

Housing Now – 150 Queens Wharf Road – Zoning Amendment – Final Report

Date: October 1, 2021

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning Division

Ward: Spadina-Fort York

Planning Application Number: 21 146032 STE 10 OZ

SUMMARY

150 Queens Wharf Road 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 29-storey mixed-use building with 282 rental dwelling units, of which between 33% - 50% of new units will be provided as affordable rental housing, with the remainder provided as market rental units. The site will include a new EarlyON Centre with programmable outdoor space, providing access to programming and activities for children 0-6 years of age and their caregivers, and a pedestrian connection through the site from Queens Wharf Road to the future Lower Garrison Creek Park.

The property is the final undeveloped parcel in the Railway Lands and will contribute to the area's evolution as an inclusive, mixed-use community. The site was identified as a location for affordable housing since the initial plan for the Railway Lands was developed in the 1990s. Through the Housing Now Initiative, the site will remain in City ownership and will be leased to a 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 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 EarlyON Centre and new public realm investments.

The recommended Zoning By-law Amendment is consistent with the Provincial Policy Statement (2020), conforms with A Place to Grow: Growth Plan (2020), the City's Official Plan including the Downtown Plan and with the Railway Lands West Secondary Plan.

RECOMMENDATIONS

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

1. City Council amend former City of Toronto By-law 1994-0805, Railway Lands - West, as amended, for the lands at 150 Queens Wharf Road substantially in accordance with the recommended Zoning By-law Amendment shown as Attachment 6 to the Final Report dated October 1, 2021 from the Chief Planner and Executive Director, City Planning Division.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the recommended Zoning By-law Amendment as may be required.
3. 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 and the General Manager, Toronto Water.
4. 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 9 to the satisfaction of the Chief Planner and Executive Director, City Planning, and to secure the delivery of the development requirements in terms, including details and timing, in a Lease Agreement with the housing provider.
5. City Council direct that any future planning applications for 150 Queens Wharf Road, including an application for Site Plan Control, be reviewed in the context of the 150 Queens Wharf Design Brief (September 3, 2021), provided as Attachment 10 to this report.
6. City Council direct the General Manager, Children's Services to allocate funds that have been previously secured and collected by the City through Section 37 agreements, to the construction of an EarlyON Centre at 150 Queens Wharf Road, and that it be included in 2022-2031 Capital Plan Submission for Children's Services with the Section 37 community benefits that have been obtained from the following developments:
 - a. 100 Fort York Blvd., Blocks 26E, 26W, 29, secured for a range of benefits include the provision of childcare, in the amount of \$1,440,864 (source account number XR3026- 3700184);
 - b. 100 Fort York Blvd., Railway Lands West, Blocks 33 & 37 (511 Bremner Blvd.) secured for a range of benefits, including community facilities, in the amount of \$534,819 (source account number XR3026- 3700553); and
 - c. 100 Fort York Blvd., Railway Lands West, Blocks 33 & 37 (511 Bremner Blvd.) secured for a range of benefits, including community facilities, in the amount of \$253,810 (source account number XR3026- 3700765).

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 Toronto. 150 Queens Wharf Road is included in the Phase Two list of properties.

150 Queens Wharf Road

Through the 2021 budget process, Council approved \$555,000 in pre-development funding for 150 Queens Wharf Road. 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.

Funding for the construction of an EarlyON Centre at 150 Queens Wharf Road of \$2,229,493 is included in the 2022-2031 Capital Plan Submission for Children's Services with construction scheduled to begin in 2024. The EarlyON Centre will be fully funded from Section 37 contributions and by the future housing provider, as a condition of the lease with the City.

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 and 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 this proposal. 150 Queens Wharf Road is located in the Downtown, with access to employment, services, retail and parkland. Between 33 and 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 Bathurst streetcar route connecting to Line 2. The Site will further benefit from Metrolinx's planned Spadina-Front Station, a part of the GO Regional Express Rail Expansion Program as a new stop on the GO Transit Barrie line, to be located at the southwest corner of Front Street and Spadina Avenue.

DECISION HISTORY

Council authorized the transfer of the development block known as Block 36 to the Toronto Community Housing Corporation for the development of an affordable rental and ownership housing in its' approval of Item EX10.34 at its meeting of July 16, 17, 18 and 19, 2007 A portion of Block 36 is now municipally known as 150 Queens Wharf Road.

<http://www.toronto.ca/legdocs/mmis/2007/cc/decisions/2007-07-16-cc11-dd.pdf>

Toronto Community Housing decided not to proceed with developing Block 36 North and asked the City to reacquire ownership thereof, which was authorized by Council by Item EX16.27 on July 12, 13, 14 and 15, 2016. That Item also authorized the City to enter into a long-term lease for the development of the property for affordable housing purposes, which plan has since been abandoned.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.27>

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 150 Queens Wharf Road. 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 29-storey (96-metre inclusive of the mechanical penthouse) mixed-use building with 282 rental dwelling units and up to 500 square

metres of non-residential space on the ground floor. The total gross floor area is 22,000 square metres, resulting in a floor space index of 14.2 times the lot area.

On the south and east sides, the tower element would step back from the base buildings, while on the north and west sides, the tower element and base building would share the same setbacks. The tower floorplate would have a maximum area of 750 square metres.

A total of 282 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 proposed mix of dwelling units is as follows:

	Studio	One-bedroom	Two-bedroom	Three-bedroom
Number of units	15	137	102	28
Percentage of units	5%	49%	36%	10%
Range of size (sq. m)	37-39	48-65	71-93	85-110

The indoor residential amenity space is located on the ninth storey and is surrounded by outdoor residential amenity space that occupies the rooftop of the base building. Additional outdoor amenity space is located on the rooftop. Amenity space is provided at 1.5 square metres per unit each for indoor and outdoor space, resulting in a total of 428 square metres of indoor amenity space, and 427 square metres of outdoor amenity space.

A total of 67 vehicular parking spaces are proposed to be provided in a two-level underground parking garage, of which 28 will be allocated to visitors of the building. A total of 339 bicycle parking spaces (305 long-term and 34 short-term spaces) are to be provided on the ground level and within the underground parking garage. One Type-G loading space is proposed to be provided on the ground level along the southern property line.

The parking spaces would be accessed via the existing driveway of the 170 Fort York Boulevard garage (Block 36 South in the Railway Lands West Secondary Plan), which has been secured through a Shared Facilities Agreement (the "SFA") between the two blocks. TCHC entered into an SFA dated September 23, 2014 with the owner of the adjacent lands, namely Toronto Standard Condominium Corporation No. 2406 and Library District Inc., as owner of the lands on which a library would be built. When the City reacquired ownership of Block 36 North, the SFA was assumed by the City by way of an Assignment and Assumption of Shared Facilities Agreement between the City and TCHC dated May 17, 2017.

Detailed project information is provided in Attachment 2: Application Data Sheet and on the City's Application Information Centre at: toronto.ca/150queenswharf. Attachment 3 of this report provides for a three-dimensional representation of the proposed development in context.

Site and Surrounding Area

The site is located on Queens Wharf Road, south of the CN rail corridor and west of Sir Isaac Brock Bridge and Bathurst Street (see Attachment 1 - Location Map). The site is generally square shaped with a total area of approximately 1,550 square metres and a frontage of 36 metres along Queens Wharf Road. The site is currently vacant.

The following uses surround the site:

- North: Immediately north of the site is the location of the future Northern Linear Park, followed by the CN rail corridor.
- East: Across Queens Wharf Road is a 43-storey mixed-use building, with an 8-storey podium, which includes retail on the ground level, at the corner of Queens Wharf Road and Fort York Boulevard.
- South: Immediately south is a 30-storey residential building (170 Queen's Wharf Boulevard, Block 36 South). The Fort York branch of the Toronto Public Library is located south-west of the site.
- West: Immediately west of the site is the location of the future Lower Garrison Creek Park, beyond which is the Sir Isaac Brock Bridge and the Fort York National Historic Site.

Figure 1, below provides an aerial view of the site and the immediate surroundings. Visible in the photograph are development blocks within the Railway Lands West, Fort York National Historic Site, the rail corridor, Canoe Landing Park, and the street network.

Figure 1: 150 Queens Wharf Road and Area Context



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 28 metres to 89 metres (excluding mechanical penthouse), increase the maximum permitted ground floor area, and to permit a reduction in the parking requirements. The recommended by-law includes other built form provisions that will secure an appropriate building envelope.

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. In May 2020, City Council initiated Phase Two of Housing Now, including six additional sites. 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.

Supporting a Complete Community Approach

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 150 Queens Wharf Road development concept includes the provision of a pedestrian connection between Queens Wharf Road and the future Lower Garrison Creek Park, new outdoor amenity space with hard and soft landscape, and the provision of non-residential space on the ground floor of the building to accommodate an EarlyON Centre.

Rezoning to Support Market Offering

Bringing forward a recommended Zoning By-law Amendment 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". 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.

City and Agency Review

The application 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 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
- Shadow Study
- Pedestrian Level Wind Study
- Transportation Impact Study
- Stage 1 Archaeological Assessment
- Functional Servicing Report and Stormwater Management Report

- Hydrogeological Investigation
- Geotechnical Study
- Rail Safety Report
- Toronto Green Standard Checklist
- Design Brief

The recommended Zoning By-law Amendment, 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

Community engagement for 150 Queens Wharf Road was held online as the engagement occurred during the Covid-19 and followed the direction of the City's Medical Officer of Health and Provincial requirements. City staff and CreateTO developed new engagement tools to ensure that there could be 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 150 Queens Wharf Road, 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, available online, and mailed (upon request) that included an information sheet on the 150 Queens Wharf Road 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/housingnow/housing/150-queens-wharf-road/

In March and July 2021, City Planning and CreateTO led two online community consultation meetings regarding the proposed development. On March 8, 2021, staff introduced the project, preliminary development concept, project schedule and hosted a facilitated discussion with the 120 participants in attendance. On July 12, 2021, staff shared the revised development concept, next steps and responded to questions from the 45 attendees, sharing how community feedback had shaped revisions to the project.

Community Engagement - Areas of Support:

- Housing Now Initiative and creation of new affordable housing;
- Location of the site and its proximity to schools, parks and other neighbourhood amenities;

- The design of the building and public realm;
- Inclusion of larger unit sizes appropriate for families; and
- General support for, and interest in the incorporation of sustainable and energy efficient design features.

Community Engagement - Areas of Concern:

- Neighbourhood safety;
- Question of whether this is an appropriate location for affordable rental housing; and
- Potential for added traffic congestion, proliferation of illegal on-street parking and abundance of delivery vehicles.

Input from members of the public through the consultation process has shaped the development concept and report recommendations. The focus of revisions to the development concept relate to an increase in the height of the building to allow for the addition of more rental units, including more affordable rental units. Comments from the public regarding issues related to local traffic and illegal parking also led to a rebalancing of the onsite parking ratio to allow for additional visitor parking spaces. Further consultation and project updates are planned throughout the marketing, Site Plan Control and construction management processes.

Design Review Panel

150 Queens Wharf Road was presented to the City's Design Review Panel on February 11, 2021. 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 Amendment presented in this report.

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

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 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; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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."

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). Staff analysis and review are summarized in the Comments section below.

Toronto Official Plan

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

Chapter 2 - Shaping the City

The subject site is located in the *Downtown* as shown on Map 2 - Urban Structure. Section 2.2 provides direction on how growth should be managed and where it should be located. 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(7) states that the *Downtown* will continue to be shaped as the largest economic node in the city and the region by accommodating development that provides a full range of housing opportunities for Downtown workers and reduces the demand for in-bound commuting.

Policy 2.2(9) states that the *Downtown* will be improved by providing a diverse range and mix of housing options, including affordable housing, to accommodate the needs of all household sizes and avoid the displacement of vulnerably housed and at-risk groups.

Chapter 3 - Building a Successful City

In addition to the specific land use policies, and the Healthy Neighbourhood Policies, policies in Section 3.1.2 of the Official Plan contains Built Form Policies. This section of

the Plan identifies that enjoyment of streets and open spaces largely depends upon the visual quality, activity, comfortable environment, and perceived safety of these spaces. These attributes are largely influenced by the built form of adjacent buildings. The Built Form section of the Plan also identifies that the majority of new growth will take place in the areas of the City where intensification is appropriate, including the Downtown.

Policy 3.1.1(23) provides policies on the preservation of view corridors. The policy states that public works and private development will maintain views from the public realm to the skylines of the Downtown and Central Waterfront shown on Maps 7a and 7b. The subject site is located within the vicinity of View 1c of Map 7a, which seeks to maintain views of buildings, including the CN Tower, which compose the Downtown/Financial District skyline, throughout the Fort York grounds.

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).

Chapter 4 - Land Use Designations

The site is designated *Mixed Use Areas*. This designation permits a broad range of commercial, residential, and institutional uses, and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in *Mixed Use Areas* include, but are not limited to:

- Creating a balance of high-quality commercial, residential, institutional, and open space uses that reduce automobile dependency and meet the needs of the local community;
- Locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- Locating and massing new buildings to frame the edges of streets and parks;
- Providing an attractive, comfortable, and safe pedestrian environment;
- Providing good site access and circulation and an adequate supply of parking for residents and visitors;
- Locating and screening service areas, ramps, and garbage storage to minimize the impact on adjacent streets and residences; and
- Providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

Downtown Plan

The site is located within the limits of the Downtown Secondary Plan. The Downtown Secondary Plan (OPA 406) was approved by the Minister of Municipal Affairs and Housing (MMAH) on June 5, 2019. The Downtown Plan may be found here:

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

Section 3 provides direction on creating complete communities in the Downtown. Policy 3.5 states that the *Downtown* will be inclusive and affordable, with a range of housing that meets the requirements of a diverse population with varied needs, including accessible and supportive services for vulnerable populations, as provided for by the Downtown Plan.

Section 14 provides infrastructure strategies, plans and guidelines that ensure the effective implementation of the Downtown Plan. Policy 5 states that City-owned lands Downtown may be retained to address the Downtown Plan's priorities and other public priorities, including: parkland, pedestrian and cycling facilities, affordable housing, community service facilities, and locations for first responder stations.

Section 15 provides definitions of terms specific to this Plan. Policy 1 defines 'complete communities' as generally providing a diverse range and mix of housing options, including affordable housing, to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes, amongst other matters.

Map 41-3-C of the Downtown Plan designates the site as *Mixed Use Areas 1 - Growth*. Development within *Mixed Use Areas 1* will include a diverse range of building typologies, including tall buildings, with height, scale and massing, dependent on the site characteristics and supportive of intensification suitable for a downtown growth area. Development within *Mixed Use Areas 1* will generally be encouraged to provide a significant proportion of non-residential uses within new mixed-use developments.

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 9.17 states that development will seek to adequately limit shadows on sidewalks, parks, open spaces, natural areas, and institutional open spaces as necessary to preserve their utility.

Map 41-6 of the Downtown Plan designates the site to be within the Core Circle. The Core Circle is a circuit of public spaces that connects existing natural features around Downtown, including the Garrison Creek watershed. Through new development pedestrian and cycling access to and connections along the circuit will improve over time and form a legible public realm network.

Map 41-10 of the Downtown Plan designated the site to be within Shoreline Stitch. The Shoreline Stitch generally comprises the area encompassing the Union Station rail corridor, Gardiner Expressway and ramps, and Lake Shore Boulevard from Ontario Place to Corktown Common. Through new development the Shoreline Stitch will increase and improve physical and visual north-south connections for pedestrians and cyclists across the Union Station rail corridor and under the Gardiner Expressway.

Railways Lands West Secondary Plan and Urban Design Guidelines

The site is located within the Secondary Plan, and accompanying Railway Lands West and Central Urban Design Guidelines. Specifically, it is located within Block 36 of the Plan and designated as *Mixed-Use Area 'I'*.

Section 4 specifies the housing objectives of the Plan. Policy 4.1 states that housing will be developed in the Railway Lands West both to assist in meeting the City's housing goals, and that such housing will be available to a wide range of households, ages and incomes in a variety of residential unit sizes. Policy 4.2 states that housing development will be encouraged by a variety of producer groups and agencies and that the City will promote the planning and development of rental housing suitable for low-to-moderate income households.

Section 10 of the Secondary Plan provides built form and land use direction. Policy 10.2.2.1 states that *Mixed-Use Area 'I'* will be a predominantly residential, containing dwelling units in a variety of housing types and forms and available to a wide range of households, ages and incomes, and of lesser density compared to the adjacent blocks to the south and east to provide a transition in scale closer to the planned parks at the corner of Bathurst Street and the railway corridor. Similarly, the Urban Design Guidelines call for tapering of building heights from Spadina Avenue towards Bathurst Street.

The Railways Lands West Secondary Plan is available on the City's website at: <https://www.toronto.ca/wp-content/uploads/2017/11/80fb-cp-official-plan-SP-19-RailwayLandsWest.pdf>, while the Railway Lands West and Central Urban Design Guidelines can be located at: <https://www.toronto.ca/wp-content/uploads/2017/08/97dc-Toronto-Urban-Design-Guidelines-Railways-Lands-West-and-Central.pdf>.

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. While the OPA is under appeal at the Ontario Land Tribunal, the appeal excludes the subject property. OPA 352 establishes the policy context for tall building setbacks and separation distances between tower portions of tall buildings Downtown. In March 2021, the former Local Planning Appeals Tribunal heard and verbally allowed a motion for modification and partial approval of OPA 352. 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.

Zoning

The site is subject to the provisions of the Railway Lands West Zoning By-law 1994-0805, as amended by By-laws 1072-2016 and 1073-2016. Block 36 is zoned Commercial Residential (CR), which permits a wide range of residential and non-residential uses including community centres and child care centres. The maximum overall gross floor area permitted for Block 36, including the existing building at 170 Fort York Boulevard and the Fort York library branch, is 34,380 square metres, and the

maximum permitted building height is 28 metres. The By-law also includes development standards in relation to building setbacks, parking and loading space requirements.

Toronto Green Standard (Climate Change and Resilience)

Climate change adaptation, mitigation and resilience are key concerns of the City. On October 2, 2019, City Council declared a Climate Emergency and set a new goal to achieve net zero greenhouse gas emissions by 2050 or sooner. In 2021, an updated TransformTO Net Zero Strategy will be presented to Council, outlining the necessary climate action to reach net zero GHG emissions community-wide. In June 2019, the Resilience Strategy was published, which set out that new development should be resilient to a changing climate.

The Toronto Green Standard (the "TGS") sets out the key sustainable performance measures new developments are required to meet to address climate adaption, mitigation and resilience. The TGS is a critical component of the City's efforts to achieve zero emissions buildings by 2030, to meet 2050 citywide greenhouse gas reduction targets, and to build a more resilient city. The TGS also supports other City-wide strategies related to environmental sustainability, including TransformTO, the Resilience Strategy, Ravine Strategy and Biodiversity Strategy.

Tall Building Design Guidelines and Growing Up: Planning for Children in New Vertical Communities

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>

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.

The Growing Up Guidelines are available at:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf>

Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The Pet-friendly Design Guidelines 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.

The Pet Friendly Design Guidelines can be found here:

<https://www.toronto.ca/wpcontent/uploads/2019/12/94d3-CityPlanning-PetFriendlyGuidelines.pdf>

Site Plan Control

The proposed development is subject to Site Plan Control. A Site Plan application will be submitted by the future developer of the Site.

COMMENTS

Provincial Land-Use Policies: 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 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 advances the City's policies to 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."

With regard to 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 and Affordable Housing

The proposed development would result in a mixed-use building permitting 22,000 square metres of residential space with up between 300 and 500 square metres of non-residential community space on the ground level. The proposed uses comply with the *Mixed Use Areas* land use policies of the Official Plan, Downtown Plan and the Railway Lands West Secondary Plan.

As part of the City's Housing Now Initiative, development at 150 Queens Wharf Road will include between 33%- 50% affordable rental units. The recommended Zoning By-law Amendment permits 22,000 square metres of residential gross floor area, which is estimated to provide for approximately 282 new residential units, of which between 93 - 141 units will be affordable rental units.

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 considered within the existing and planned context, and in conjunction with the Tall Building Design Guidelines.

The existing context includes two residential buildings south and south-east of the site at 170 Fort York Boulevard and 150 Dan Leckie Way, which have heights of 30 and 43 storeys, respectively. The proposed height of 29-storeys is appropriate in its context and meets the intent of the Railway Lands West Secondary Plan density policies, while also maintaining views of the CN Tower and Financial District buildings from the Fort York grounds.

The recommended Zoning By-law permits a tower floor plate of 750 square metres, in accordance with the Tall Building Guidelines and Downtown Plan Policy 9.15, which mitigates shadow impacts on the public realm. The mechanical penthouse is also set back from the edge of the tower to mitigate its visual impact.

The proposal's base building is eight storeys which fits harmoniously with the existing adjacent base building of 150 Dan Leckie Way located on the east side of Queens Wharf Road. Above the base building, the proposed point tower steps back 7.7 metres from the south face of the base building, allowing for a 25 metre separation distance from the residential tower at 170 Fort York Boulevard in accordance with tall building setback requirements set out in OPA 352. On the east side, the proposed tower steps back 2 metres from the face of the building.

On the north and west sides the base building and tower element are set back 2.5 and 3 metres from the property line, respectively. The lack of a step back above the base building on these sides responds to the Design Review Panel's commentary that this site is appropriate for a typology to address the adjacency of the park and the prominence of this site in the context of the Railway Lands. This approach would provide step backs on the east and south sides, and no step backs on the north and west sides to better frame the future Lower Garrison Creek and extension of the Northern Linear Parks. The 2.5 and 3.5 metre unencumbered ground level setbacks from the north and west property lines are sufficient setbacks from parks allowing for parkland maintenance.

The proposed building provides an acceptable built form and appropriate relationships with adjacent buildings, as such, the proposed height and massing is supported by City Planning staff.

Sun, Shadow and Wind

The sun shadow study show that the proposed development would not shadow the Fort York grounds between 9:18 am to 4:18 pm during the spring and fall equinoxes. Building design measures were implemented to adequately limit the shadow impact on other adjacent parks including the future Lower Garrison Creek Park, Northern Linear Park extension and portions of the railway corridor, where parkland dedication is anticipated to occur as part of a private development proposal. As previously mentioned, the 750 square metre tower floor plate, and its east-west width help to mitigate the effect of shadows on the future parkland. Additionally, the mechanical penthouse has been stepped back between 5.8 and 9.3 metres from the northern edges of the tower to further mitigate the shadow impact.

The pedestrian level wind study indicates generally comfortable conditions, with the exception of the ground level of the north-west corner of the site, and portions of ninth floor outdoor amenity space, which may experience higher winds and uncomfortable conditions during the winter season. The study recommended implementing wind mitigation measures, such as canopies and landscaping, which would alleviate the uncomfortable conditions. The mitigation measures will be secured through the Site Plan Control process.

Public Open Space

The proposed development features publicly accessible landscaped open space on the north and south sides of the site. The public open space on the south side would be located between the loading space and the building and would provide a mid-block

connection between Queens Wharf Road and the future Lower Garrison Creek Park. This requirement is set out in Attachment 9 "Development Requirements". The space on the north side would be used as outdoor play area for the EarlyON Centre, but could be accessible to the public outside of operating hours.

Both the connections would have a minimum width of 1.5 metres and would advance the objectives of the Downtown Plan's Core Circle and Shoreline Stitch policies.

Design Brief

The submission package for the 150 Queens Wharf Road proposal includes a Design Brief. 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 and opportunities for enhanced sustainability measures to be achieved through the design of the building envelope.

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 with the City-selected housing provider. The requirement will be to demonstrate consistency with the design direction for 150 Queens Wharf Road that has been reviewed by City Planning, for review and acceptance in the context of the Site Plan Approval. The requirement is set out in Recommendation 5 of this report and Attachment 9 "Development Requirements". The Design Brief is provided for information as Attachment 10.

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, direction #12.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant, which will be the future City-selected housing provider, 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.

Streetscape and Tree Preservation

On the east elevation of the building facing Queens Wharf Road, the ground floor is proposed to be set back 9 metres, and the face of the base building is to be set back a

minimum of 6.5 metres from the curb, exceeding the recommended 6 metre minimum sidewalk width identified in the Tall Building Guidelines. The setback from the Queens Wharf Road curb provides ample space for a comfortable public realm that includes street furniture, a pedestrian clearway and street trees, which are identified in the Design Brief and will be secured through the Site Plan Control process. The proposed EarlyON facility on the ground floor will serve to further animate the public realm and provide eyes on the street at various times of the day.

The proposed development requires the removal of three trees in the City right-of-way along Queens Wharf Road. The proposed development concept replaces the three City owned trees with six new trees along the Queens Wharf Road and three new trees between the loading space and the existing 170 Fort York Boulevard building to the south. Tree planting and landscape plans will be secured through the Site Plan Control process.

Mobility, Access, Loading, Parking

The site's location within the Downtown is well-served by public transit and supports active transportation. The site is located within a 10-minute walk of local retail shops and services along King Street West, Fort York Boulevard and Spadina Avenue. The site is conveniently serviced by five TTC routes, namely the 121 Fort York-Esplanade bus, the 509 Harbourfront, 510 Spadina and 511 Bathurst streetcars. The site is also in close proximity to Union Station on the Yonge University Subway line (Line 1) which is located approximately 1.8 kilometres east of the Site (20 minute walk). Fort York Boulevard and Wellington Street West have protected cycle tracks and are Priority Cycling Routes as shown on Map 41-12 of the Downtown Plan.

The development proposes a total of 339 bicycle parking spaces (305 long-term and 34 short-term spaces) to be provided on the ground level and within the two level underground parking garage. A total of 67 vehicular parking spaces are proposed to be provided in the garage, of which 28 will be allocated to visitors of the building. The relatively large percentage of visitor parking spaces arrived at in response to community feedback and concerns related to a relative scarcity of on-street parking in the immediate vicinity.

The underground garage is proposed to be connected to the adjacent garage of the 170 Fort York Boulevard condominium via existing knock out panels, and would use the existing driveway of the 170 Fort York boulevard garage, thereby minimizing curb cuts along Queens Wharf Road and making efficient use of existing infrastructure. The sharing of the driveway has been secured through an existing Shared Facilities Agreement between the condominium located at 170 Fort York Boulevard and the City. The knock out panels are being acquired by the City under separate delegated authority, with an expected closing date in October 2021.

One Type-G loading space is proposed to be provided on the ground level along the southern property line. Meeting this configuration of driveway and loading areas will be a development requirement to be set out in a schedule to the Ground Lease, and is noted in Attachment 9 of this report.

Transportation Services staff find the proposed supply of bicycle spaces, vehicular parking and loading spaces acceptable.

Travel Demand Management

The Transportation Impact Study provided a parking strategy to justify the reduction of vehicular parking on site. Given the transit-oriented nature of the proposed development, future residents, staff and visitors to the development can use the major transit infrastructure adjacent to the site. The parking surveys conducted by the transportation consultant at comparable 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 reduce single occupancy vehicle use and provide options for residents to find alternative ways to travel to and from the area.

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

- Providing car-share and/or bike-share membership for each residential unit for the first year of occupancy;
- Providing mid-block connections to improve pedestrian connectivity to the Fort York Library branch and future Lower Garrison Creek Park;
- Providing on-site bicycle repair stations;
- Transit passes for residents in the proposed development; and
- Providing transit information screens to provide real-time updates on transit schedules for nearby stops and stations.

Rail Safety

The site is located to the south of the Union Station Rail Corridor. Because the proposed development of 150 Queens Wharf Road provides a setback of 27 metres, and contains sensitive residential uses, a Rail Safety Report was provided in support of the re-zoning application. The technical analysis found that the completion of Lower Garrison Creek Park will provide sufficient cross-sectional area to exceed the Federation of Canadian Municipalities and Railway Association of Canada's *Guidelines for New Development in Proximity to Railway Operations* for berm requirements associated with the provided setback.

Parks, Forestry and Recreation staff have confirmed that Lower Garrison Creek Park is targeted for completion by 2025, ahead of occupancy of 150 Queens Wharf Road, therefore achieving the necessary risk mitigation related to Rail Safety for this site.

The City has completed a third-party peer review process to confirm the findings of the Rail Safety Report submitted in support of the proposed development. Metrolinx is now completing its second review of the Rail Safety Report, which has been revised by the Rail Safety Consultant based on input from the City's and Metrolinx's peer reviewers. Both peer reviews accept the major findings and safety plan put forward in the Rail Safety Report and as a result no major issues are expected to arise from Metrolinx's

final review. The Final Rail Safety Report must be submitted to the City prior to Site Plan Approval.

Servicing

As part of the inter-divisional review of the proposed development concept, City staff reviewed a number of reports and studies related to servicing for 150 Queens Wharf Road. Recommendation 3 of this report requests that prior to introducing the necessary Bills to enact the recommended Zoning By-law Amendment attached to this report, that Council direct CreateTO to submit an updated Functional Servicing Report and Stormwater Management Report to the satisfaction the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Toronto Water.

Final servicing analysis is outstanding as Engineering and Construction Services (ECS) staff have requested additional information related to three key servicing issues, including the available capacity in the downstream pumping station, compliance with the Provincial Procedure F-5-5, Determination of Treatment Requirements for Municipal and Private Combined sewage systems, and service connections to sewers not yet assumed by the City.

A detailed Functional Servicing Report (FSR) and Stormwater Management Report (SWM) were submitted to and reviewed by Engineering and Construction Services (ECS) staff, in conjunction with Toronto Water. ECS staff have concluded that revisions are required to the FSR to demonstrate there is available capacity in the downstream pumping station to support the additional flows from the development. An investigation is ongoing to determine whether the sewer connecting south from the Strachan Avenue pump station is a combined or sanitary sewer. If it is found to be a combined sewer, further analysis with respect to F-5-5 will be required. Prior to the introduction of the necessary Bills to enact the recommended Zoning By-law Amendment, CreateTO is required to demonstrate that the required service connections can be made to the sewers abutting the development. These sewers have not yet been assumed by the City, and as such, confirmation from the current owner of the infrastructure, Toronto Community Housing, is required.

Investigations are ongoing by the Civil Engineer retained by CreateTO in order to produce the required additional analysis detailed above, which will be incorporated into a Final FSR Report. The outcome of this analysis will determine what, if any, upgrades are required to the existing infrastructure and sewer network to facilitate the new development at 150 Queens Wharf Road.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). City Council direction requires the City's Agencies, Corporations and Divisions to apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings. This Standard also applies to development undertaken as part of Phase Two of the Housing Now Initiative.

A Toronto Green Standard Checklist has been submitted, which indicates the performance measures incorporated as part of the proposed rezoning. Certain measures have been secured in the recommended Zoning By-law Amendment, including the building layout and orientation, which optimizes energy performance, solar access and views. Further implementation of TGS requirements will be secured through the Site Plan Control process under the direction and guidance of the Design Brief.

The proposed sustainability strategies included as part of the Design Brief include: ensuring smaller, high performance openings to lower the window to wall ratio; and minimizing thermal bridges by reducing the number and size of balconies or thermally isolating them.

Next Steps

In parallel with City Council's consideration of the recommended Zoning By-law Amendment in Attachment 6 and the other recommendations of this report, the Housing Secretariat and CreateTO are advancing the marketing of the project to experienced non-profit housing developers. The business case will be presented to the CreateTO Board in November, 2021.

The Housing Secretariat and CreateTO staff will procure a housing provider who 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 Amendment has 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 and does not conflict with the Growth Plan (2020). The recommended Zoning By-law Amendment is also in keeping with the intent of the Official Plan.

Development of 150 Queens Wharf Road is the final redevelopment of the Railway Lands West and the proposed built form will enable the City to exceed the original target of new affordable rental units on the site. 150 Queens Wharf Road will provide 282 new rental housing units, of which between 93 and 141 units will be leased as new affordable rental units 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.

City staff have engaged and consulted with members of the public to seek feedback on key elements of the design, including: effective use of public lands, opportunities for 'family-size' units, traffic impacts from the proposed development, and improvements to pedestrian movement and the public realm.

The recommended Zoning By-law Amendment establishes the City's expectations for development at 150 Queens Wharf Road 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.

CONTACT

Annely Zonena, Project Manager, Strategic Initiatives, Policy & Analysis, 416-338-3105, annely.zonena@toronto.ca

Mladen Kukic, Senior Planner, Community Planning, 416-392-9434, mladen.kukic@toronto.ca

SIGNATURE

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: Recommended Zoning By-law Amendment (By-law 1994-0805)
Attachment 7: Site Plan
Attachment 8: Elevations
Attachment 9: Development Requirements
Attachment 10: Design Brief (provided separately)

[illegible]

Attachment 2: Application Data Sheet

Municipal Address:	150 Queens Wharf Road	Date Received:	June 4, 2021
Application Number:	21 146032 STE 10 OZ		
Application Type:	Rezoning		
Project Description:	Housing Now Initiative. City-initiated rezoning. Proposed 29-storey mixed use building with 282 dwelling units including between 93 - 141 affordable rental housing units, and ground floor community facility space.		
Applicant	Agent	Architect	Owner
CITY OF TORONTO		DTAH	CITY OF TORONTO

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	N
Zoning:	CR	Heritage Designation:	N
Height Limit (m):	28	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1,450	Frontage (m):	37	Depth (m):	33
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):			1,063	1,063
Residential GFA (sq. m):			21,593	21,593
Non-Residential GFA (sq. m):			307	307
Total GFA (sq. m):			21,900	21,900
Height - Storeys:			29	29
Height - Metres:			96	96

Lot Coverage Ratio (%)	67.3	Floor Space Index:	14.2
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Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	21,593	
Retail GFA:		

Office GFA:

Industrial GFA:

Institutional/Other GFA: 307

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			282	282
Freehold:				
Condominium:				
Other:				
Total Units:			282	282

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		15	137	102	28
Total Units:		15	137	102	28

Parking and Loading

Parking Spaces: 5967 Bicycle Parking Spaces: 305 Loading Docks: 1

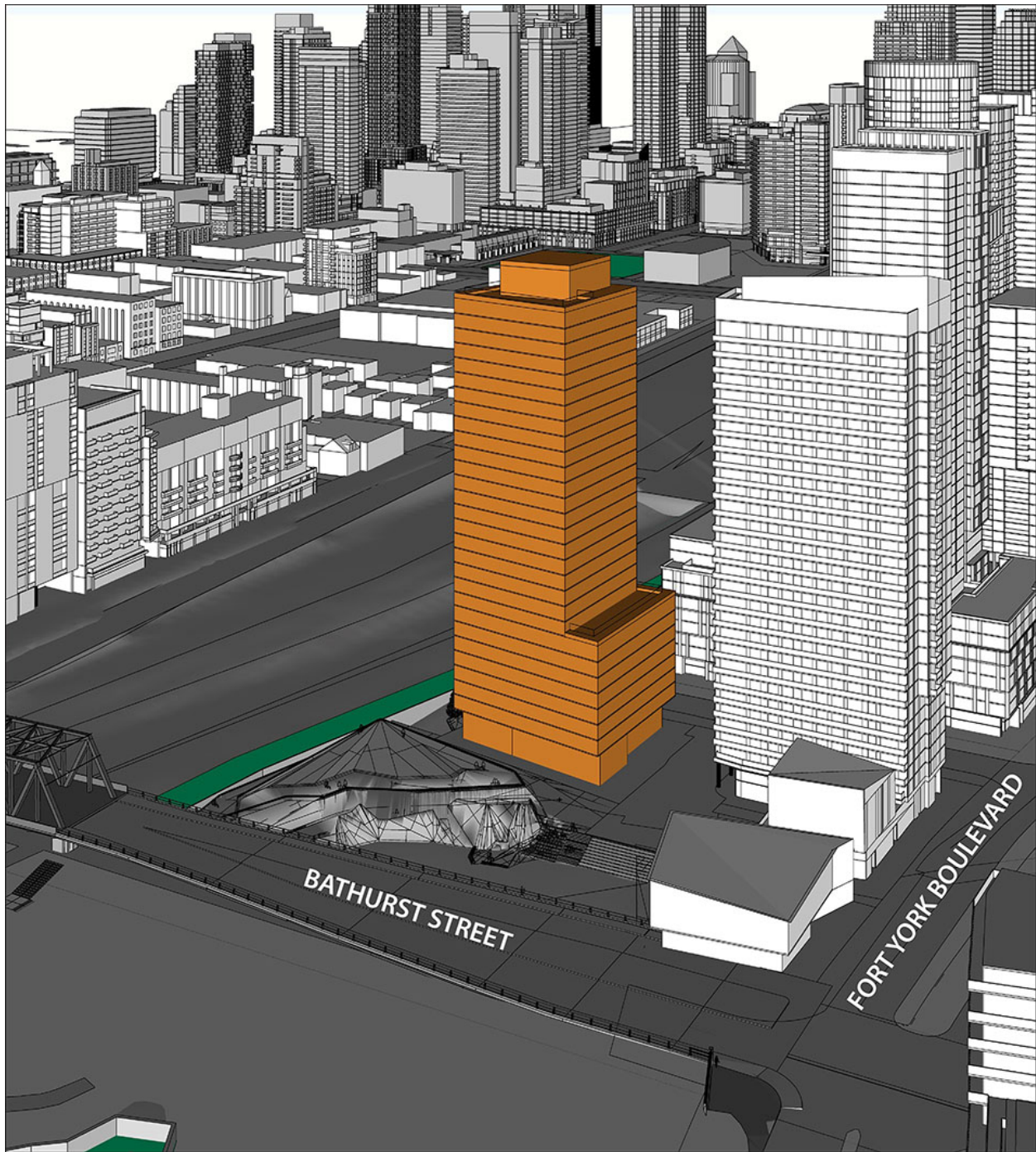
CONTACT:

Mladen Kukic, Senior Planner, Community Planning

416-392-9434

Mladen.Kukic@toronto.ca

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

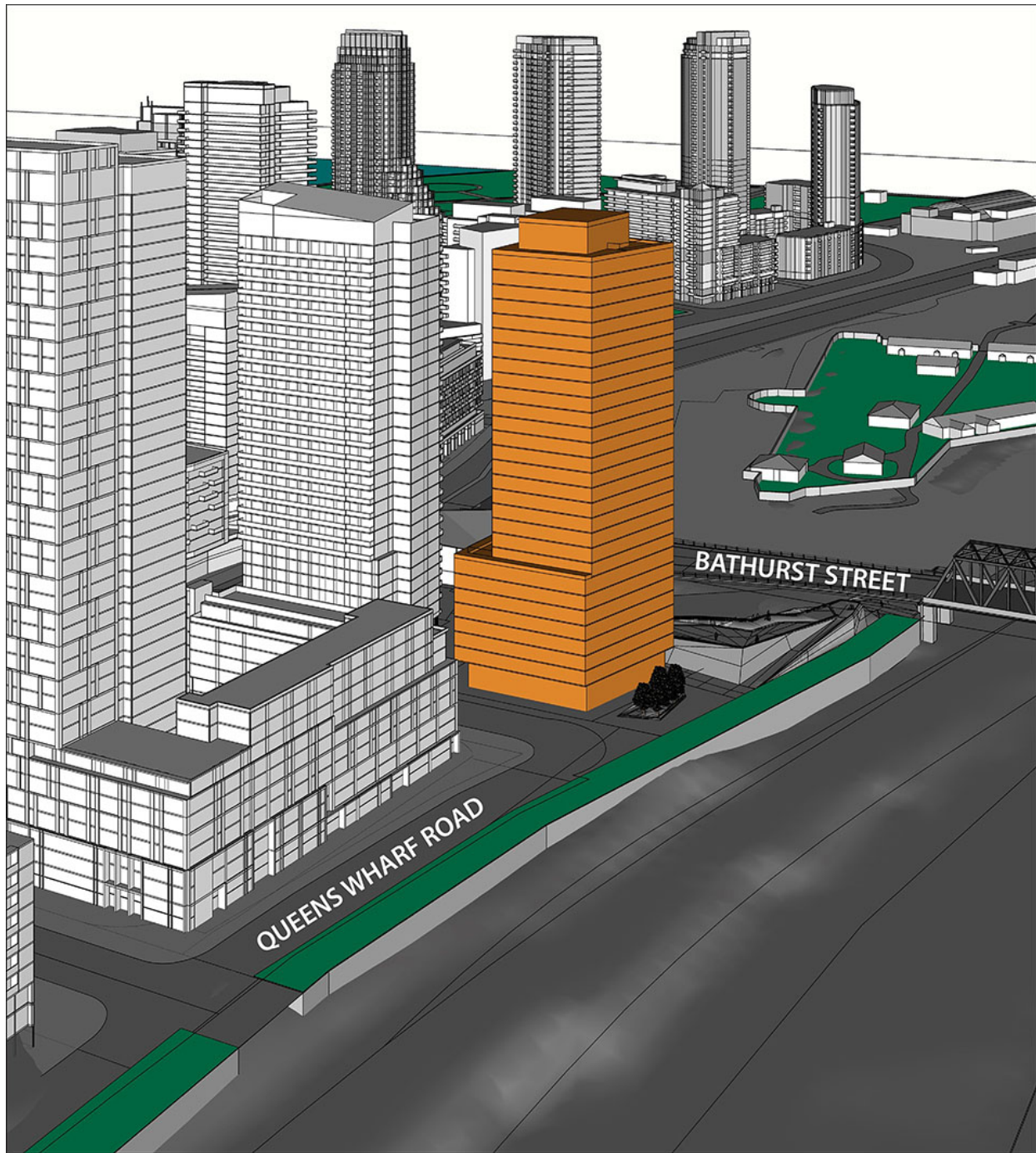


View of Proposal Looking Northeast



09/01/2021

Attachment 3b: 3D Model of Proposal in Context: Looking southwest from Queens Wharf Road

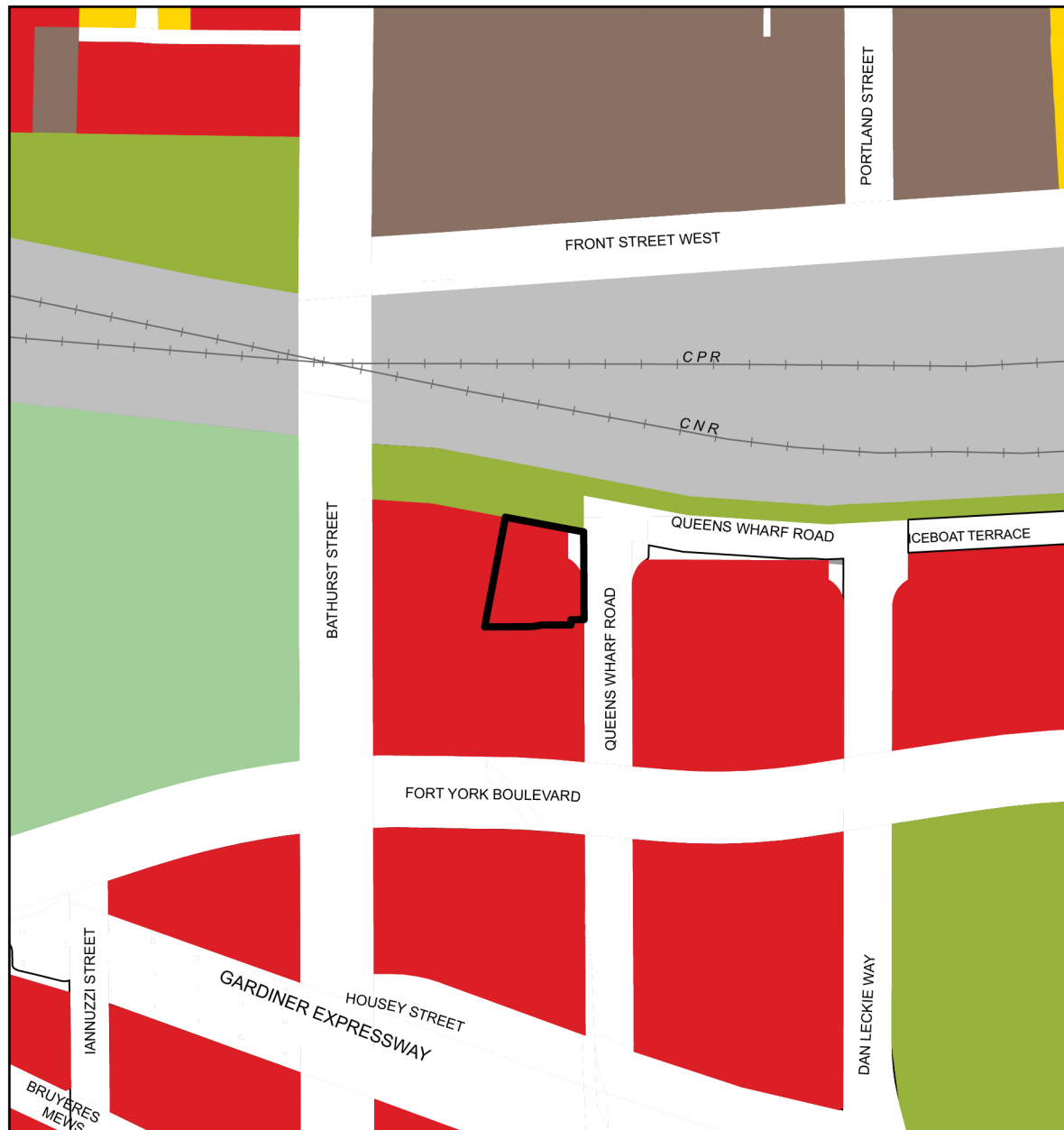


View of Proposal Looking Southwest



09/01/2021

Attachment 4: Official Plan Land Use Map



Official Plan Land Use Map 18

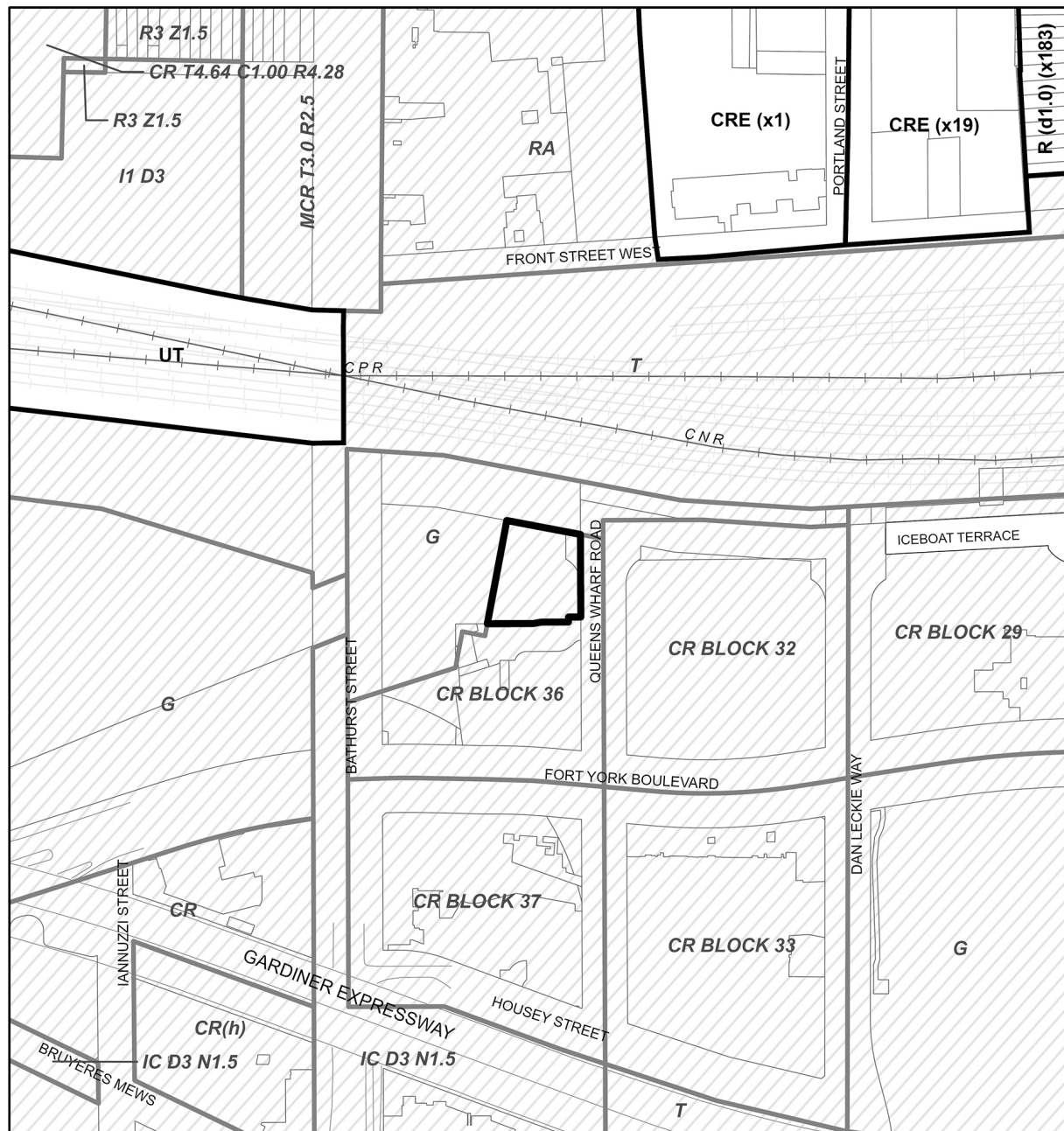
150 Queens Wharf Road

File # 21 146703 STE 10 0Z



Not to Scale
 08/09/2021

Attachment 5: Existing Zoning By-law Map



Railway Lands West Zoning By-law 1994-0805

150 Queens Wharf Road

File # 21 146703 STE 10 02



Subject Site

See Zoning By-law 569-2013

R Residential
CRE Commercial Residential Employment
UT Utility and Transportation



See Railway Lands West Zoning By-law 1994-0805, Former City of Toronto By-law 438-86

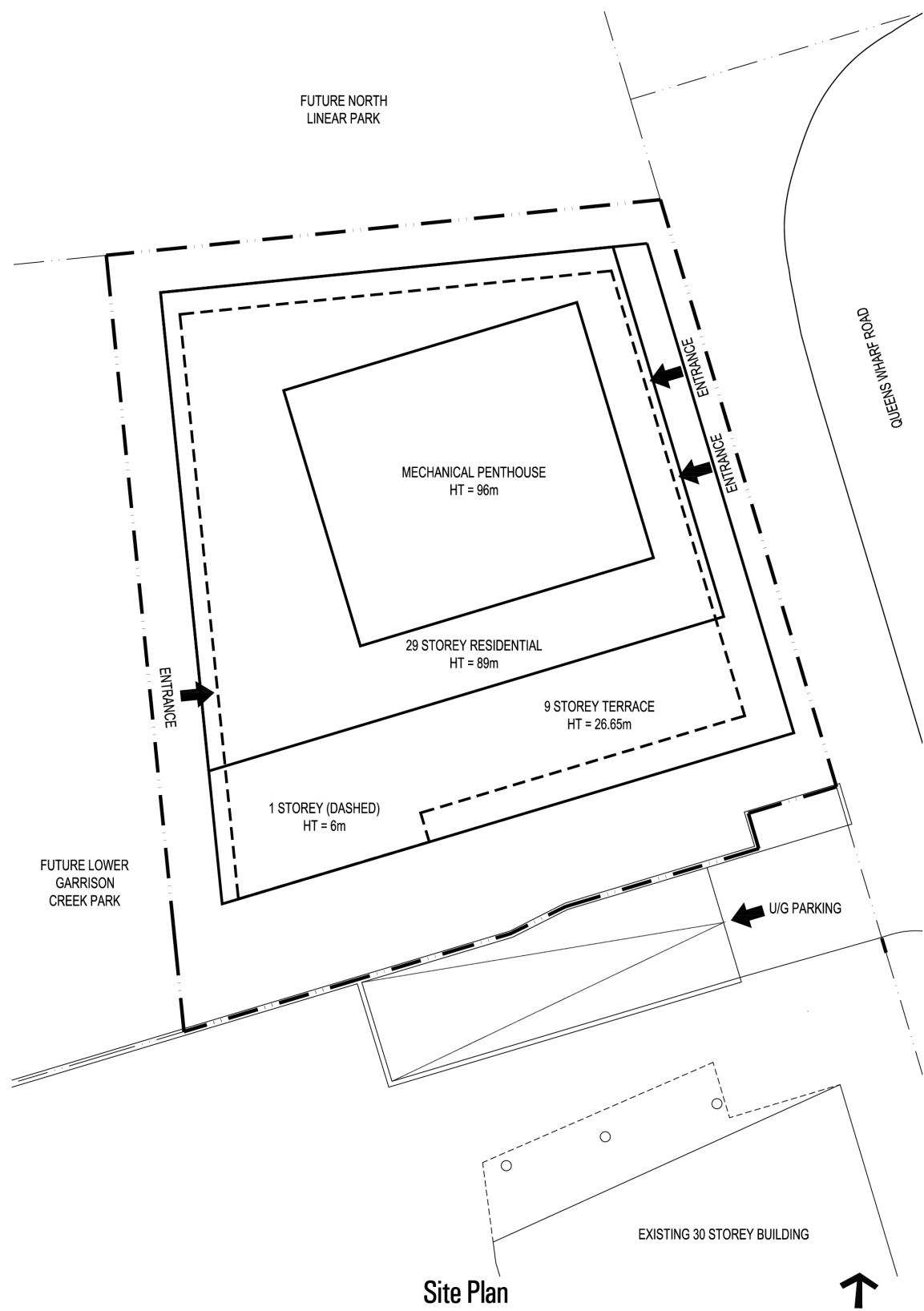
R3 Residential District	I1 Industrial District
CR Mixed-Use District	IC Industrial District
MCR Mixed-Use District	T Industrial District
RA Mixed-Use District	G Parks District



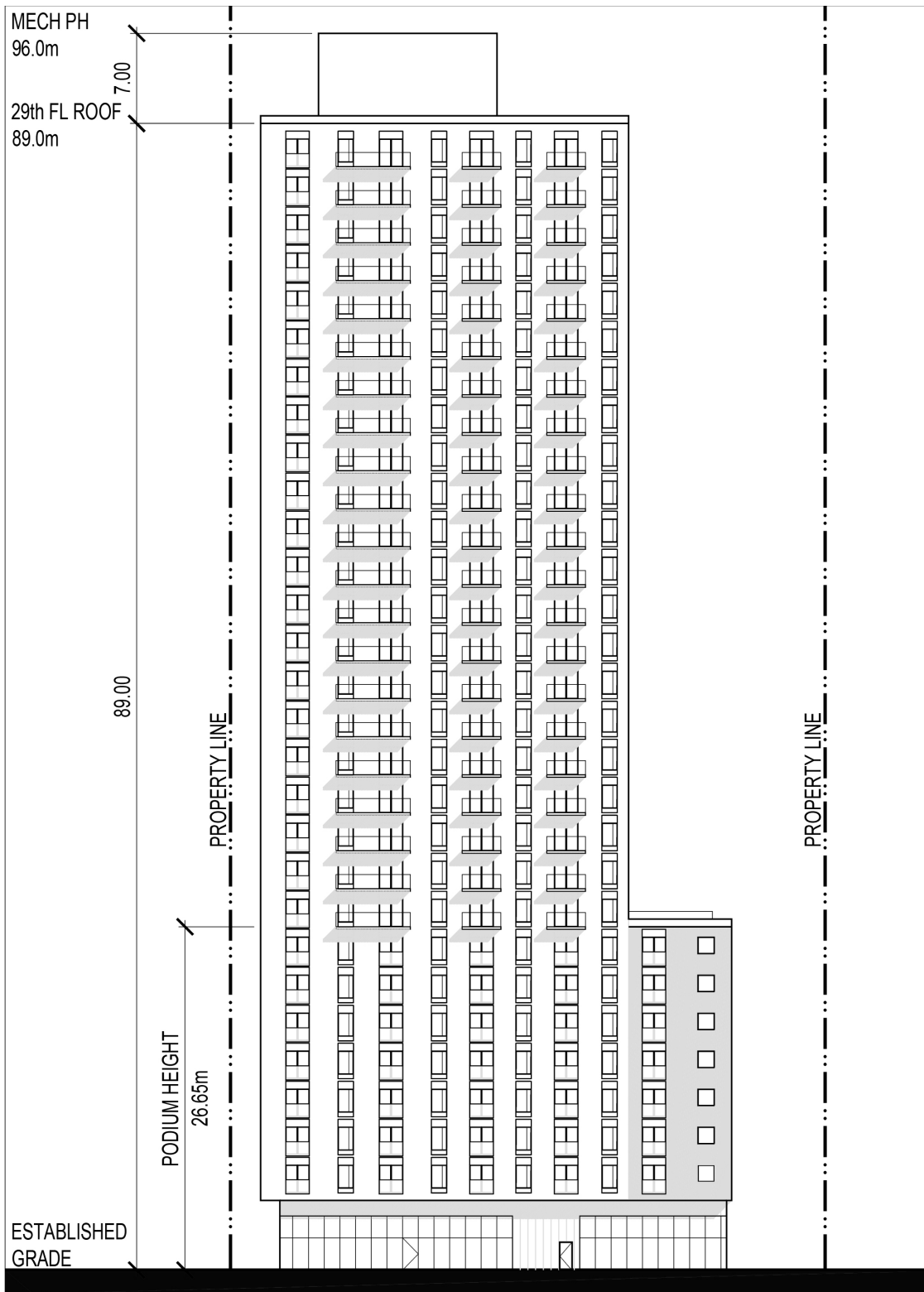
Not to Scale
Extracted: 08/09/2021

Attachment 6: Draft Zoning By-law Amendment (By-Law 1994-0805)
(Provided Separately)

Attachment 7: Site Plan

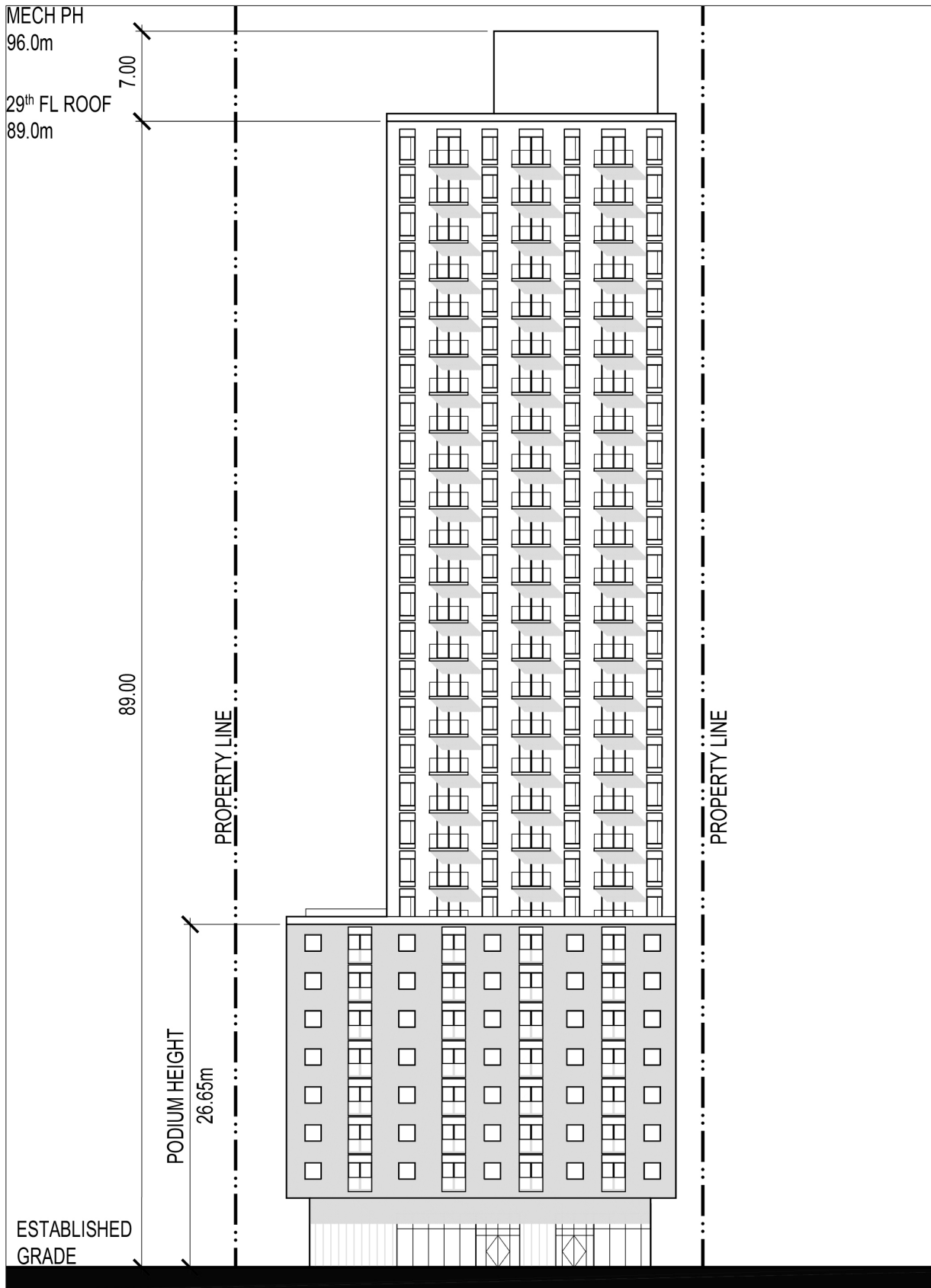


Attachment 8a: West Elevation



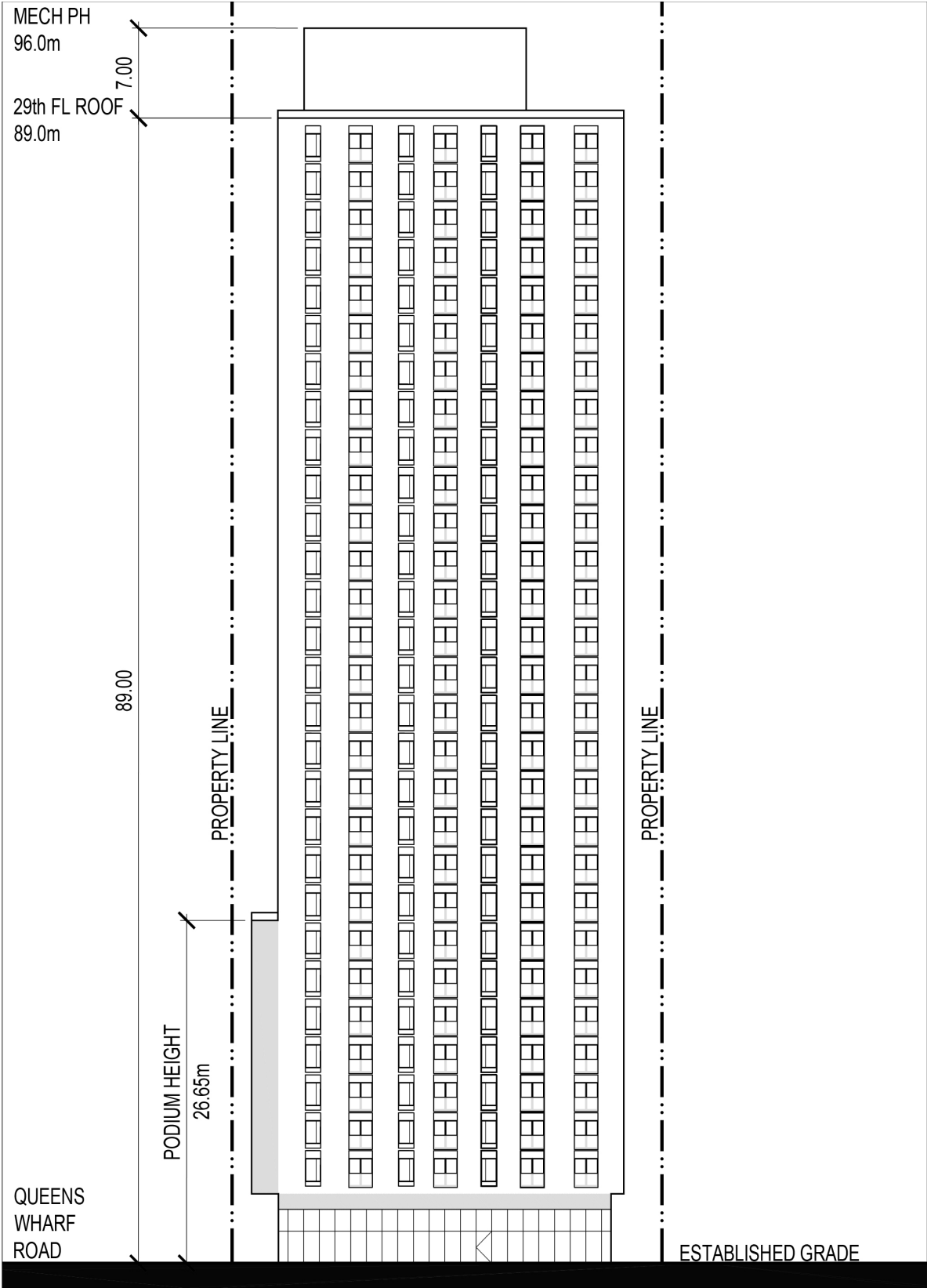
West Elevation

Attachment 8b: East Elevation



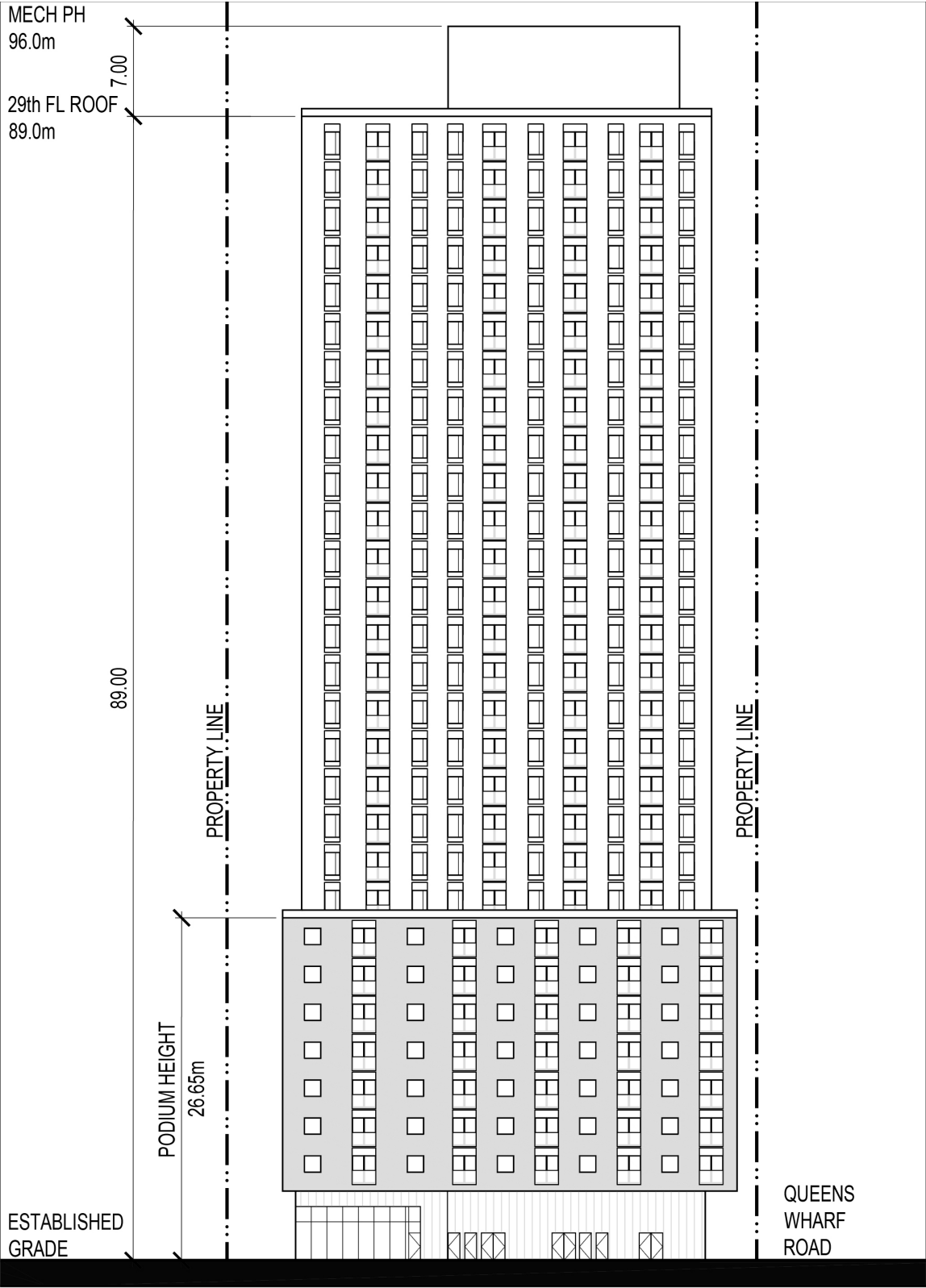
East Elevation

Attachment 8c: North Elevation



North Elevation

Attachment 8d: South Elevation



South Elevation

Attachment 9: Development Requirements

The development of 150 Queens Wharf Road 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 pedestrian connection (design, construction, maintenance and public access) comprising a landscaped connection between Queens Wharf Road and the future Lower Garrison Creek Park;
- provision of a minimum of 300 square metres of non-residential space for the purpose of an EarlyON Centre and adjacent outside space;
- a design that includes the provisions of vehicular access to the site through the existing driveway of the 170 Fort York Boulevard garage, utilizing the existing knock-out panels and sharing the driveway as allowed by the existing Shared Facilities Agreement with 170 Fort York Boulevard;
- provision of Transportation Demand Management measures to be determined through the Site Plan Control process;
- achievement of Tier 2 Version 3 of the Toronto Green Standard;
- approval of the final Rail Safety Report from Metrolinx prior to the submission of any Site Plan Application; and
- architectural drawings as part of the Site Plan Application for the 150 Queens Wharf Road that address the Design Brief, September 3, 2021 for review and acceptance in the context of the Site Plan Approval.

Attachment 10: Design Brief

(Provided Separately)