne Street, while permitting creativity and design excellence on the part of the housing provider. The recommendations in this report will enable the development of the site in a manner that delivers much needed affordable housing within the *Downtown*. Moreover, the recommendations will ensure the City advances towards the goal of delivering 4,500 new affordable rental housing units through Phases 1 and 2 of the Housing Now Initiative.

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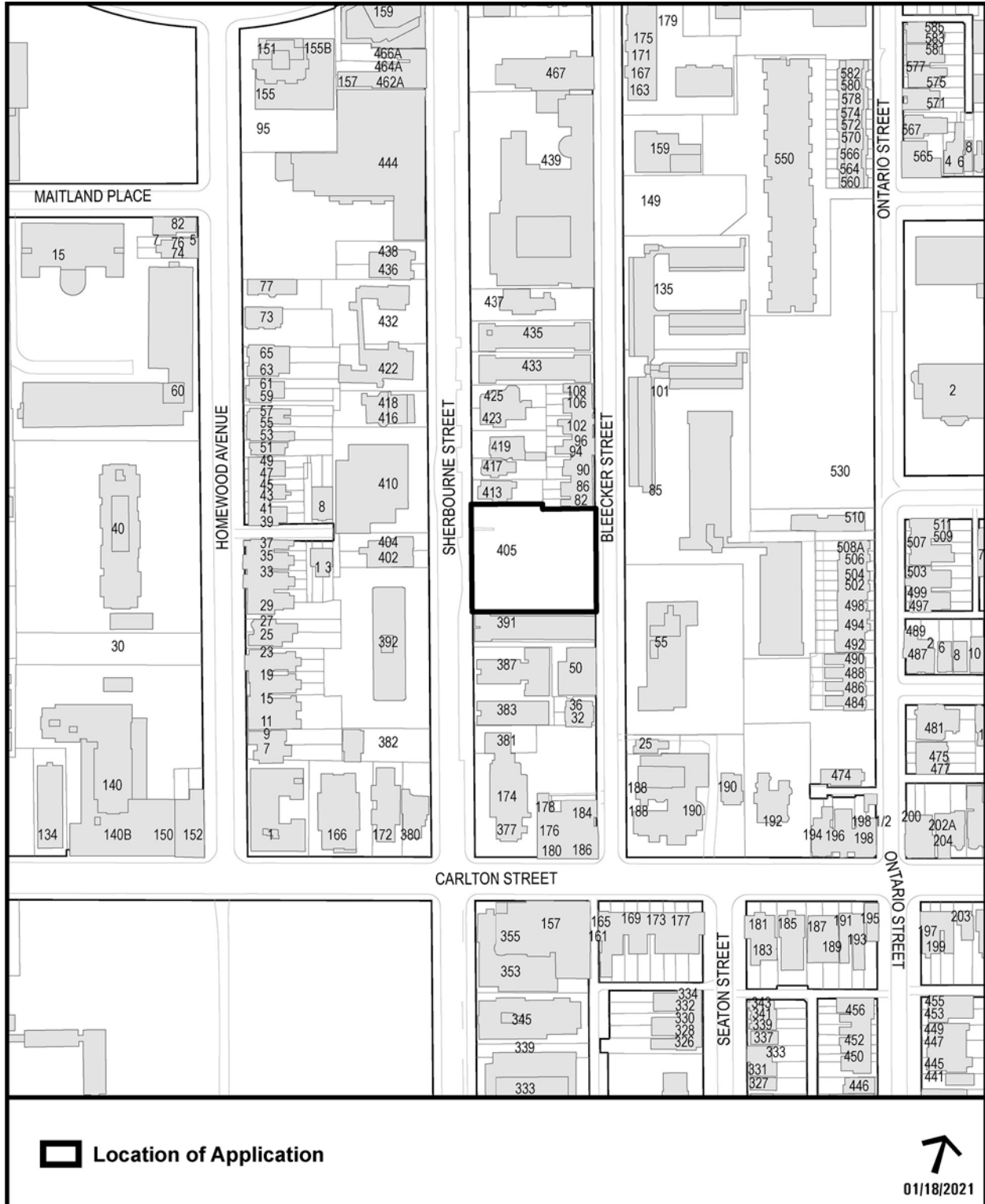
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Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: 3D Model of Proposal in Context
Attachment 4: Official Plan Land Use Map
Attachment 5: Existing Zoning By-law Map
Attachment 6: Draft Zoning By-law Amendment (provided separately)
Attachment 7: Draft Zoning By-law Amendment (By-law 438-86) (provided separately)
Attachment 8: Site Plan
Attachment 9: Elevations
Attachment 10: Development Requirements
Attachment 11: Design Brief (provided separately)
Attachment 12: Drawing No. 421T-0141, dated April 2021

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 405 SHERBOURNE STREET Date Received: January 8, 2021

Application Number: 21 102281 STE 13 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Housing Now Initiative. City-initiated rezoning. Proposed 26-storey mixed use building with 266 dwelling units including between 89 - 133 affordable rental housing units, and ground floor community facility space.

Applicant	Agent	Architect	Owner
CITY OF TORONTO		SvN	CITY OF TORONTO

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	N
Zoning:	R(d2.0) (x970)	Heritage Designation:	Part V (HCD)
Height Limit (m):	10	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	2,995	Frontage (m):	51	Depth (m):	60
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):			1,356	1,356
Residential GFA (sq. m):			18,898	18,898
Non-Residential GFA (sq. m):			168	168
Total GFA (sq. m):			17,850	17,850
Height - Storeys:			26	26
Height - Metres:			77.4	77.4

Lot Coverage Ratio (%)	45.28	Floor Space Index:	6.3
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Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	18,898	

Retail GFA:
 Office GFA:
 Industrial GFA:
 Institutional/Other GFA: 168

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			267	267
Freehold:				
Condominium:				
Other:				
Total Units:			267	267

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		24	136	80	27
Total Units:		24	136	80	27

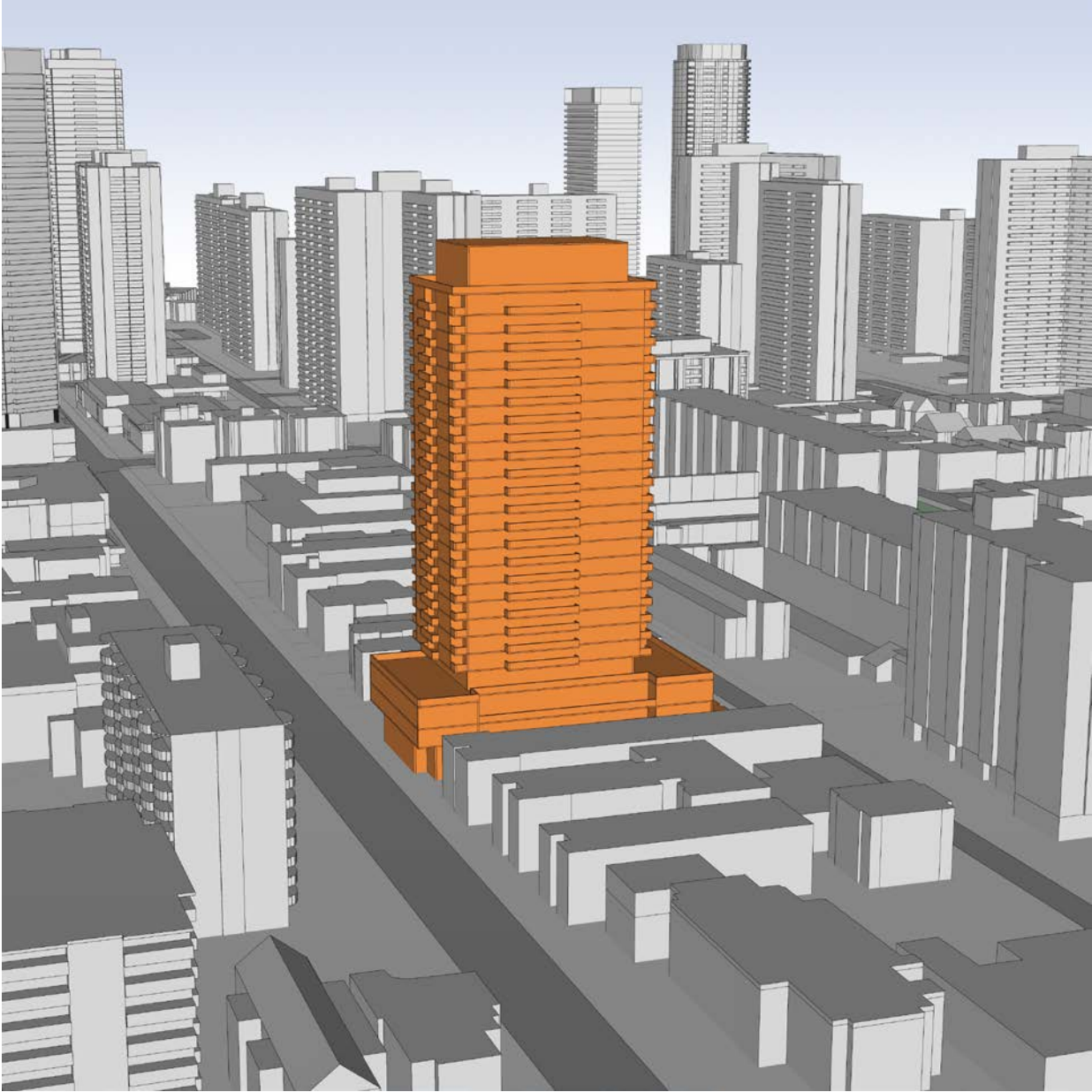
Parking and Loading

Parking Spaces: 59 Bicycle Parking Spaces: 267 Loading Docks: 1

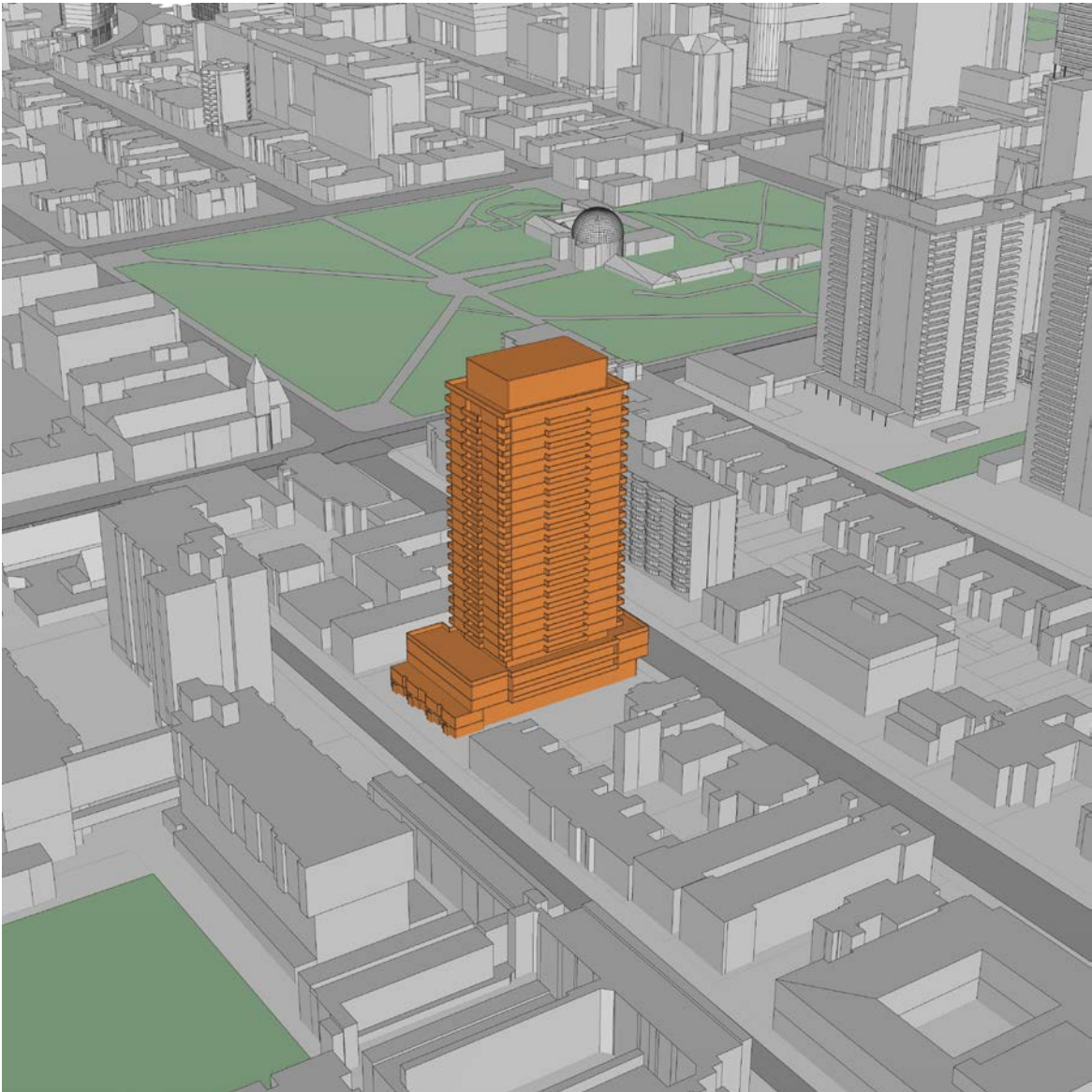
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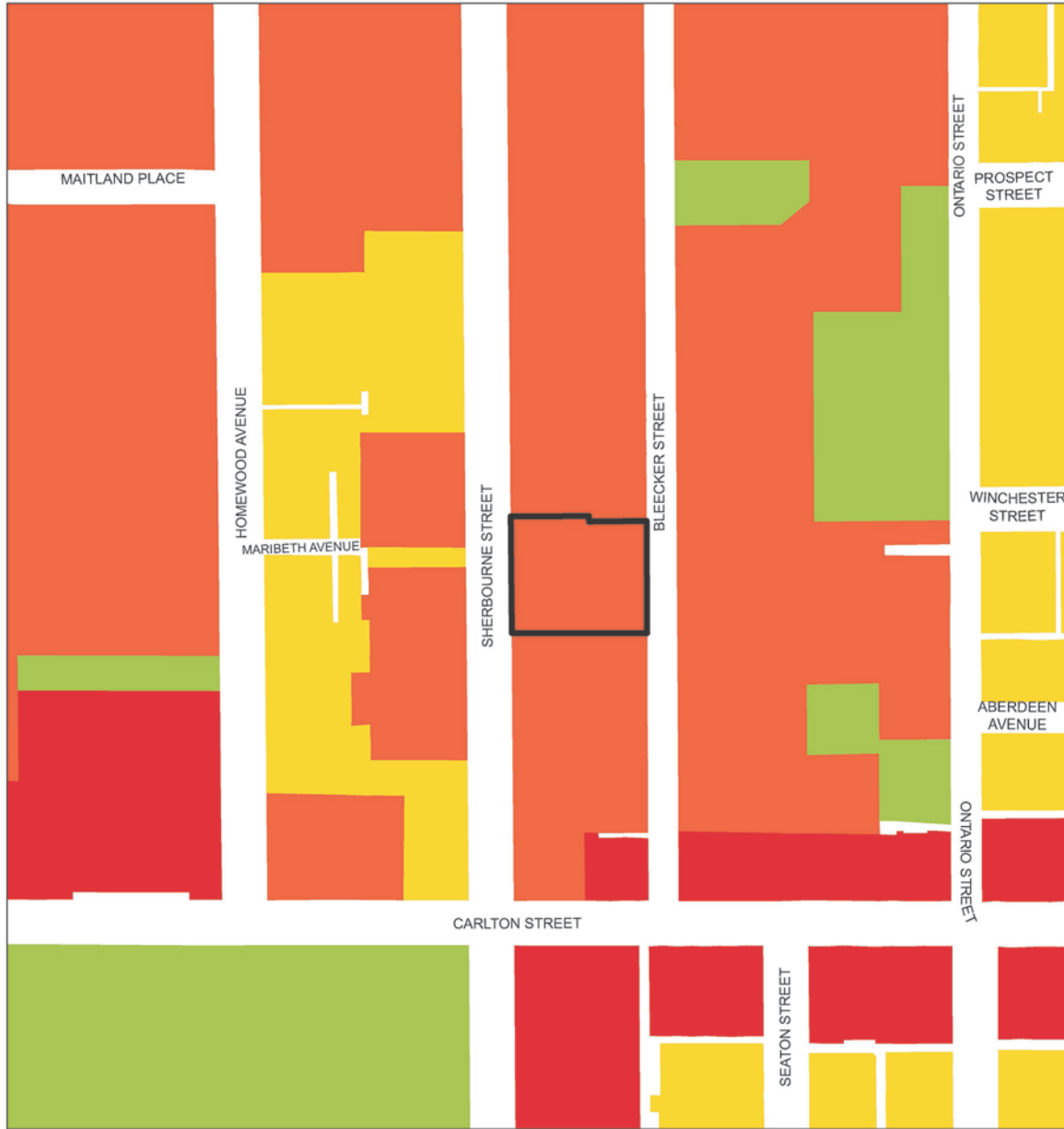
Attachment 3a: 3D Model of Proposal in Context: Looking northeast from Carlton Street



Attachment 3b: 3D Model of Proposal in Context: Looking southwest from Wellesley Street East



Attachment 4: Official Plan Land Use Map



405 Sherbourne Street

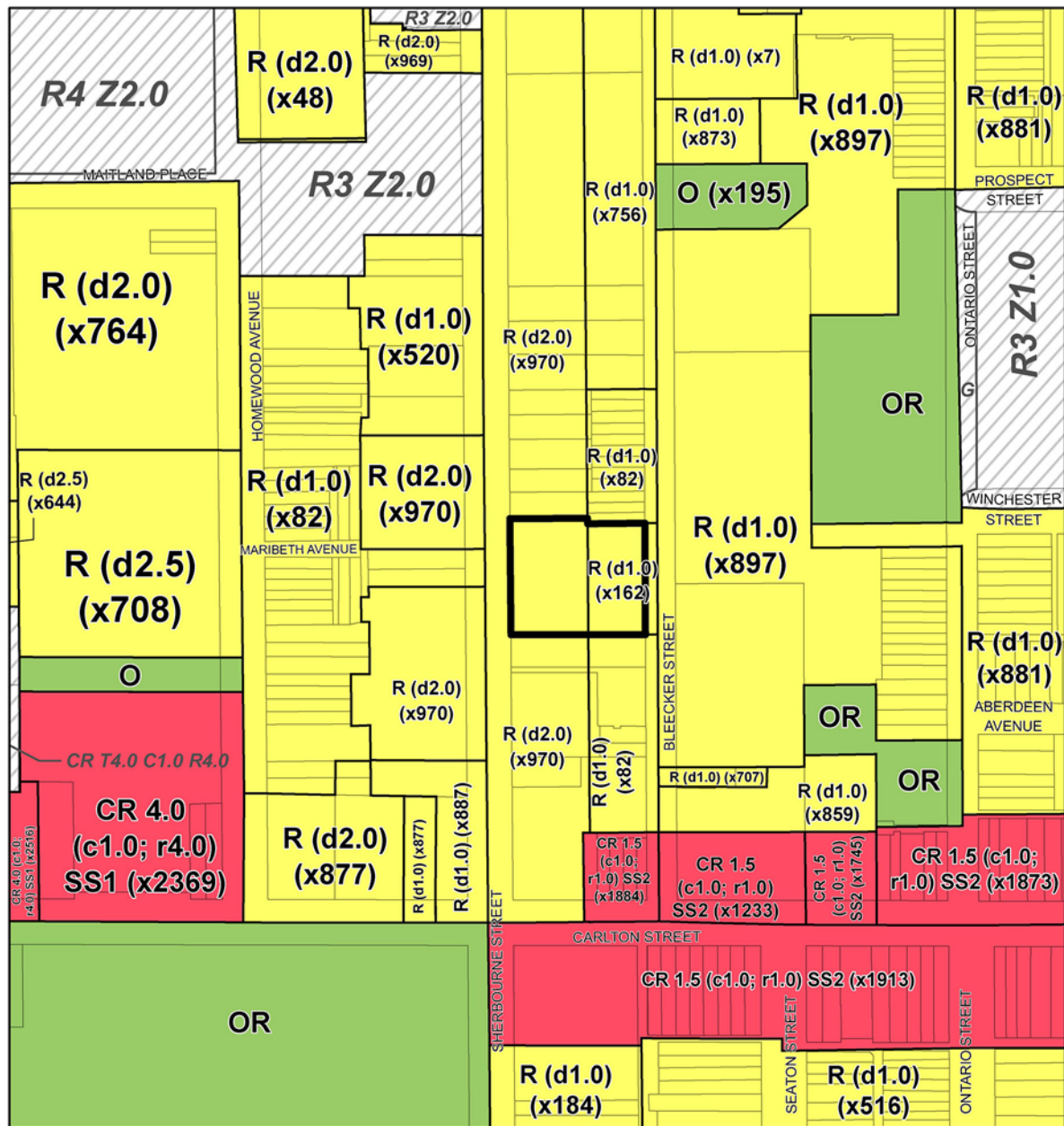
Official Plan Land Use Map #18

File # 21 102281 STE 13 0Z

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

Not to Scale
03/16/2021

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

405 Sherbourne Street

File # 21 102281 STE 13 0Z

Location of Application

R Residential
CR Commercial Residential
O Open Space
OR Open Space Recreation

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

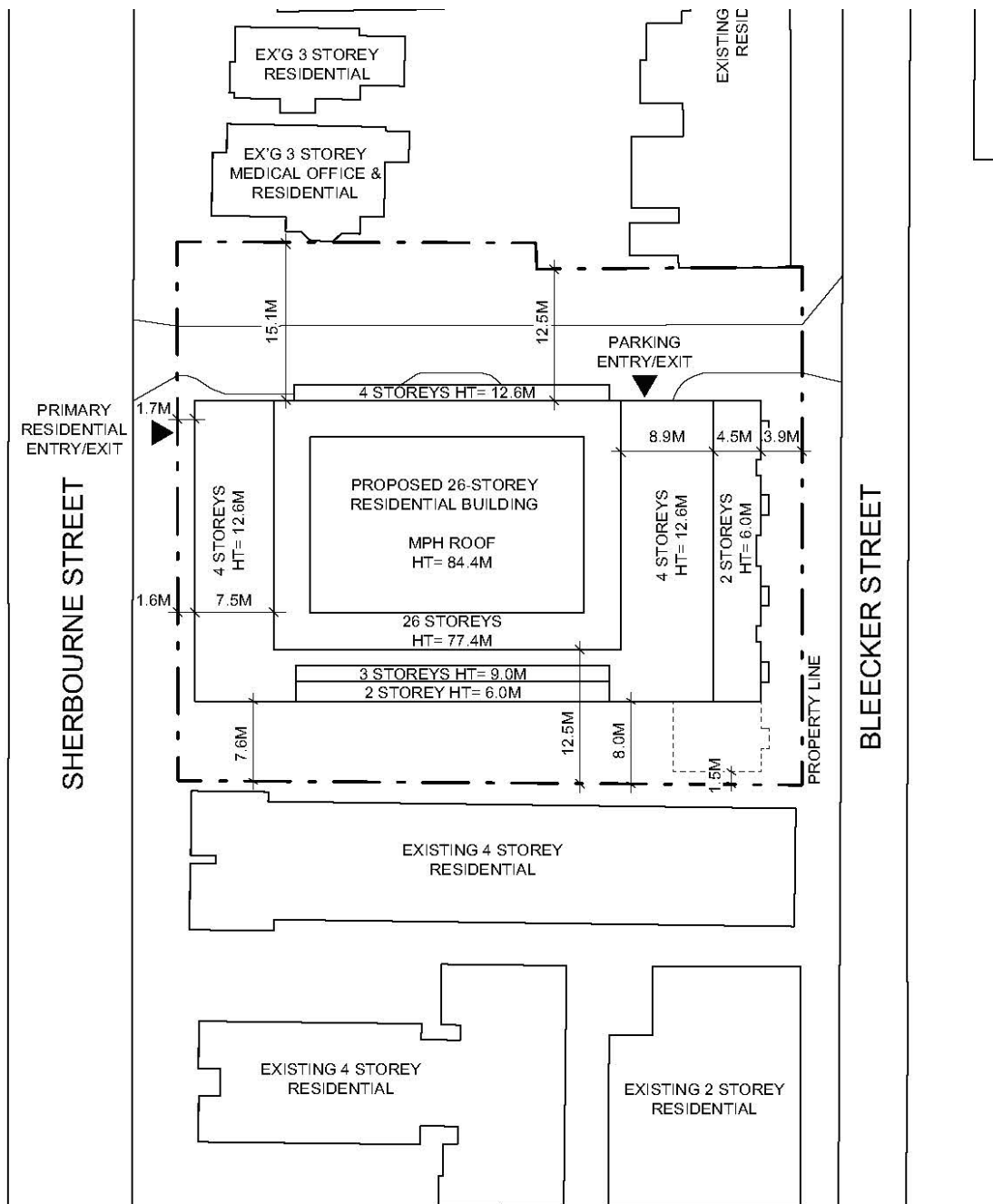
R3 Residential District
R4 Residential District
CR Mixed-Use District
G Parks District

Not to Scale
Extracted: 01/18/2021

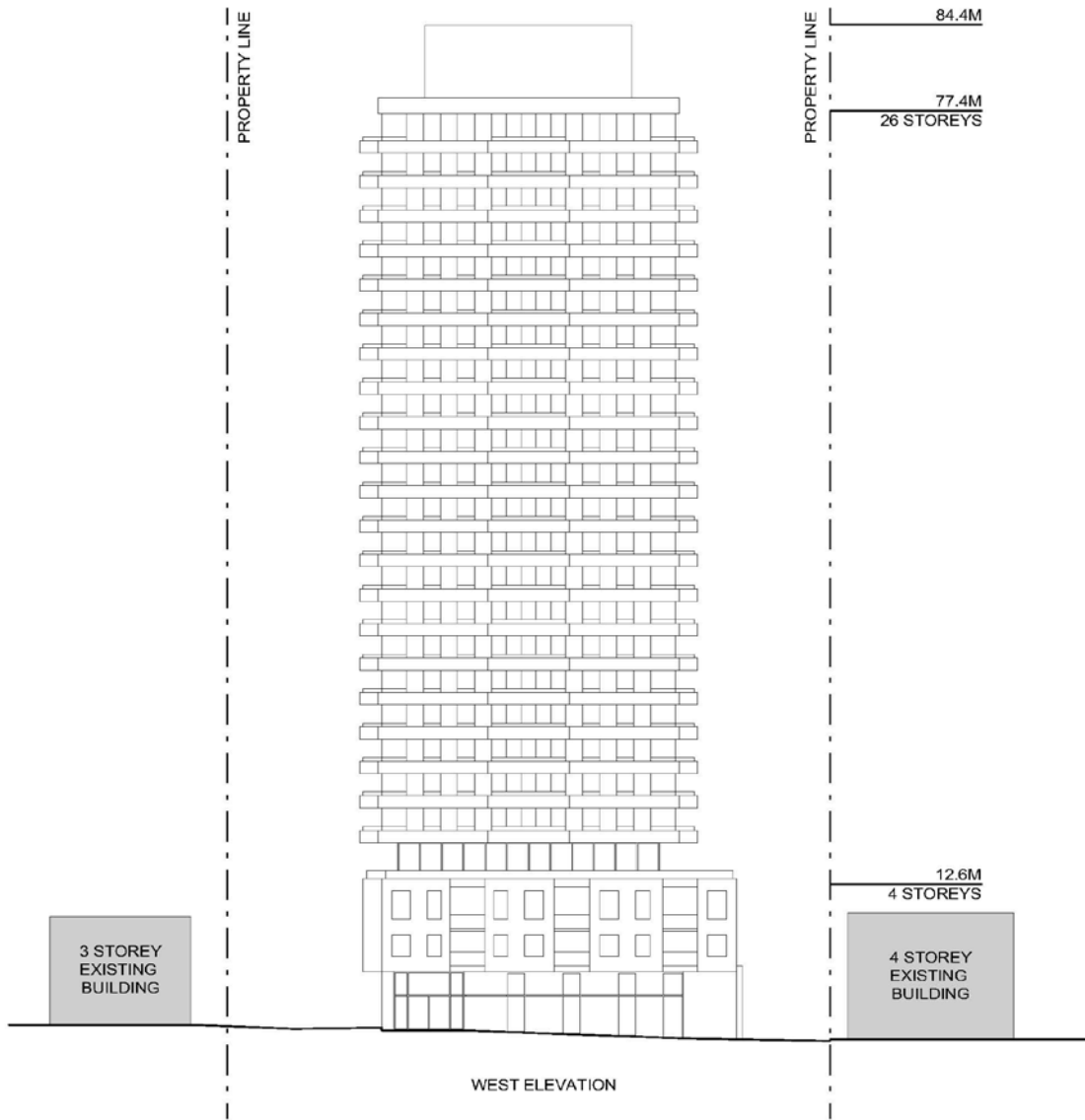
Attachment 6: Draft Zoning By-law Amendment (By-Law 569-2013)
(Provided Separately)

Attachment 7: Draft Zoning By-law Amendment (By-Law 438-86)
(Provided Separately)

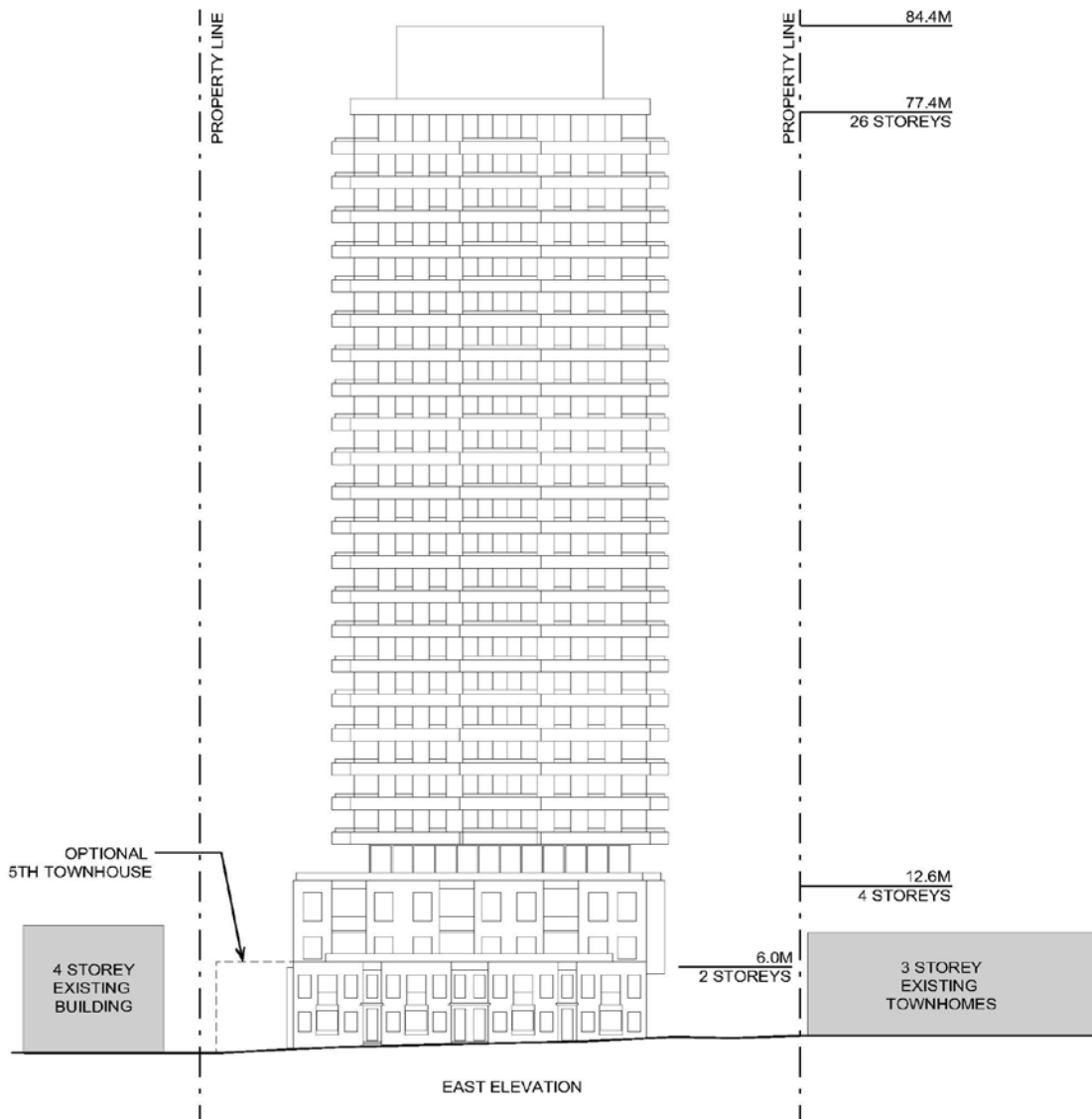
Attachment 8: Site Plan



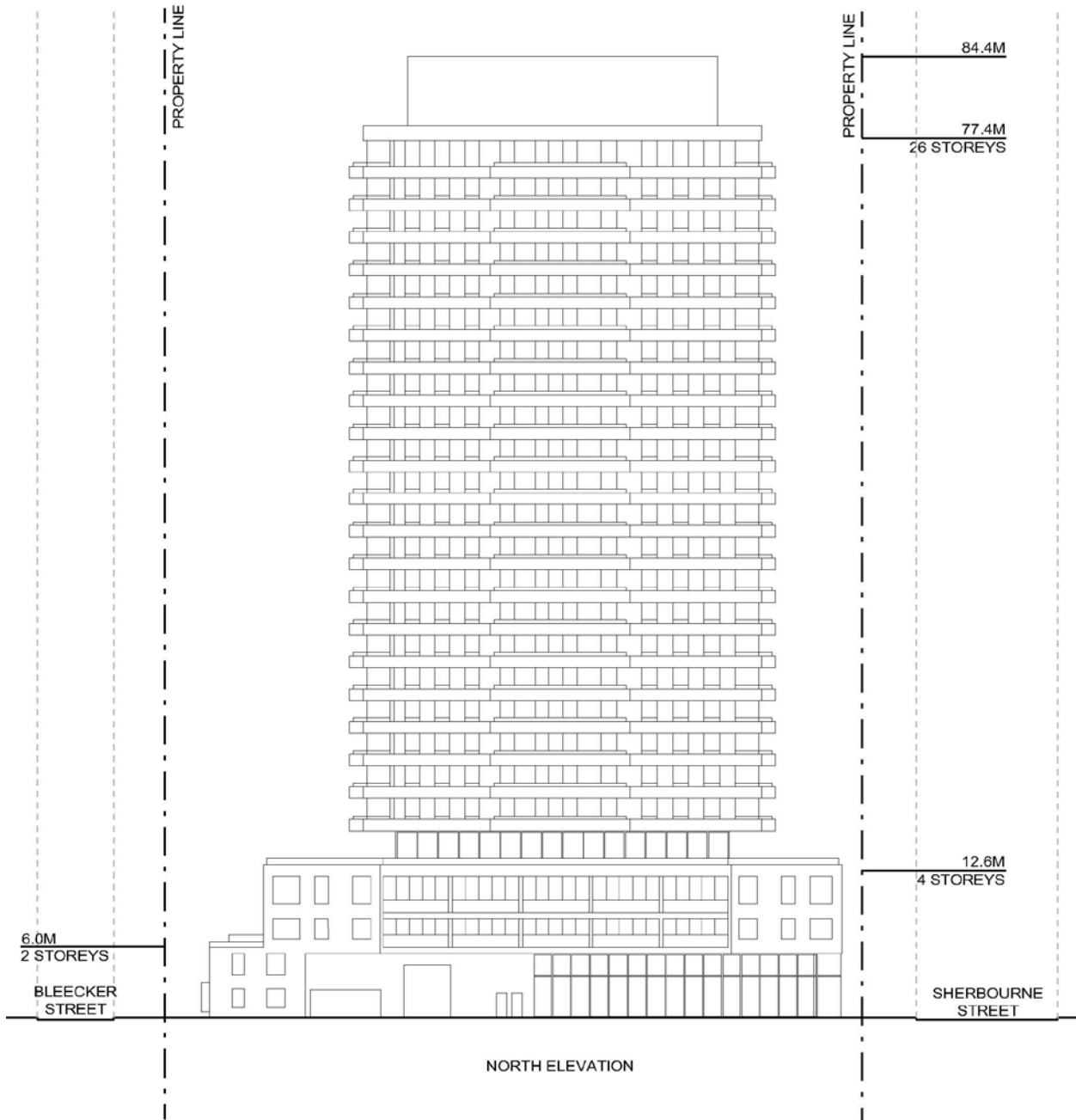
Attachment 9a: West Elevation (Sherbourne Street)



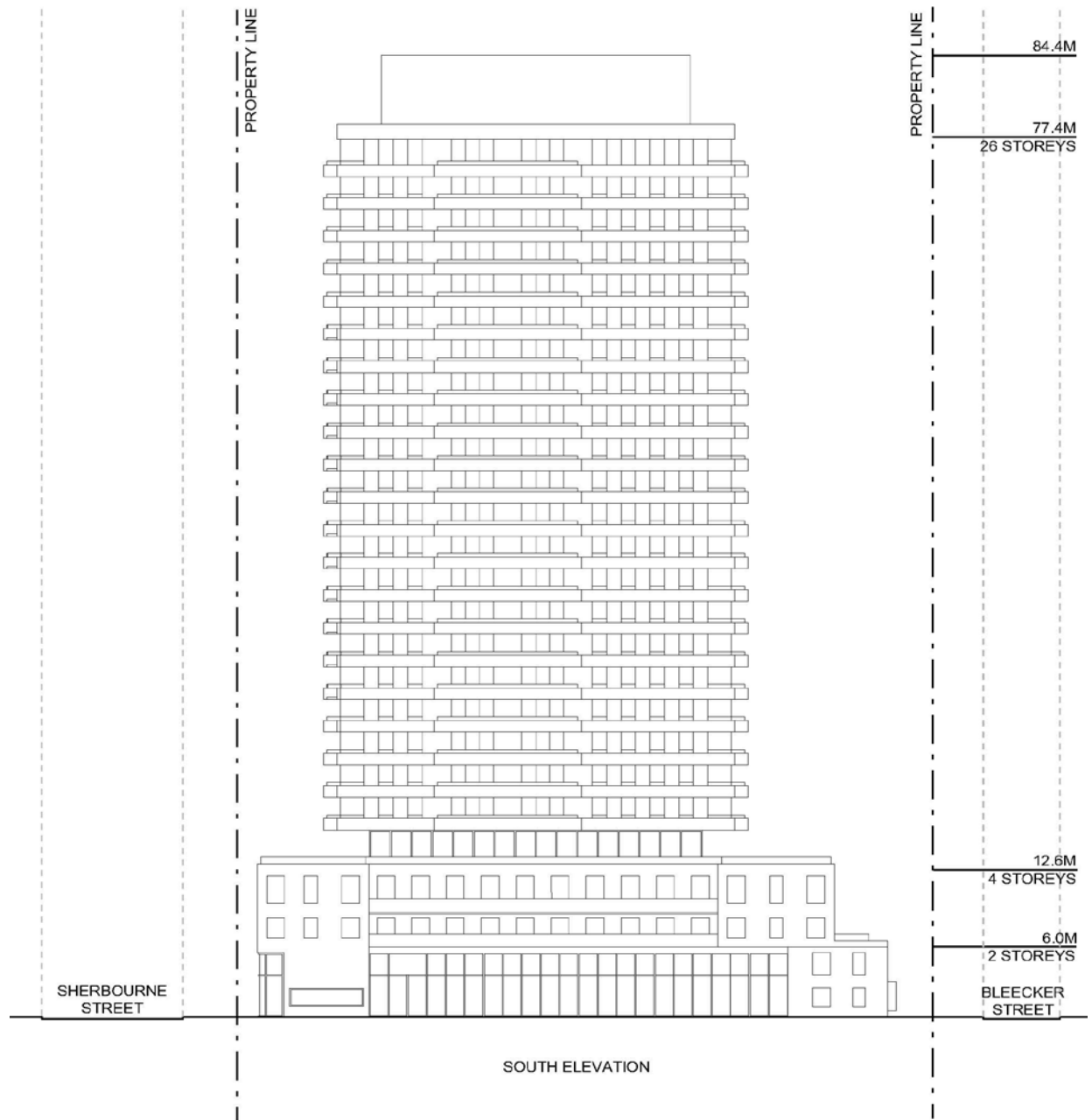
Attachment 9b: East Elevation (Bleecker Street)



Attachment 9c: North Elevation



Attachment 9d: South Elevation



Attachment 10: Development Requirements

The development of 405 Sherbourne Street as part of the Housing Now Initiative will be subject to the provision of the improvements set out below on terms secured in the Lease Agreement between the City and the Housing Provider, satisfactory to the Chief Planner and Executive Director, City Planning in consultation with the Divisions involved. Where applicable, terms will include that the final detailed scope and design will be confirmed in the Site Plan Approval process:

- publicly-accessible open space (design, construction, maintenance and public access) comprising a landscaped connection between Sherbourne and Bleecker Street;
- provision of a minimum of 168 square metres of community agency space;
- removal of the lay-by located at 405 Sherbourne Street and realignment and reconstruction of the Sherbourne Street cycle track, to specifications as required by Transportation Services, to be determined through the Site Plan Control process;
- Provision of Transportation Demand Management measures to be determined through the Site Plan Control process; and
- Architectural drawings as part of the Site Plan Application for the 405 Sherbourne street that address the Design Brief, May 25, 2021 for review and acceptance in the context of the Site Plan Approval

Attachment 11: 405 Sherbourne Design Brief - May 2021

(Provided separately)

Attachment 12: Drawing No. 421T-0141, dated April 2021

