

## **1799 St Clair Avenue West – Official Plan Amendment, Zoning Amendment, and Draft Plan of Subdivision Applications – Preliminary Report**

**Date:** September 21, 2021

**To:** Planning and Housing Committee

**From:** Chief Planner and Executive Director, City Planning Division

**Ward:** 9 - Davenport

**Planning Application Number:** 21 196875 STE 09 OZ

**Related Applications:** 21 196867 STE 09 SB

**Notice of Complete Application Issued:** September 20, 2021

**Current Use(s) on Site:** Delta Bingo Hall

### **SUMMARY**

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This report provides information and identifies a preliminary set of issues regarding the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications located at 1799 St. Clair Avenue West. The applications propose the conversion of lands designated *General Employment Areas to Mixed Use Areas* to permit three mixed-use towers with heights of 30,40, and 45-storeys, inclusive of base buildings that would range in height from three to eight-storeys. The proposed redevelopment proposes 1,151 residential units and an approximate total gross floor area (GFA) of 108,063 square metres, inclusive of 11,025 square metres of non-residential GFA. The applications propose a privately-owned public space (POPS), the dedication of land towards the future extension of Davenport Road, and a network of public and private lanes.

Staff are currently reviewing the applications. They have been circulated to all appropriate agencies and City divisions for comment. Review of the applications will also be informed by the Keele-St. Clair Local Area Study (the "KSC LAS") Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 1799 St. Clair Avenue West together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.
3. Staff be directed to review the application, which includes the conversion of the subject lands from Employment Areas to Mixed Use Areas for the purpose of permitting non-employment uses, concurrently and in the context of the statutory Review of the Official Plan, which includes the Municipal Comprehensive Review that has been commenced by the City Planning Division.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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City Council adopted Official Plan Amendment (OPA) 231 (By-law 1714-2013) on December 18, 2013, following the first Municipal Comprehensive Review (MCR) to conform to the Growth Plan for the Greater Golden Horseshoe.

On October 15, 2019, the Planning and Housing Committee directed staff to "prioritize the study of the Keele- St. Clair area including lands around McCormack Street" as part of the current Municipal Comprehensive Review and Growth Plan conformity exercise, with consideration for the potential new GO transit/SmartTrack station in this area. Staff have recently initiated the prioritized study, namely the "Keele-St. Clair Local Area Study", which includes the subject site within the study area.

## **ISSUE BACKGROUND**

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### **Application Description**

This subject applications propose to amend the Official Plan to redesignate the subject lands, currently designated *General Employment Areas* to *Mixed Use Areas*. The

proposed Zoning By-law Amendment application would permit three towers with heights of 30, 40, and 45-storeys, atop base buildings ranging in height from three to eight-storeys. Two of the three towers, Towers A (45-storeys) and B (40-storeys), would sit atop a shared base building fronting St. Clair Avenue West. The third tower, Tower C (30-storeys), would be located to the south of Towers A and B fronting a private and public lane. Grade-related retail units are proposed along St. Clair Avenue West and the Davenport Road extension and 20 live-work townhouse units are proposed within the ground floor of both base buildings. The majority of levels two through four of Towers A and B's base building would be dedicated to office space. A summary of the application details are provided in the table below:

<b>Category</b>	<b>August 2021 Submission</b>
Site Area	16, 292.88 m <sup>2</sup> (1.6 hectares)
Building Height	Tower A: 45-storeys, 150.85 m Tower B: 40-storeys, 129.6 m Tower C: 30-storeys, 96.4 m
GFA	Residential: 97, 037.99 m <sup>2</sup> Non-Residential: 11,024.76 m <sup>2</sup> <b>Total: 108,062.75 m<sup>2</sup></b>
Floor Space Index (FSI)	6.6 (based on gross site area)
Residential Units	One-bedroom: 508 units (44%) Two-bedroom: 476 units (41%) Three-bedroom: 167 units (15%) <b>Total: 1,151 units (100%)</b>
Vehicular Parking	Residential: 576 spaces Residential Visitor: 99 spaces Non-Residential: 103 spaces <b>Total: 778 spaces</b>
Bicycle Parking	Long-term: 1,066 spaces Short-term: 147 spaces <b>Total: 1,213 spaces</b>
Loading	2 Type 'G' loading spaces
Amenity Space	Indoor: 2,627 m <sup>2</sup> Outdoor: 2,335 m <sup>2</sup>
POPS	1,489 square metres
Right-of-way Dedications (Davenport Rd Extension & Public Lane)	5,510 m <sup>2</sup>

The subject applications propose to dedicate lands towards the northerly extension of Davenport Road along the site's western limit and towards the southerly extension of an existing 10.5 metre wide public lane along the site's eastern limit which would then connect to Old Weston Road along the site's southern limit. A private lane, located within the interior of the subject site, would connect the Davenport Road extension to the public lane extension. Two accesses to the proposed three-level underground garage are proposed, one underground ramp would be integrated in the Towers A and B's base building off the private lane and the other underground ramp would be integrated in Tower C's base building off the extension of the public lane.

The proposed POPS would wrap Tower C's base building along the western and southern elevations and partially front the Davenport Road extension.

Detailed project information can be found on the City's Application Information Centre at: [www.toronto.ca/1799StClairAveW](http://www.toronto.ca/1799StClairAveW)

See Attachments 2a and 2b of this report for a three-dimensional representation of the project in context, Attachment 1 for a location map, and Attachment 3 for the site plan.

## **Provincial Policy Statement and Provincial Plans**

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

## **Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (2019) was prepared and approved under the Places to Grow Act, 2005 to come into effect on May 16, 2019. Amendment 1 (2020) to the 2019 Growth Plan came into effect on August 28, 2020. The updated 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 establishes policies that require implementation through a 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, 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 take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

With respect to the conversion of lands within employment areas to non-employment uses, policy 2.2.5.9 states that the conversions of lands may be permitted only through a municipal comprehensive review where it is demonstrated that:

- a) there is a need for the conversion;
- b) the lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated;
- c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the Growth Plan;
- d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in the Growth Plan, as well as the other policies of the Growth Plan; and
- e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses."

Policy 2.2.5.10 of the Growth Plan states "notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:

- a) satisfy the requirements of policy 2.2.5.9 a), d) and e);
- b) maintain a significant number of jobs on those lands through the establishment of development criteria; and
- c) not include any part of an employment area identified as a provincially significant employment zone, unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4."

On June 29, 2020, City Council approved a work plan for the Growth Plan (2019) Conformity and Municipal Comprehensive Review of the Toronto Official Plan and established August 4, 2020 as the commencement date of the City's current MCR. The Province's deadline to submit the completed MCR is July 1, 2022. Council also authorized City Planning staff to review requests to convert Employment Area lands received by the City by applying the Conversion and Removal Policies for *Employment Areas* in the Official Plan. The applicant has submitted a conversion request as the proposal seeks to redesignate and convert the currently designated *General Employment Areas* lands to *Mixed Use Areas*, and will be subject to both the MCR currently underway, as referenced above, and consideration by Planning and Housing

Committee in that context. The decision history can be accessed at this link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

The Growth Plan, as amended, contains policies pertaining to minimum population and employment densities that should be planned for in major transit station areas ("MTSAs") along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. This work is currently underway as part of the Council approved work plan of the MCR. Protected major transit station areas ("PMTSAs") will become a subset of the MTSAs in the City. Policy 2.2.4.5 of the Growth Plan states the City may delineate MTSAs before the MCR is completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. The subject site is within the proposed PMTSA for the planned St. Clair-Old Weston Transit/SmartTrack GO Transit station located at the northwest corner of Union Street and Townsley Street, as part of the Keele-St. Clair Local Area Study.

### **Planning for Employment Areas**

The Growth Plan states that the conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review, provided that certain conversion tests are met. For additional information on the City's Growth Plan conformity exercise and Municipal Comprehensive Review, please refer to the recommended work plan report at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

The proposed mixed-use development requires a conversion of land designated *General Employment Areas* to *Mixed Use Areas*. The applicant proposes to facilitate the conversion of the subject site through the proposed Official Plan Amendment which was initially submitted on July 30, 2021. Consideration of the conversion of lands will be considered through the Keele-St. Clair Local Area Study which is discussed in greater detail, later in this report.

### **Toronto Official Plan Policies and Planning Studies**

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

The subject site is located on lands identified as *Avenues* and *Employment Areas* on Map 2 Urban Structure of the Official Plan and designated *General Employment Areas* on Map 17 Land Use Map, refer to Attachment 3: Official Plan Map.

As part of the current Municipal Comprehensive Review and Growth Plan conformity exercise, staff have initiated the Keele-St. Clair Local Area Study, which is a prioritized study considering a potential new GO transit/SmartTrack station to be located at 2-80 Union Street, north of St. Clair Avenue West. The subject site is located within the study area of the KSC LAS and therefore, the subject applications will be reviewed concurrently with, and in the context of, the ongoing study. The KSC LAS Directions Report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

The City of Toronto Official Plan policies can be found here:

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

## **Zoning By-laws**

The subject site is zoned Industrial Commercial (IC)-D2-N1 in the former City of Toronto Zoning By-law 438-86. This zone permits a range of uses, including office uses, retail stores, places of amusement, community services, service shops, among other uses, however, residential uses are not permitted in the IC zone. The 'D2' symbol permits a maximum permitted non-residential GFA of two times the area of area. The 'N1' symbol permits a maximum permitted non-residential GFA for certain uses, as outlined in Section 9(3), of one times the area of the lot. The maximum permitted building height is 23 metres or approximately 7.5-storeys.

The subject site is currently exempt from the City's Zoning By-law 569-2013.

## **Design Guidelines**

The following design guidelines will be used in the evaluation of this application:

- Tall Building Design Guidelines;
- Complete Streets Guidelines;
- Urban Design Guidelines for Privately-Owned Publicly Accessible- Spaces (POPS);
- Growing Up: Planning for Children in New Vertical Communities;
- Pet-Friendly Design Guidelines for High Density Communities;
- Retail Design Manual;
- Best Practices for Bird-Friendly Glass; and
- Toronto Accessibility Design Guidelines.

The City's various design guidelines can be found here:

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

## **Site Plan Control**

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

been submitted.

## **COMMENTS**

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### **Reasons for the Application**

The Official Plan Amendment application proposes the conversion of employment lands currently designated *General Employment Areas* to *Mixed Use Areas*.

The Zoning By-law Amendment application is required because the proposed development does not comply with the land use permissions and other applicable provisions under the former City of Toronto Zoning By-law 438-86. The rezoning application will facilitate site-specific permissions related to the proposed development including the land uses, density, building height and building envelope, parking and loading requirements, among other performance standards.

The Draft Plan of Subdivision application is required to facilitate the division of the subject site into development blocks that would contain municipal servicing, the public and private street/lane network, and to facilitate the conveyance of land for the proposed northerly extension of Davenport Road and the southerly extension of the public lane.

### **ISSUES TO BE RESOLVED**

The application has been circulated to City divisions and public agencies for comment. Staff will proceed to schedule a community consultation meeting for the application together with the local Ward Councillor and in consultation with City Planning Strategic Initiatives and Policy Analysis staff managing the current MCR process.

At this stage in the review, the following preliminary issues have been identified.

### **Consistency/Conformity with Provincial Policies and Plans**

Staff are evaluating the subject applications against the Provincial Policy Statement and the Growth Plan to establish the application's consistency with the PPS and conformity with the Growth Plan.

### **Land Use**

Staff will review the proposed development for its conformity with the applicable provincial legislation, particularly as it relates to employment areas and their conversion, and for conformity with Official Plan policies, including the Conversion and Removal Policies for *Employment Areas*.

### **Official Plan Conformity**

The subject applications will require particular evaluation against the matters and criteria set out under *Employment Areas Conversion and Removal policy 2.2.4.17* of the Official Plan in coordination with the emerging planning framework of the KSC LAS.

Should the proposed residential use be determined to be appropriate for the subject site, staff will assess more completely the appropriateness of introducing residential uses in an established *Employment Area* that is currently designated *General Employment Areas* and its effects on the surrounding employment uses. Additionally, these matters will be assessed based on the City's Official Plan including Healthy Neighbourhoods Section 2.3.1, Public Realm Section 3.1.1, Built Form Section 3.1.2, *Mixed Use Areas* Section 4.5, and *Employment Areas* Section 4.6.

### **Keele-St. Clair Local Area Study**

The ongoing KSC LAS could potentially result in land use designation changes and/or a new Site and Area-Specific Policy (SASP) as part of Chapter 7 of the Official Plan. The Study's emerging planning direction and recommendations will inform the evaluation of the subject applications in relation to possible land use changes, parks and public realm priorities, the provision of affordable housing and community services and facilities, and development principles of the Station South Focus Area, among other considerations.

### **St. Clair Avenue West Transportation Master Plan**

The approved St. Clair Avenue West Transportation Master Plan (TMP) identified area-wide infrastructure improvements to address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road which included the widening of St. Clair Avenue West between Keele Street and Old Weston Road and the extension of Davenport Road northwest over St. Clair Avenue West to connect to Union Street.

These transportation infrastructure improvements represent a significant change to the urban structure of the Keele-St. Clair area, creating new connections to and throughout the community and providing new opportunities for the development of a complete community centred on the planned GO Transit/SmartTrack station.

The details of the subject applications and in particular, the proposed conveyance of land towards the extension of Davenport Road, will be reviewed in accordance with the TMP's approved improvements.

### **Built Form, Planned and Built Context**

The proposed height and massing will be assessed largely by applying the criteria for new development provided in Sections 3.1.2 Built Form, 3.1.3 Built Form - Building Types, and 4.6 Employment Areas of the Official Plan. The Tall Building Design Guidelines will also be applied to help determine appropriate development standards.

Official Plan Amendment 480, which was approved by the Ministry of Municipal Affairs and Housing (MMAH) on September 21, 2020, updates the policies in Section 3.1.2 Built Form to provide more detailed direction on 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 was updated to provide new policies for the design of mid-rise buildings and updated policies for tall buildings.

Policy 4.6(6) of the Official Plan states that "development will contribute to the creation of competitive, attractive, highly functional *Employment Areas* by: (k) providing a buffer and/or mitigating adverse effects, where appropriate, to *Neighbourhoods*", among other criteria.

A sun/shadow study and pedestrian level wind study have been submitted, which will help inform the built form analysis with regard to protecting the public realm and adjacent *Neighbourhoods* to the east from excessive negative impact.

### **Parkland and Open Space**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces is maintained, enhanced and expanded.

Parkland provision in the vicinity of the subject site is relatively low. Official Plan Map 8B - Local Parkland Provision indicates the local area has 0.0-0.42 hectares of parkland per 1000 people, which represents the lowest quintile of parkland provision in the City.

The KSC LAS has also identified the existing low amount of parkland in the study area and has identified that the parkland deficit will be exacerbated if no new parks are created within the KSC area. Four principles of the Parkland Strategy will be applied to guide parks planning in the KSC area, including expand/create new parkland, improve access to and functions of existing parkland, better physically and visually connect parks and open spaces, and ensure parks are inclusive and equitably accessible places.

The draft parks and public realm priorities identified through the KSC LAS identifies a potential park or open space at the southwestern limit of the subject site. The subject applications propose a large POPS that would partially front the Davenport Road extension. Staff will review the appropriateness of the proposed POPS, its size and configuration, and whether an onsite parkland dedication is more appropriate.

### **Archaeological Assessment**

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. Whether a property has archaeological resource potential can be confirmed at the searchable database TO maps.

The Keele-St. Clair area's long history of use by Indigenous populations and early settlers highlights the potential to impact significant archaeological resources during

development. A Stage 1 Archaeological Assessment has been submitted and is under review by staff. Any archaeological discoveries of Indigenous origin will be shared with relevant descent communities in order to determine the appropriate management of the archaeological site.

## **Affordable Housing and Inclusionary Zoning**

The identification and delineation of the St. Clair-Old Weston Protected Major Transit Station Area (PMTSA) in the Official Plan would, among other matters, enable the City to implement Inclusionary Zoning in the delineated area when such a framework is in effect. This would support City and Provincial policy objectives for achieving affordable housing.

The subject applications propose 100 affordable units within Tower C. The amount, size, number of bedrooms, and tenure of the proposed affordable housing units is under review by staff. Should the subject site be converted from *General Employment Areas* to a land use designation that permits residential uses, the inclusion of affordable housing and/or a mix of housing types may be included in a future SASP as a requirement of new development.

## **Community Services and Facilities**

Community Services and Facilities ("CS and F") are an essential part of vibrant, strong and complete communities. CS and F contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities. CS and F are publically accessible, non-profit facilities and places where City Divisions, agencies and boards, and school boards deliver programs and services. These include child care centres, libraries, recreation facilities, schools and community space for human services.

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

The materials prepared by the applicant in support of the subject applications include a CS and F study that will be reviewed in conjunction with the CS and F study undertaken as part of the KSC LAS. These studies will help identify new or expanded services or facilities needed to serve the proposed development and other planned developments.

## **Infrastructure/Servicing Capacity**

Staff are reviewing the application to determine if there is sufficient infrastructure capacity (roads, transit, water, sewage, hydro, community services and facilities, etc.) to accommodate the proposed development. The KSC LAS will examine the potential cumulative impact of other proposed and potential developments within the study area that includes the subject site.

Staff are reviewing the submitted servicing reports, the purpose of which is intended to evaluate the effects of a proposed change in land use or development on the City's municipal servicing infrastructure and watercourses and identify and provide the

rationale for any new infrastructure and upgrades to existing infrastructure, necessary to provide for adequate servicing to the proposed change in land use or development.

Staff are also reviewing a Transportation Impact Study submitted by the applicant, the purpose of which is to evaluate the effects of a development or re-development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.

### **Toronto Green Standard**

Climate change 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 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.

Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tier 1 performance measures are secured on site plan drawings and through a site plan agreement or registered plan of subdivision. Tiers 2+ are voluntary higher levels of performance with financial incentives (post-construction development charge refunds) intended to facilitate the foregoing objectives. Applicants are strongly encouraged to pursue higher tiers of the TGS wherever possible.

Applications must use the documentation required for the version of the TGS in effect at the time of the initial site plan application. TGS Version 3.0 applies to new applications submitted on or after May 1, 2018. TGS Version 4.0 will apply to all new applications submitted on or after May 1, 2022.

A TGS Checklist has been submitted, which indicates the proposed development will comply with the Tier 1 performance measures. Staff will work with the applicant to achieve Tier 2 or higher through the review process.

The TGS can be found here:

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

## **Section 37 Community Benefits**

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

The proposal at its current height and density would be subject to Section 37 contributions under the Planning Act. Section 37 benefits have not yet been discussed. City staff intend to apply Section 37 provisions of the *Planning Act* should the proposal be approved in some form.

## **Other Matters**

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

## **CONTACT**

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Victoria Fusz, Senior Planner  
Tel. No. 416-395-7172  
E-mail: Victoria.Fusz@toronto.ca

## **SIGNATURE**

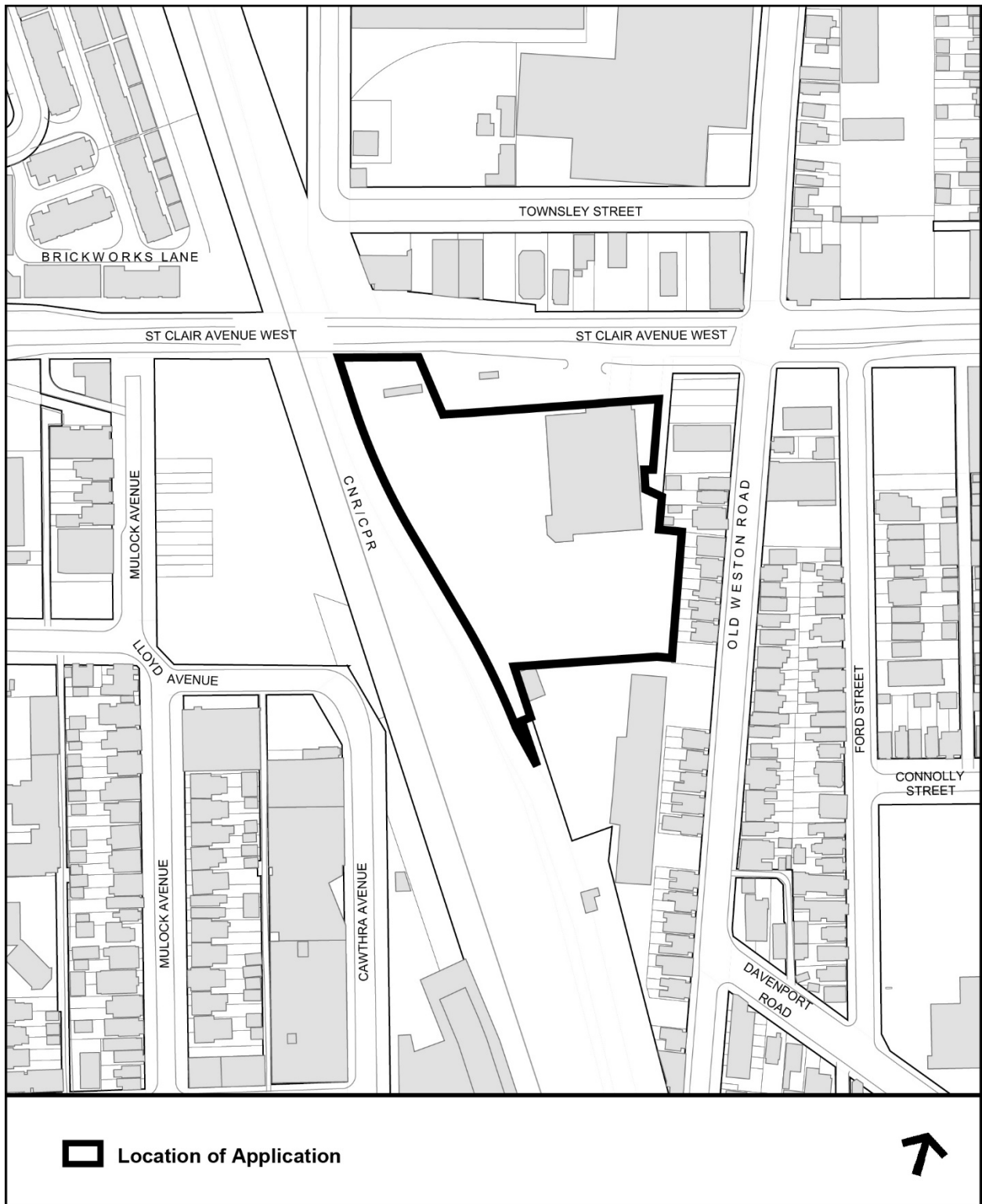
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Gregg Lintern, MCIP, RPP  
Chief Planner and Executive Director  
City Planning Division

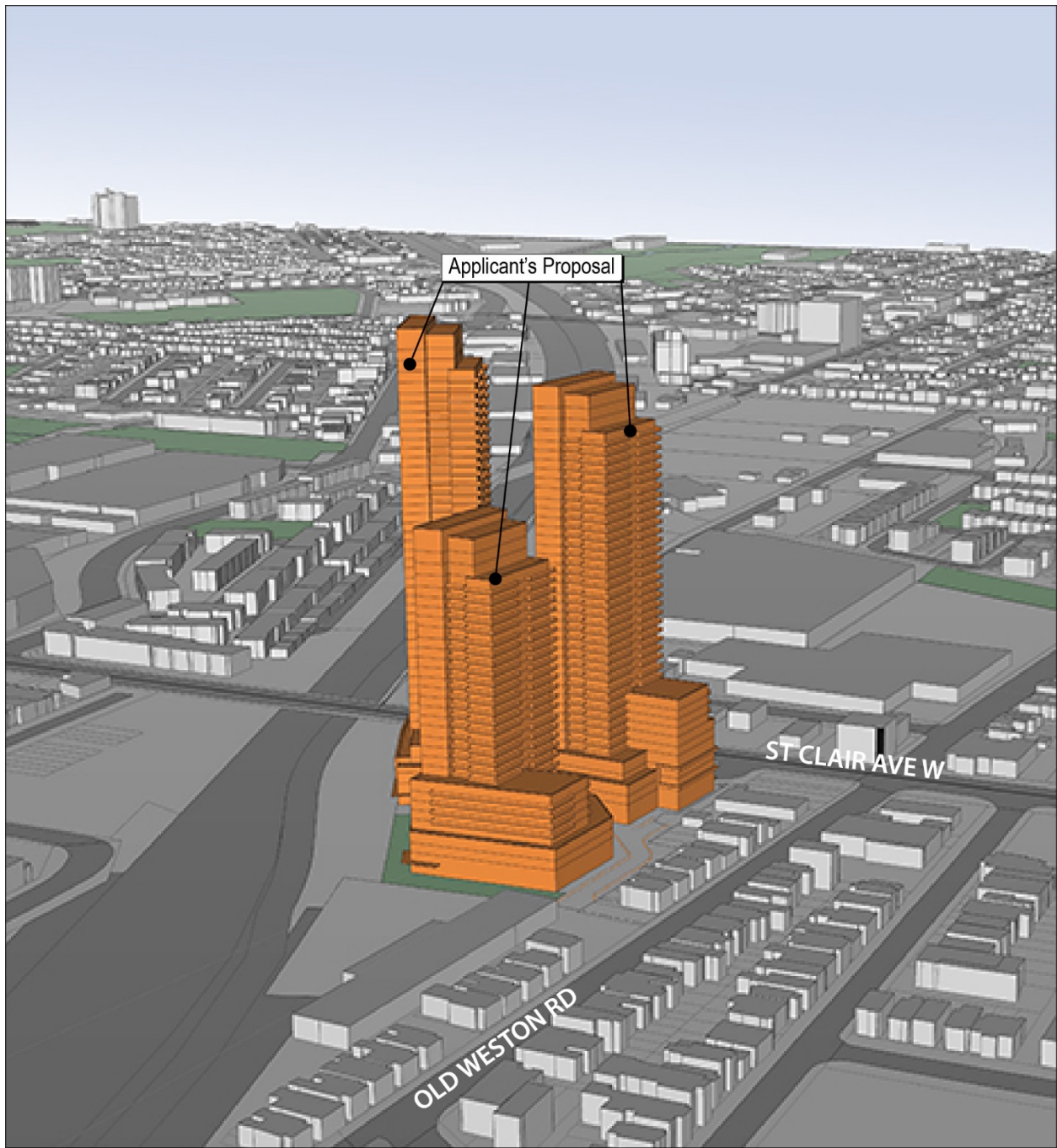
## **ATTACHMENTS**

Attachment 1: Location Map  
Attachment 2a: 3D Model of Proposal in Context- Looking Northeast  
Attachment 2b: 3D Model of Proposal in Context- Looking Southeast  
Attachment 3: Site Plan  
Attachment 4: Official Plan Map  
Attachment 5: Zoning By-law 438-86 Map  
Attachment 6: Application Data Sheet

Attachment 1: Location Map



Attachment 2a: 3D Model of Proposal in Context- Looking Northeast



**View of Applicant's Proposal Looking Northeast**



09/15/2021

Attachment 2b: 3D Model of Proposal in Context- Looking Southeast



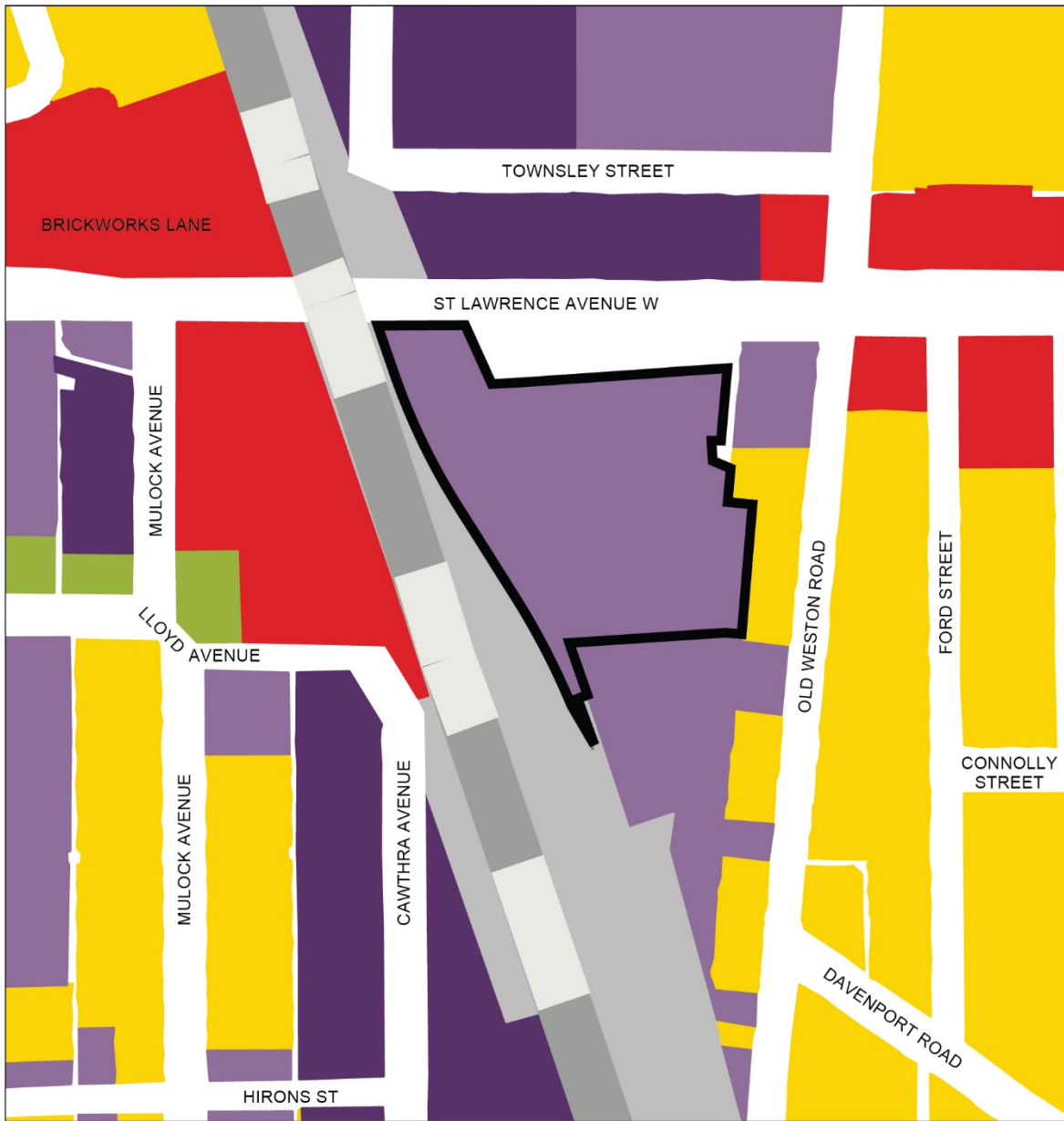
**View of Applicant's Proposal Looking Southeast**



09/15/2021



Attachment 4: Official Plan Map



Official Plan Land Use Map #17

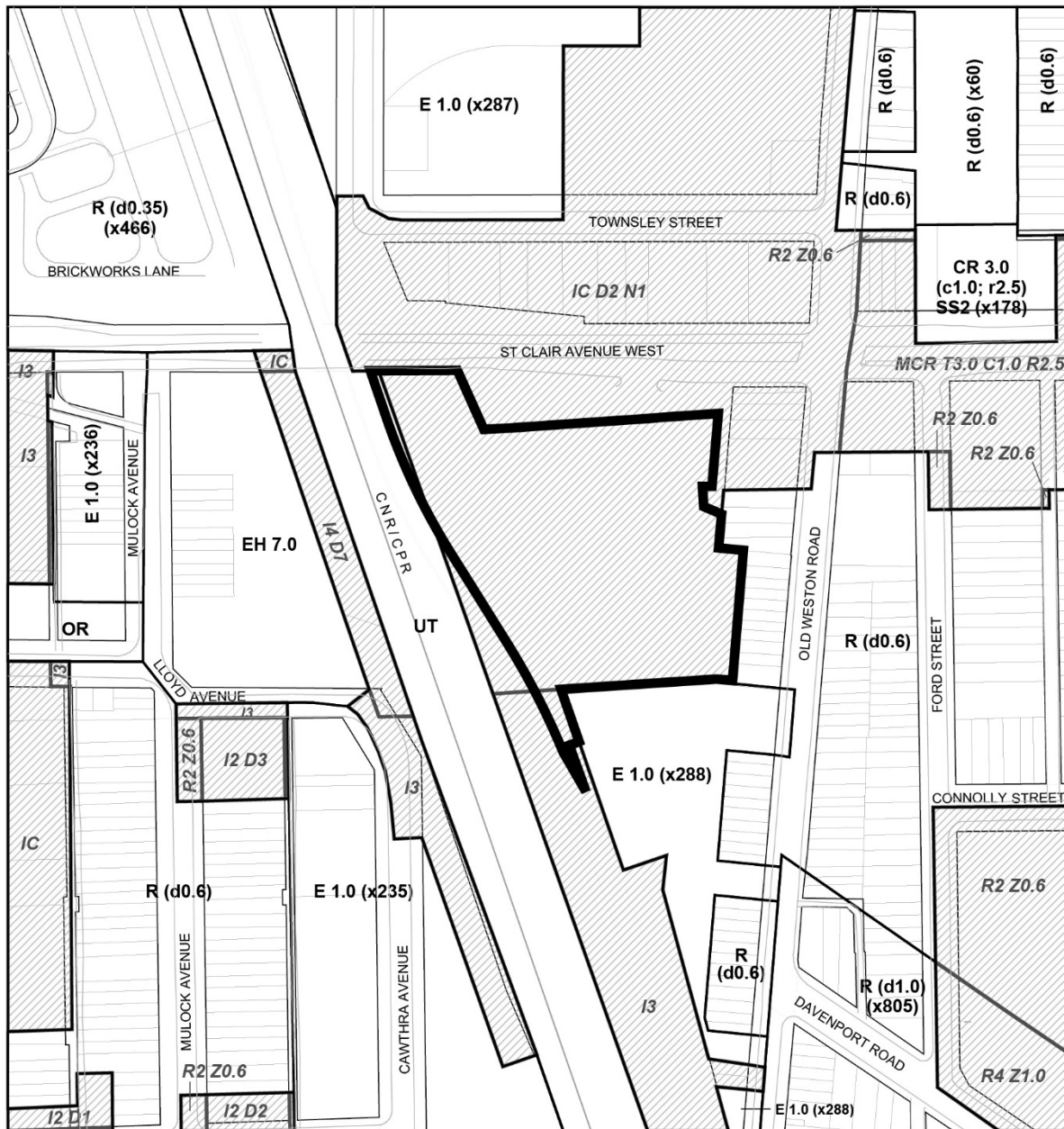
1799 St Clair Avenue West

File # 21 196875 STE 09 0Z

- Location of Application
- Neighbourhoods
- Mixed Use Areas
- Utility Corridors
- General Employment Areas
- Core Employment Areas
- Parks

Not to Scale  
09/27/2021

Attachment 5: Zoning By-law 438-86 Map




Zoning By-law 569-2013

1799 St Clair Avenue West

File # 21 196875 STE 09 0Z

-  Location of Application
- R** Residential
- CR** Commercial Residential
- E** Employment Industrial
- EH** Employment Heavy Industrial
- OR** Open Space Recreation
- UT** Utility and Transportation

-  See Former City of Toronto By-law No. 438-86
- R4** Residential District
- MCR** Mixed-Use District
- I3** Industrial District

↑  
Not to Scale  
Extracted: 08/16/2021

**APPLICATION DATA SHEET****Municipal Address:** 1799 ST CLAIR AVE W **Date Received:** August 11, 2021**Application Number:** 21 196867 STE 09 SB &  
21 196875 STE 09 OZ**Application Type:** Official Plan, Rezoning & Subdivision Approval**Project Description:** Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision applications to facilitate the development of the site for 3 mixed-use towers having heights of 30, 40, and 45-storeys atop podiums with ranging heights of 3-8 storeys. The proposed non-residential gross floor area is 11,025 square metres, and the proposed residential gross floor area is 97,037 square metres. A total of 1,151 residential dwelling units are proposed.

<b>Applicant</b>	<b>Architect</b>	<b>Owner</b>
IBI Group 300- 8133 Warden Ave Markham, ON L6G 1B3	IBI Group 55 St Clair Ave W, 7 <sup>th</sup> Floor Toronto, ON M4V 2Y7	Delta Bingo Inc. 2- 233 Speers Rd Oakville, ON L6K 0J5

**EXISTING PLANNING CONTROLS**

Official Plan Designation:	Employment Areas	Site Specific Provision:
Zoning:	(IC)-D2-N1	Heritage Designation:
Height Limit (m):	23	Site Plan Control Area: Y

**PROJECT INFORMATION**

Site Area (sq m):	16,293	Frontage (m):	111	Depth (m):	120
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<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):	400		7,169	<b>7,169</b>
Residential GFA (sq m):			97,038	<b>97,038</b>
Non-Residential GFA (sq m):	400		11,024	<b>11,024</b>
<b>Total GFA (sq m):</b>	<b>400</b>		<b>108,062</b>	<b>108,062</b>
Height - Storeys:	2		45	<b>45</b>
Height - Metres:			151	<b>151</b>
Lot Coverage Ratio (%):	44		Floor Space Index:	6.63

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	96,206	832
Retail GFA:	1,400	31
Office GFA:	9,558	35
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			1,151	<b>1,151</b>
Other:				
<b>Total Units:</b>			<b>1,151</b>	<b>1,151</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:			508	476	167
<b>Total Units:</b>			<b>508</b>	<b>476</b>	<b>167</b>

#### **Parking and Loading**

Parking Spaces: 778	Bicycle Parking Spaces: 1,213	Loading Docks: 2
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#### **CONTACT:**

Victoria Fusz, Senior Planner  
416-395-7172  
Victoria.Fusz@toronto.ca