

## **1319 Bloor Street West Zoning Amendment Application – Preliminary Report**

Date: February 2, 2021

To: Toronto and East York Community Council

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

Wards: Ward 9 - Davenport

**Planning Application Number:** 20 230587 STE 09 OZ

**Notice of Complete Application Issued:** January 12, 2021

**Current Use on Site:** One (1) storey retail (Value Village) building with a surface parking lot to the north of the building.

### **SUMMARY**

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This report provides information and identifies a preliminary set of issues regarding the application located at 1319 Bloor Street West. The application proposes a 31 and 33-storey mixed-use building (109m and 115m in height including mechanical equipment), connected by a "C" shaped base building ranging in height from 4 to 7-storeys, 634 residential units, 56,877 square metres of residential and 769 square metres of commercial uses, 443 square metres for a Bloor-Lansdowne GO Station entrance within the development, for a total of 58,089 square metres of gross floor area resulting in an FSI of 5.9. Also proposed is a public park (867 square metres) and POPS (421 square metres) located at the south end of the site. A total of 215 vehicular parking spaces on two levels underground are proposed, and 640 residential bicycle parking spaces. In addition, the landowner proposes to convey a 10-metre wide strip of the site along the western lot line to Metrolinx for a station platform and a multi-use path connecting to the existing West Toronto Rail Path. The applicant has entered a commercial agreement with Metrolinx under the Province's Transit Oriented Communities Program.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. 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 1319 Bloor Street 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.

## **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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On July 28, 2020, City Council adopted the Bloor Street Study - Perth Avenue to St. Helens Avenue instructing staff to undertake a study to evaluate appropriate built form, transportation and pedestrian networks, public realm strategy for parks and open spaces and potential heritage sites, to establish a community consultation process, and to report back with a planning framework. The subject site is located within the study area. Weblink to City Council Motion Adoption:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE16.77>

A pre-application meeting was held with the applicant on October 26, 2020 and follow up communications from Planning staff were issued to the applicant. Issues identified were related to: effective integration of the GO Station and the proposed development, a cohesive overall site and building organization; building and streetwall heights, built form, massing, building setbacks, floorplate size, transition and adjacency to *Neighbourhoods*, potential shadow impacts, request for angular plane study, treatment and animation of the Bloor Street West commercial frontage, parkland dedication and location, POPS, provision of a generous public realm to support anticipated pedestrian activity, site porosity for desirable pedestrian and cycling networks within and beyond the site, affordable housing, grade constraints, landscaping treatment, location, configuration and ownership of the rear driveway, appropriate vehicular parking supply, multi-use trail, and the incorporation of environmental sustainability measures.

The Bloor-Lansdowne Avenue Study was initiated in 1999 as a pilot Avenue Study under the new Toronto Official Plan and was approved by City Council in November 2002. The subject site is included in the study area. Weblink to City Council decision: <https://www.toronto.ca/legdocs/2002/agendas/council/cc021126/yk13rpt/cl005.pdf>

The Bloor Lansdowne GO/Smart Track station is part of the plan to expand Toronto's transit network. In April 2018, City Council considered Item EX33.1 Implementation of the SmartTrack Stations Program and the Metrolinx Regional Express Rail Program and approved a contribution of up to \$1.463 billion to Metrolinx for the SmartTrack Stations Program subject to the terms and conditions described in Attachment 1 of the report.

Weblink to City Council decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX33.1>

In October 2019, City Council considered EX9.1 Toronto-Ontario Transit Update and authorized the City Manager to negotiate, enter into and execute a Preliminary Agreement with the Province and/or any other relevant provincial agency, in accordance with the terms set out in the term sheet in Attachment 6 to the report. Weblink to City Council decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX9.1>

Transit-Oriented Development / Transit-Oriented Communities is part of Metrolinx's strategy for delivery of the priority provincial transit projects as well as for GO Transit station projects (including the SmartTrack Stations). In January 2020, City Council considered EX12.3 Toronto-Ontario Transit Partnership - Status Update, which included as Attachment 1 the Memorandum of Understanding on Transit-Oriented Development (TOD MOU) that established the roles and responsibilities of the City and the Province for the Subway Program, GO Expansion, and the SmartTrack Stations Program related to TOD/TOC. Weblink to City Council decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX12.3>

On February 2, 2021, City Council considered EX20.2, Advancing the SmartTrack Stations Program, recommending that Council authorize the City Manager to negotiate and enter into agreements with the province on the SmartTrack program subject to the terms and conditions specified in the report. The revised SmartTrack Program included five SmartTrack Stations (Bloor-Lansdowne, Finch-Kennedy, East Harbour, King-Liberty and St. Clair-Old Weston). Weblink to City Council decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX20.2>

## **ISSUE BACKGROUND**

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### **Application Description**

This application proposes to amend the Zoning By-law for the property at 1319 Bloor Street West to permit a 31 and 33-storey mixed-use building (109m and 115m in height including mechanical equipment), connected by a shared "C" shaped base building ranging in height from 4 to 7-storeys surrounding a central courtyard area, 634 residential units, 56,877 square metres of residential, 769 square metres of commercial uses, 443 square metres for a Bloor-Lansdowne GO Station entrance within the development, for a total of 58,089 square metres of gross floor area, resulting in an FSI of 5.9. Also, proposed would be a public park (867 square metres), and a contiguous POPS (421 square metres) located at the south end of the site. At the south end of the site a vehicular driveway access is proposed from St. Helens Avenue to a turnaround area into an enclosed loading area. An entrance to two levels of underground parking is proposed at the southwest corner of the site along with passenger pickup and drop-off for the proposed GO Station. A total of 215 parking spaces are proposed on the P1 parking levels.

Abutting the south property line would be a public access walkway from St. Helens Avenue. The proposed walkway would connect to the proposed 10-metre wide strip of the site (approximate area of 1,035 square metres), along the western lot line, proposed to be conveyed to Metrolinx to accommodate the GO Station platform, and a multi-use path connecting to the existing West Toronto Rail Path.

The proposal includes a total of 1,275 square metres of indoor amenity; 31 square metres on level 2, 660 square metres on level 3, 446 square metres on level 5, 62 square metres on level 7 and 76 square metres on level 8. A total of 1,298 square metres of outdoor amenity space is proposed with 540 square metres on the 7th level roof and 758 square metres on the 6th level roof.

The subject site has an area of 9,893 square metres with 87.7 metres of frontage on Bloor Street West and 113.4 metres on St. Helens Avenue. The site is generally rectangular in shape in a northsouth orientation, which slopes up from west to east and it slopes downward from south to north. The proposed GO Station entrance and retail uses would be located on the P1 level at the western end of the Bloor Street West frontage with only retail uses continuing on the ground level along the eastern portion of Bloor Street West. The sidewalk along Bloor Street West is approximately 1 to 4 metres below the level of the adjacent surface parking lot with a concrete retaining wall.

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachments 1 and 2 of this report, for a three dimensional representation of the project in context, Attachment 3 Location Map, Attachment 4 Site Plan, Attachments 8, 9, 10 and 11 for Elevations, and Attachments 14 for Application Data Sheet.

### **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)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous 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).

### **Major Transit Station Areas**

The Growth Plan (2020) as amended contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. City Planning Division is currently undertaking an MCR and will address requirements for defining an MTSA in this area.

### **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 may be applicable to any application.

The current application is located on lands shown as an *Avenue* on Map 2 of the Official Plan, GO Rail Station: Expansion Elements on Map 4 Higher Order Transit Corridors, and *Mixed Use Areas* on Land Use Map 17. (Refer to Attachments 5, 6 and 7: Official Plan Maps respectively).

## **Official Plan Amendment 479 and 480 – Public Realm and Built Form Official Plan Policies**

On September 21, 2020, the Ministry of Municipal Affairs and Housing issued Notices of Decision approving OPA 479 and OPA 480. OPA 479 (Public Realm) and OPA 480 (Built Form) were adopted as part of the Five-Year Official Plan Review. The OPAs replace Sections 3.1.1, 3.1.2 and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form and built form types, which respond to Council's direction to amend the urban design policies of the Official Plan.

Toronto Official Plan policies may be found here:

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

## **Zoning By-laws**

Zoning By-law 569-2013 zones the site Commercial Residential 'CR' 4.0 (c1.0; r3.5) SS2 (x1750) with height maximums of 30 metres for the majority of the site and 12 metres for a portion of the site along the east with frontage on St. Helens Avenue permitting a range of uses such as; apartment buildings, townhouses, eating establishments, retail, financial institutions and offices. The development Standard Set 2 (SS2) include a range of performance standards such as, but not limited to; rear lot line building setback and angular plane. Refer to Attachment 13 for the Zoning By-law Map.

The City's Zoning By-law 569-2013 may be found here:

<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

## **Design Guidelines**

The following design guideline(s) will be used in the evaluation of this application:

- City-wide tall Building Design Guidelines
- Growing Up Design Guidelines
- Pet Friendly Design Guidelines
- Retail Design Manual

The City's Design Guidelines may be found here:

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

### **Bloor-Lansdowne GO Station Transit Project Assessment Process (TPAP)**

The Bloor-Lansdowne GO Station was planned and evaluated through a 2018 addendum to the 2017 Barrie Rail Corridor Expansion (BRCE) TPAP, which is an expedited Environmental Assessment (EA) process for transit projects. The proposed station is also referred to in the Davenport Diamond Grade Separation TPAP since it is located within that project's respective study area, though the station is not the focus of that study

The Davenport Diamond TPAP describes a new 'Greenway' multi-use path that "will form a key component of the preferred design, and will include: New multi-use path in the rail ROW, extending 1.4 km from Bloor Street to Davenport Road... [and] enhanced connections for transit (including protection for a potential future station at Bloor Street West not precluding a further extension of the multi-use connection south of Bloor Street West)..." (Metrolinx, 2016).

The BRCE TPAP notes that Metrolinx supports municipal initiatives to promote active transportation along the rail corridor, and states that "Metrolinx will continue to work with the City of Toronto to coordinate the design of the West Toronto Railpath Extension and the design of the proposed Bloor-Davenport GO" (Metrolinx, 2017).

The BRCE TPAP addendum also notes the importance of active transportation-supportive infrastructure and multiple points of pedestrian/cyclist access to the GO Station, including connections to the TTC's Lansdowne Subway Station to ensure pedestrian and cyclist comfort and prevent potential crowding.

The TPAP also commits Metrolinx to adhering to the requirements and standards of the GO Design Requirements Manual in station design, as well as to sharing recommendations with the City of Toronto regarding parking enforcement and transportation demand management (TDM) strategies should the demand of parking supply for the station exceed availability.

### **Bloor-Lansdowne SmartTrack Station**

In the 2021 update, EX20.2 Advancing the SmartTrack Stations Program, Bloor-Lansdowne Station is included as part of the recommended SmartTrack Station Program. The City is making an investment in the station, which will be located along the Barrie GO rail corridor, between the future Spadina Front GO Station to the south and the under-construction Caledonia GO Station to the north at Eglinton Avenue West. The station will be situated on the south side of Bloor Street West, west of Lansdowne Avenue. The station will have a side platform configuration, with southbound platforms on the west side of the rail corridor and northbound platforms on the east side. An entrance building will be constructed on the east side of the rail corridor at Bloor Street West, providing pedestrian access to the station. Stairs and elevators at the entrance will provide access to a passageway under the rail corridor, also connecting to the north end of the platforms above with additional stairs and elevators. An additional pedestrian access to the south end of the southbound platform is provided from Sterling Road; in the future, this could be connected to the south end of the northbound platform via a second tunnel.

Since 2018, the following changes have been made to the Bloor-Lansdowne Station design from the preferred alternative described in the TPAP:

- The main station building will be integrated into the Bloor Street West grade separation;
- The southern access tunnel, stairs and elevators are deferred to a future phase;
- The pedestrian bridge over Bloor Street West is deferred to a future phase; and
- The multi-use path east of and parallel to the rail corridor is deferred to a future phase.

Components of the station will be delivered through Metrolinx's Transit-Oriented Communities Program. The station building and accessible pick up and drop off will be integrated into the development at 1319 Bloor Street West. The balance of the station will be delivered by a Metrolinx design-build contract under the SmartTrack Stations Program. This will include track, platforms, access tunnels, pedestrian and cycling facilities, station building fit out, vertical circulation, and pedestrian access points.

Council has directed City staff to work with Metrolinx to ensure that the connection to the public realm elements of the Davenport Diamond, the West Toronto Rail Path and other connections are still delivered as committed. Staff have been directed to report back to Council on this matter.

### **Metrolinx Transit-Oriented Communities (TOC) Program**

In November 2018, Metrolinx paused the SmartTrack Stations Program and development of new GO Stations to pursue partnership with development partners. In December 2019, the Metrolinx Board approved a TOD Market Driven Strategy for delivery of Metrolinx infrastructure. Weblink:

[http://www.metrolinx.com/en/docs/pdf/board\\_agenda/20181206/20181206\\_BoardMtg\\_TOD\\_Strategy.pdf](http://www.metrolinx.com/en/docs/pdf/board_agenda/20181206/20181206_BoardMtg_TOD_Strategy.pdf).

Since then Metrolinx and Infrastructure Ontario have developed a Transit-Oriented Communities Program to deliver new GO stations and subway stations in Toronto. Currently, Parklawn GO, Woodbine GO, Mimico GO, and Scarborough GO Stations are being delivered under the program. As well, SmartTrack Stations will be delivered in whole or in part under the program. Currently, Bloor-Lansdowne and East Harbour Stations involve TOC partnerships.

City staff will review this application consistent with the City's commitments in the MOU with the Province on Transit Oriented Development.

### **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**

A Zoning By-law Amendment application is required to permit the proposed height, floor space index, and building setbacks. Additional amendments to the zoning by-laws may be identified as part of the application review. City staff will continue to assess the application.

### **ISSUES TO BE RESOLVED**

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

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

Evaluating this application against the PPS and the applicable Provincial Plans to establish the application's consistency with the PPS and conformity with the Growth Plan (2020) as amended, highlighting only those provincial policies relevant in the context of this particular application.

#### **Official Plan Conformity**

Determining conformity with the Official Plan and commenting on non-conformity with official plan policies where a zoning amendment application has been filed and staff do not agree with the applicant that the proposed zoning amendment conforms with said policies.

#### **Avenue Segment Review**

The subject site is located on an *Avenue* on this segment of Bloor Street West. Refer to Attachment 5: Official Plan Urban Structure Map. In the absence of an area study, the applicant has provided an Avenue Segment Study for staff review and comment.

#### **Bloor Street Study - Perth Avenue to St. Helens Avenue**

On July 28, 2020, City Council adopted a motion instructing staff to undertake an area study given the increased development activity in the area and to prepare a comprehensive plan to ensure that growth occurs in a well-planned and coordinated manner. The resulting planning framework will include the evaluation of appropriate built form, transportation and pedestrian networks, an overall public realm strategy including parks and open spaces and potential heritage sites. Staff will be reviewing the proposal in the context of the study. Refer to Attachment 12: Bloor Street Study.

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

Staff are assessing the suitability of the proposed height, massing and other built form issues based on the *Planning Act* Section 2 q. and r; the PPS 2020, the Growth Plan

(2020) as amended, the City's Official Plan policies and the City-Wide Tall Building Design Guidelines; and the Townhouse and Low-rise Apartment Guidelines.

The following preliminary issues have been identified:

- The successful integration of the proposed development with the Bloor-Lansdowne GO Station and associated uses for a desirable overall site organization;
- Conformance with the Official Plan for the proposed tall buildings;
- The appropriateness of the overall building height of 31 and 33-storeys and its massing in comparison to the existing and planned contexts of Bloor Street West and St. Helens Avenue;
- The proposed range in base building streetwall heights from 4 to 7-storeys on Bloor Street West and St. Helens Avenue as compared with the existing and planned contexts, and in relation to their street right-of-way widths;
- The scale and density of the proposal, stepbacks, and the transition of it in height between the *Mixed Use Areas* on the subject site and adjacent *Neighbourhoods* designations, as required by the Official Plan;
- Minimize new net shadowing onto designated *Neighbourhoods* and *Parks and Open Spaces* to the north and *Neighbourhoods* to the east;
- Provision of sufficient building setbacks to the public boulevards, and to allow for a generous public realm to support the anticipated pedestrian activity generated from both projects and to the rail corridor;
- Minimize potential wind impacts on adjacent properties and public realm which in turn will help inform the built form analysis;
- Desirable activation and animation of the ground floor uses along Bloor Street West and St. Helens Avenue;
- Appropriate size, configuration and location of dedicated parkland with public street frontage and POPS;
- Station access, accessibility and connectivity;
- Site porosity for pedestrian and cycling connections within and beyond the site;
- Incorporation of high quality design, materials and public art;
- Resolve grade constraints within and beyond the site to ensure optimal connectivity with Bloor Street West and the multi-use trail;
- Appropriate location and configuration of indoor and outdoor amenity spaces;
- The adequate provision of proposed landscaped open space and streetscape improvements;
- The provision of affordable housing;
- Protection for and effective integration with the proposed multi-use trail
- Appropriate size and configuration of the rear driveway, the type of ownership; public versus private, required for pickup and drop off and servicing uses;
- Determine the appropriate parking supply and Transportation Demand Management strategies for the site;
- Confirmation that the proposed loading area and access address both functional needs and safety issues; and

- Coordination between the development proposal, the transit station and other related transit project commitments including connections to the Davenport Diamond public realm, Dora Avenue, Sterling Road and to the West Toronto Rail Path.

Staff will continue to work with the applicant to address the issues outlined in this report in order to proceed to a positive final report.

### **Rail Safety Assessment**

Given that the subject site abuts the Barrie GO Rail Corridor, a Rail Safety Assessment report was submitted in support of the proposed development. Staff will have the report peer-reviewed and the report is circulated to Metrolinx for review and comment.

### **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). An Arborist Report, and Tree Preservation and Removal Plan have been submitted and are currently under review by staff. The report indicates that there are 4 trees located on private property and 6 trees situated within the City road allowance adjacent to the subject site and that all 10 trees are proposed to be removed. The application has been circulated to Urban Forestry staff for review and comment.

### **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. An archaeological assessment may also be required if a property is identified on the City of Toronto's Inventory of Heritage Properties as part of the Heritage Impact Assessment process.

The subject site has been identified as having archaeological resource potential. A Stage 1 Archaeological Resource Assessment report has been submitted and staff will review the submitted report.

### **Community Services and Facilities**

Community Services and Facilities (CS and F) are an essential part of vibrant, strong and complete communities. CS and F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible

communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Staff are reviewing the CS and F Study that was submitted with the application to determine whether any capital improvements or expansion of facilities opportunities were identified by the applicant or by staff and following up Study deficiencies to identify other issues that need to be addressed.

### **Noise and Vibration Impact Study Peer Review**

The City will be peer reviewing the findings of the Noise and Vibration Impact Study submitted in support of the proposed development.

### **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.

Staff are reviewing the proposal to determine if the provision of Section 37 community benefits may be required in relation to the development.

### **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.

A Servicing Report has been provided by the applicant. The purpose of which is to evaluate the effects of a proposed change in land use or development on the City's municipal servicing infrastructure.

Staff are reviewing the 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**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives intended to advance the

City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Staff are reviewing the TGS Checklist submitted by the applicant for compliance with the Tier 1 performance measures. Visit <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/tier-1-planning-application-requirements/>.

### **Securing Pedestrian / Cycling Connections Through the Bloor-Lansdowne SmartTrack Station Site**

In the 2018 Bloor-Lansdowne GO Station Transit Project Assessment process (TPAP), the Bloor-Lansdowne GO Station was designed to include a multi-use path (MUP) and pedestrian-cycling bridge over Bloor Street West providing access to the Davenport Diamond public realm project to the north and the West Toronto Rail Path (WTRP) to the south. In the redesign of this station and inclusion of the station in the SmartTrack Stations Program, the MUP and pedestrian-cycling bridge were deferred to a future phase. The Davenport Diamond TPAP also contemplated this connection.

On February 2, 2021, City Council considered EX20.2, Advancing the SmartTrack Stations Program. This included a motion directing the Deputy City Manager, Infrastructure and Development Services to report back to the Executive Committee on what steps the City will take to ensure that Metrolinx continues to deliver on its commitments to fund connections as part of their transit expansion project. These commitments include: a) the connection from the Bloor-Lansdowne station to the public realm component of the Davenport Diamond; b. the connection from the Bloor-Lansdowne station to the Junction area through Dora Avenue and Sterling Road; c. the connection from the Bloor-Lansdowne station to the West Toronto Rail Path; and d. the connection to the public realm by bridge over the Davenport Diamond to EarlsCourt Park.

### **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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Diane Silver, Senior Planner, Tel. (416) 395-7150, E-mail: [Diane.Silver@toronto.ca](mailto:Diane.Silver@toronto.ca)

### **SIGNATURE**

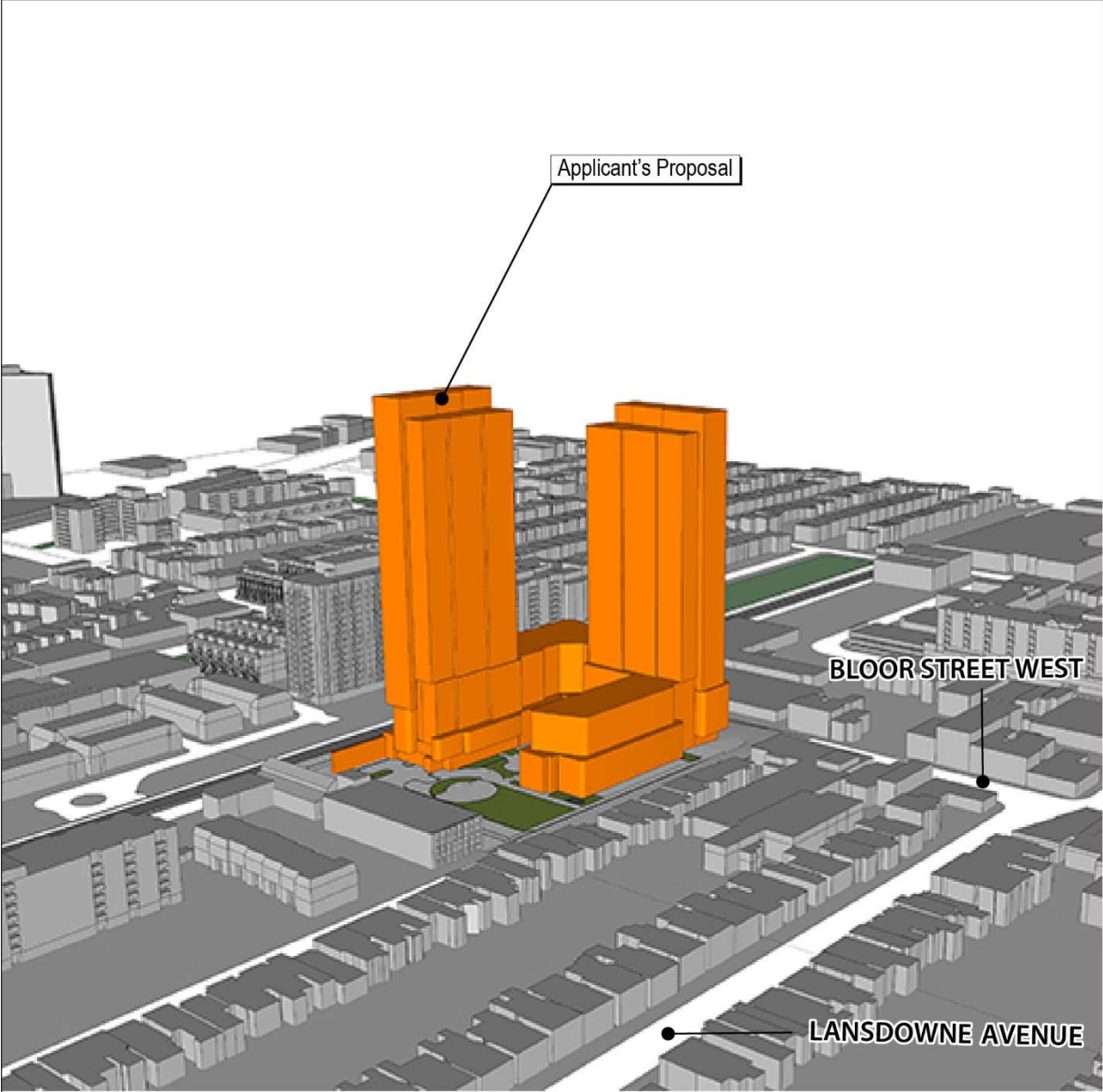
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Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA,  
Director, Community Planning, Toronto and East York District

## **ATTACHMENTS**

- Attachment 1: 3D Model of Proposal in Context - Northwest
- Attachment 2: 3D Model of Proposal in Context - Southeast
- Attachment 3: Location Map
- Attachment 4: Site Plan
- Attachment 5: Official Plan Urban Structure Map
- Attachment 6: Official Plan Higher Order Transit Corridors
- Attachment 7: Official Plan Land Use Map
- Attachment 8: North Elevation
- Attachment 9: South Elevation
- Attachment 10: East Elevation
- Attachment 11: West Elevation
- Attachment 12: Bloor Street Study
- Attachment 13: Zoning By-law Map
- Attachment 14: Application Data Sheet

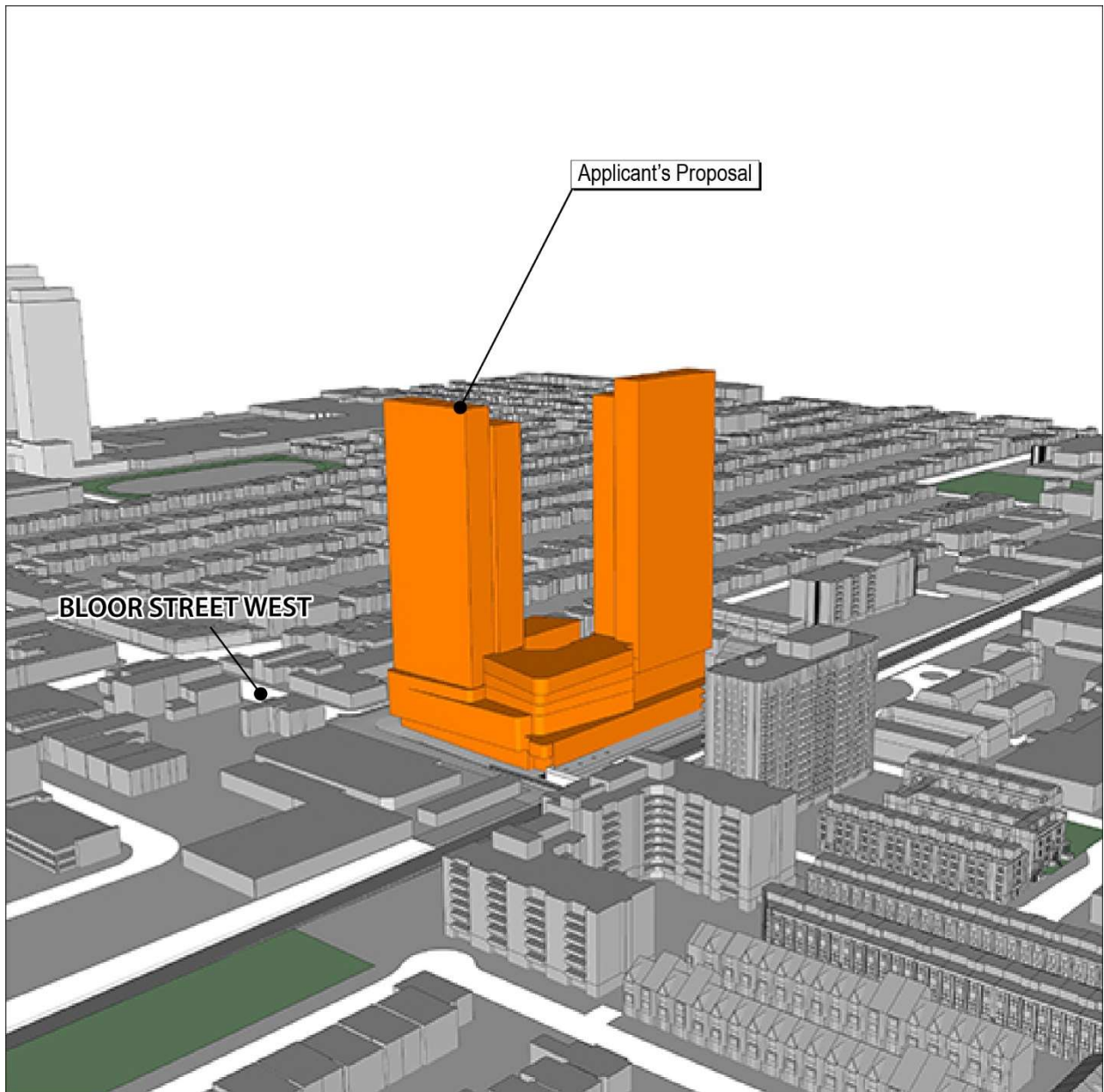
Attachment 1: 3D Model of Proposal in Context - Northwest



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



01/11/2021

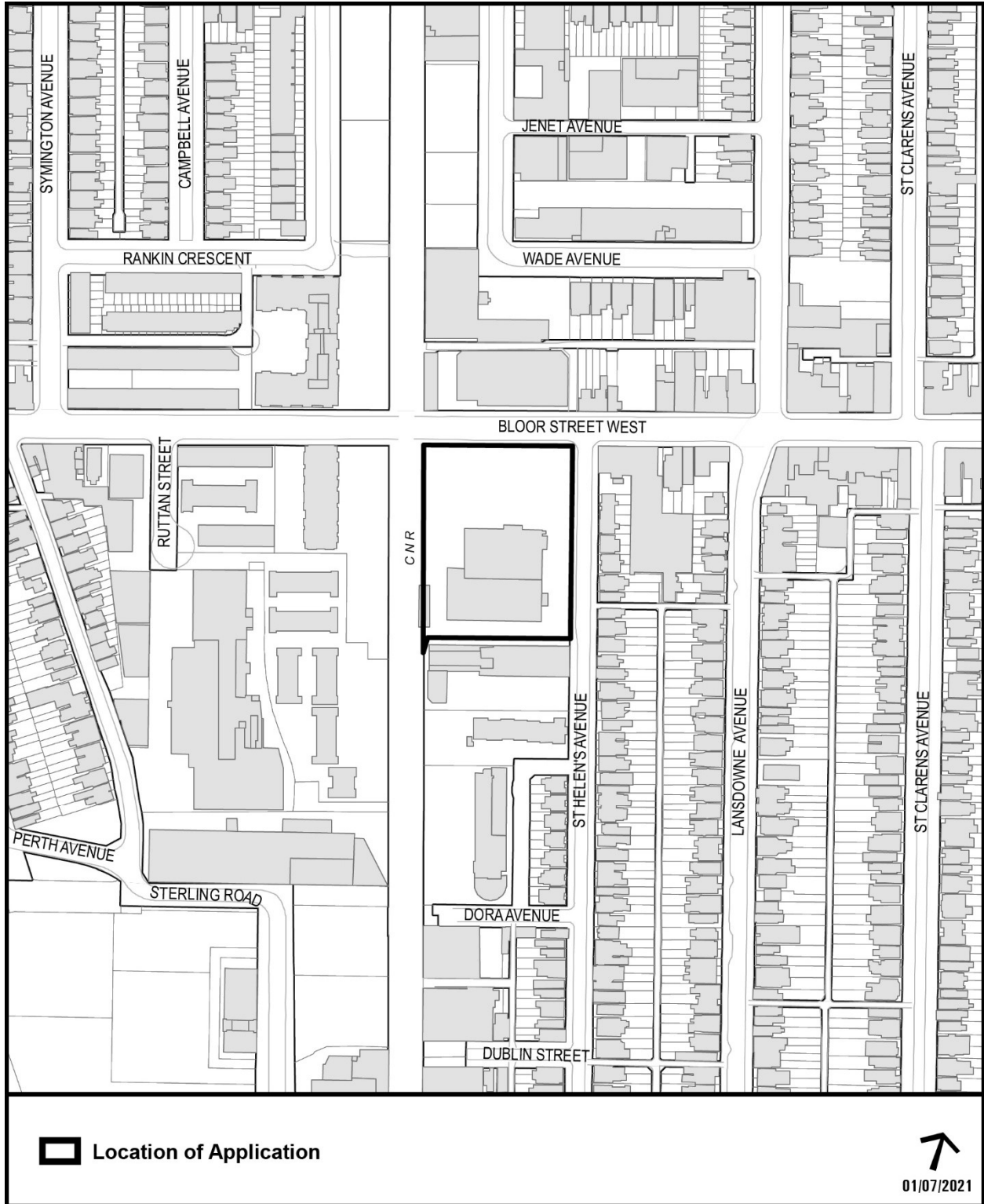


**View of Applicant's Proposal Looking Southeast**

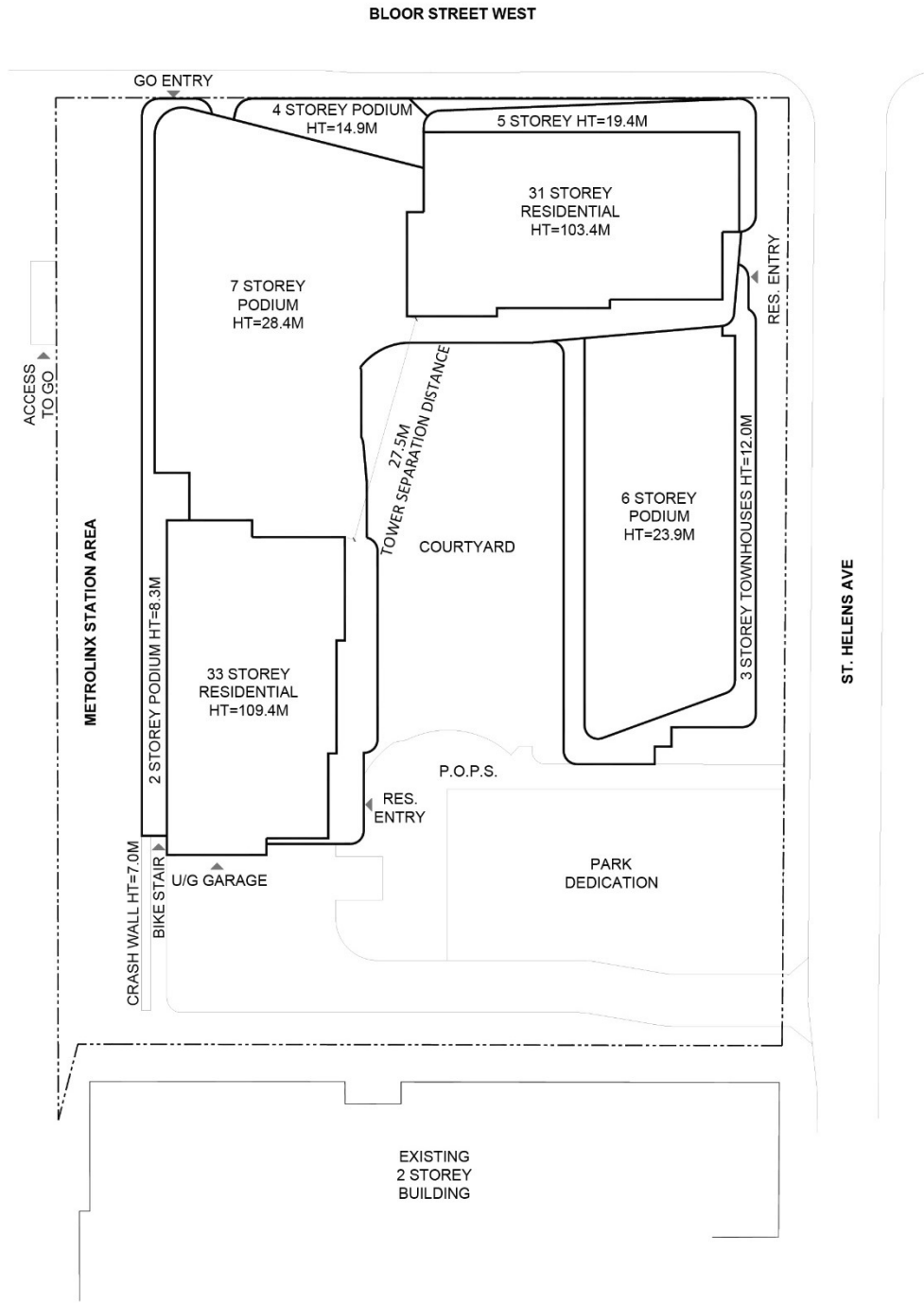


01/11/2021





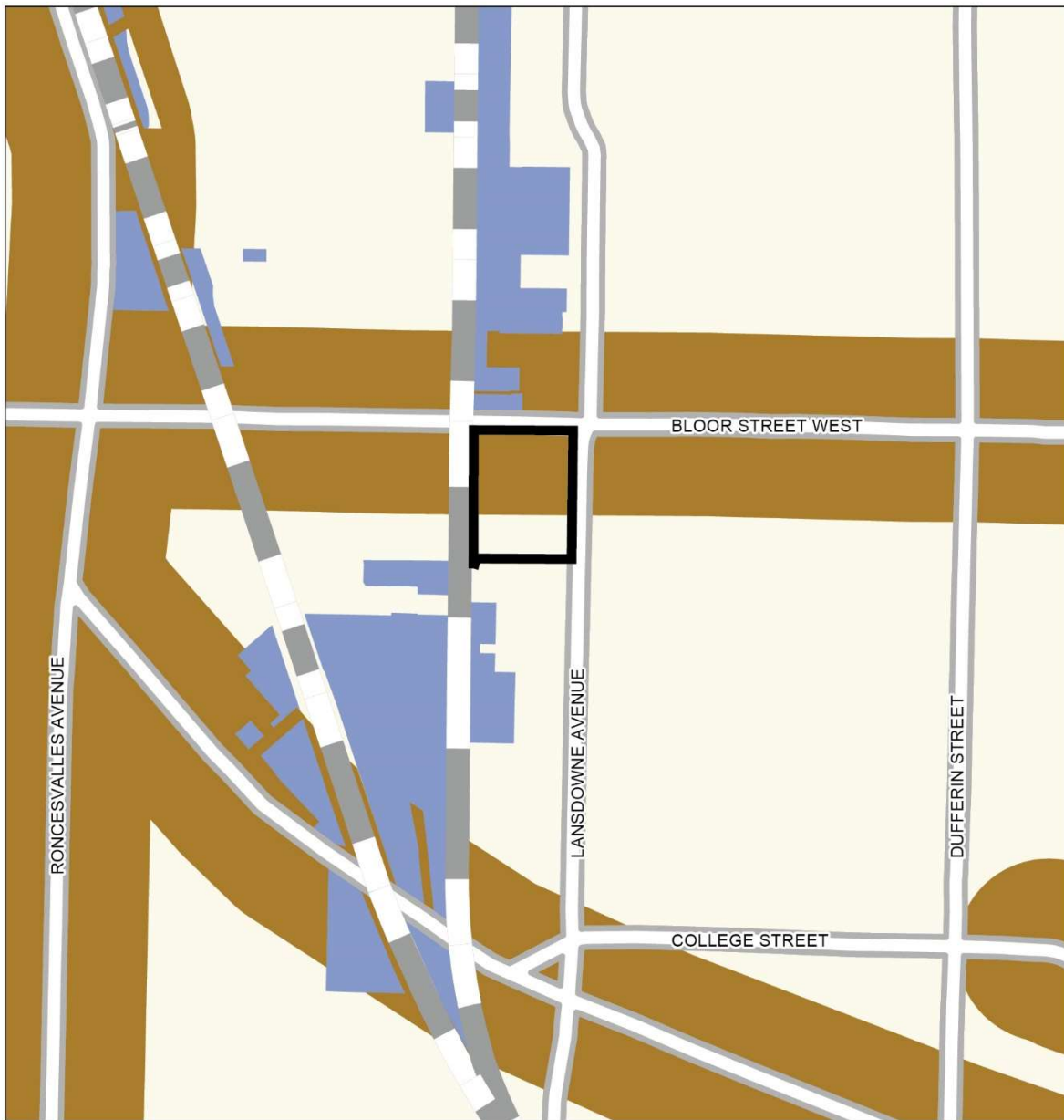
Attachment 4: Site Plan



Site Plan



Attachment 5: Official Plan Urban Structure Map



1319 Bloor Street West

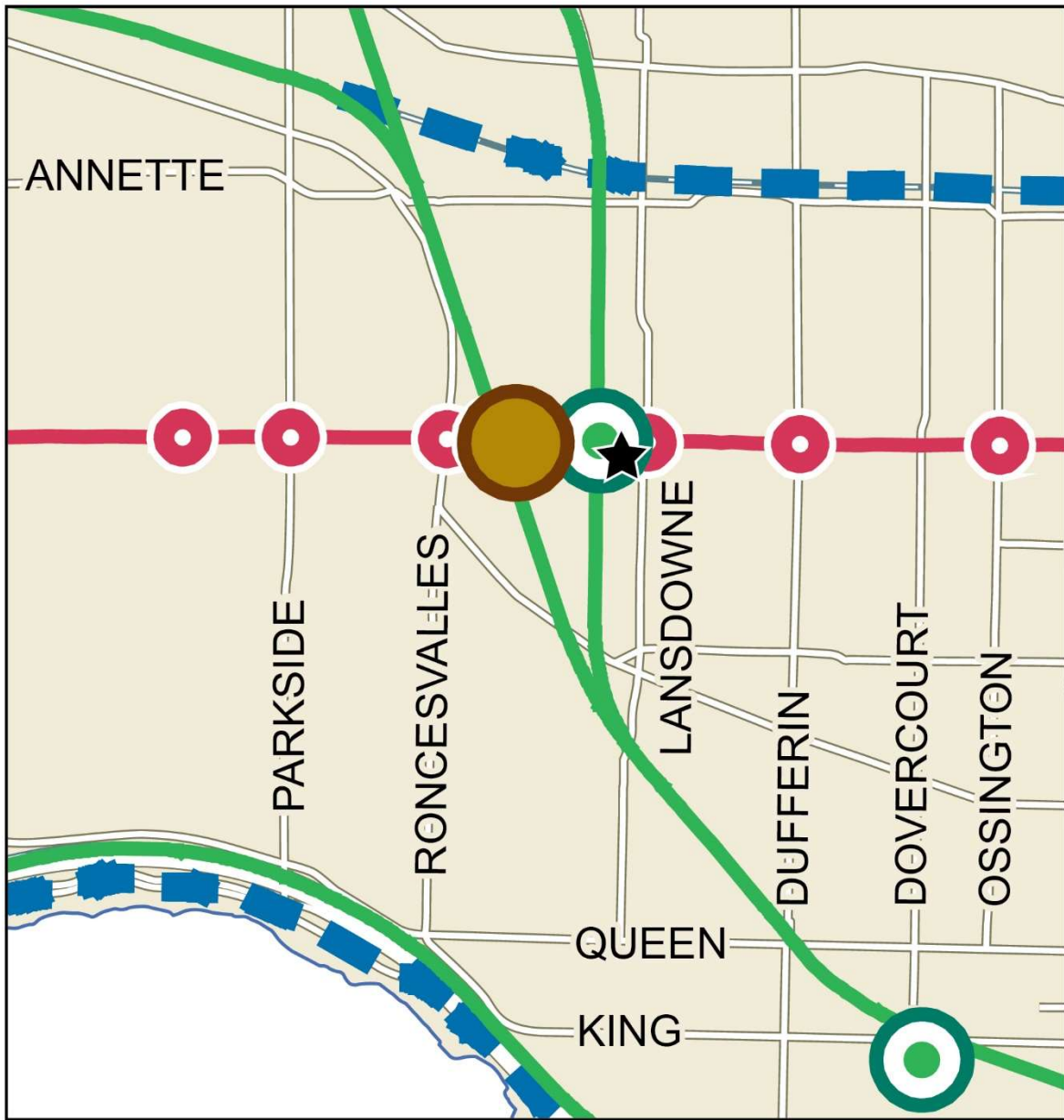
Urban Structure Map #2

File # 20 230587 STE 09 0Z

-  Location of Application
-  Avenues
-  Employment Areas
-  Downtown and Central Waterfront
-  Green Space System



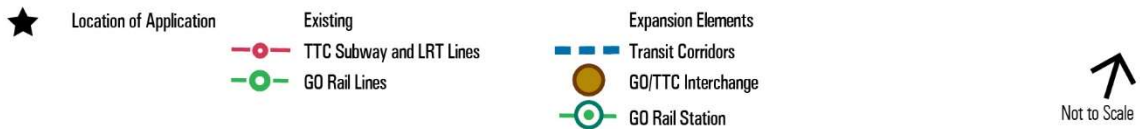
Attachment 6: Official Plan High Order Transit Corridors



1319 Bloor Street West

Higher Order Transit Corridor #4

File # 20 230587 STE 09 0Z










Attachment 7: Official Plan Land Use Map



1319 Bloor Street West

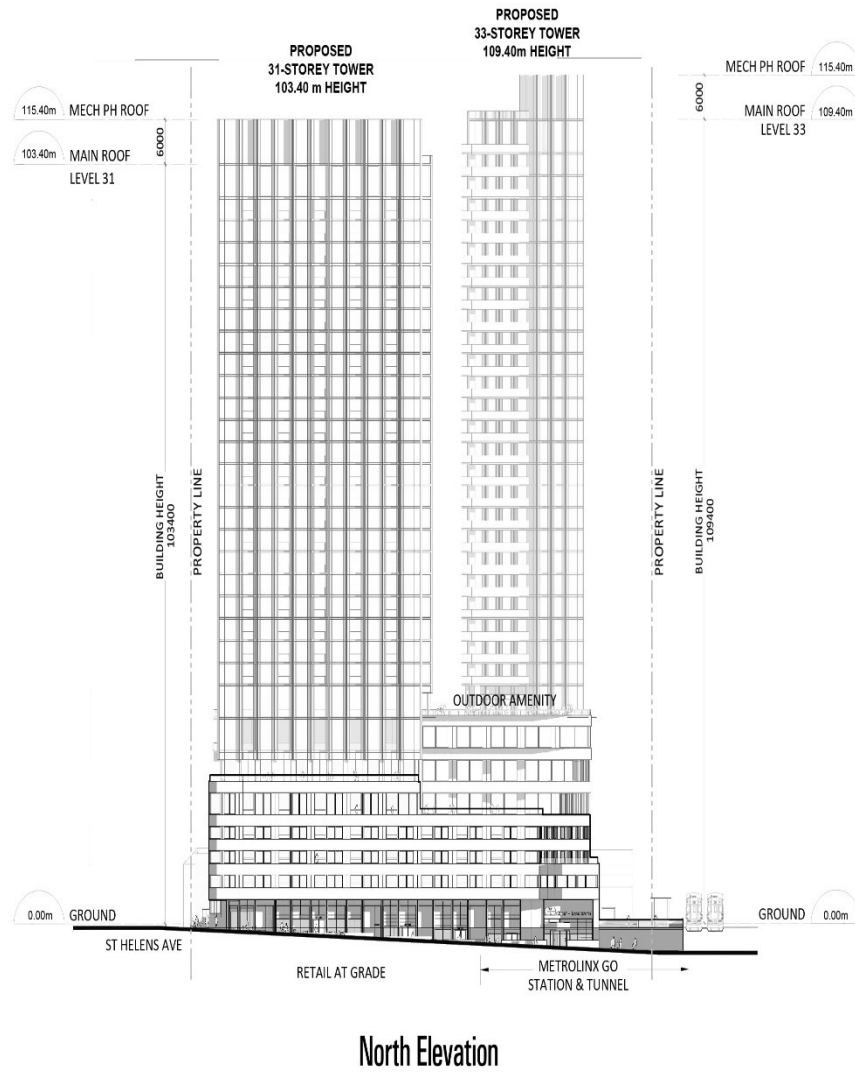
Official Plan Land Use Map #18

File # 20 230587 STE 09 0Z

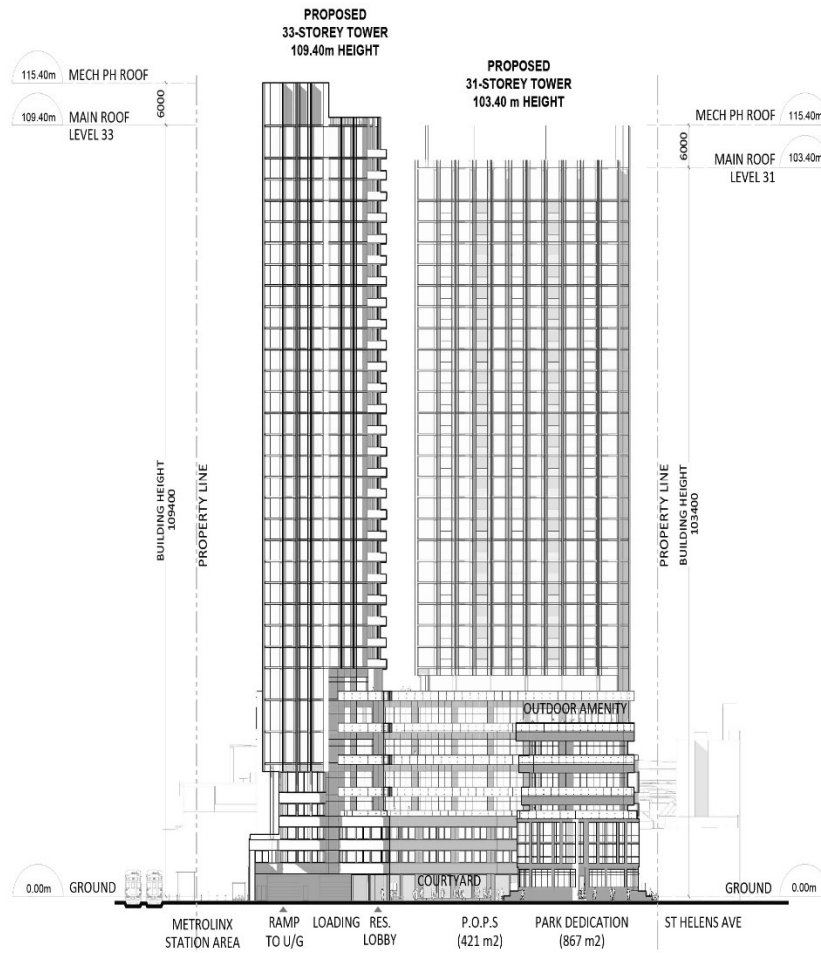
-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Utility Corridors
-  General Employment Areas
-  Core Employment Areas

  
Not to Scale  
01/08/2021

Attachment 8: North Elevation

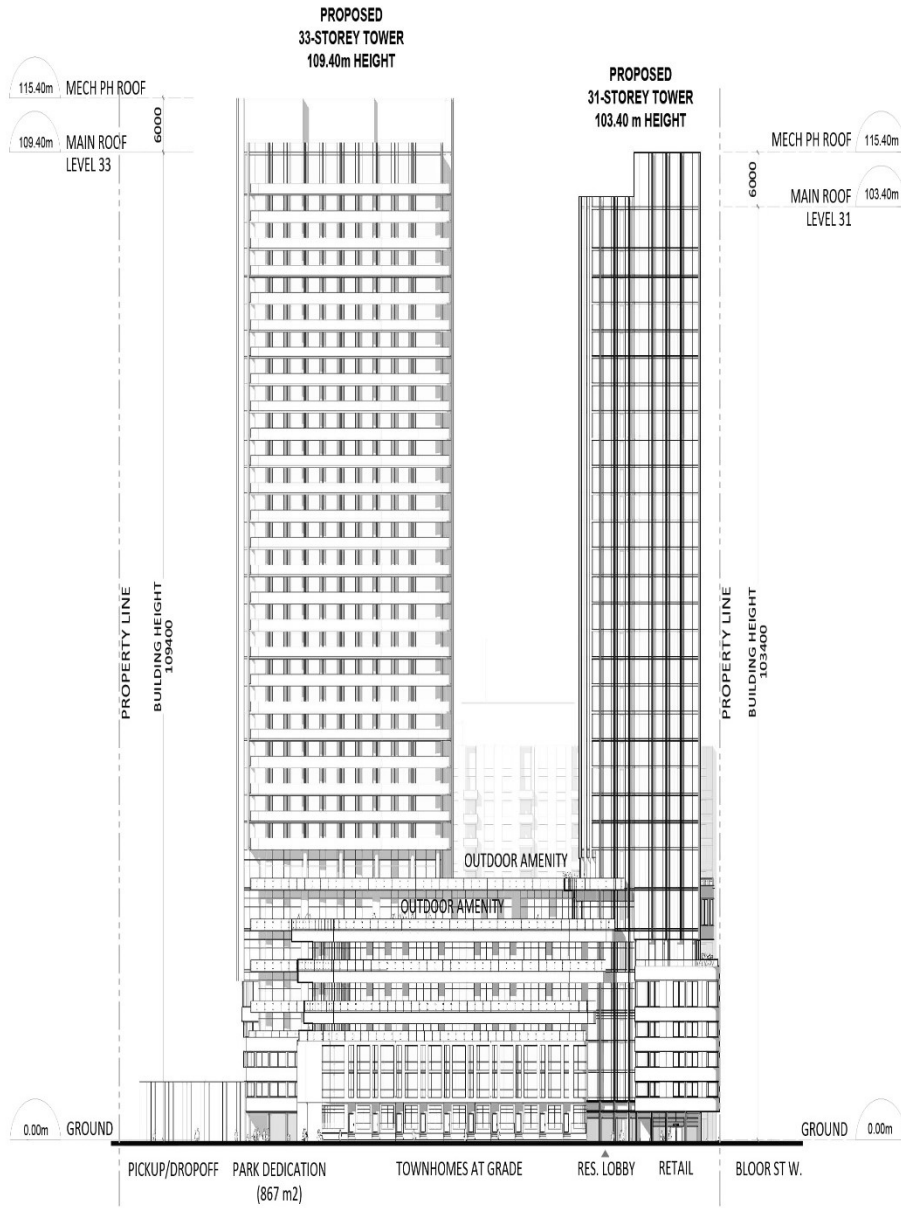


# Attachment 9: South Elevation



South Elevation

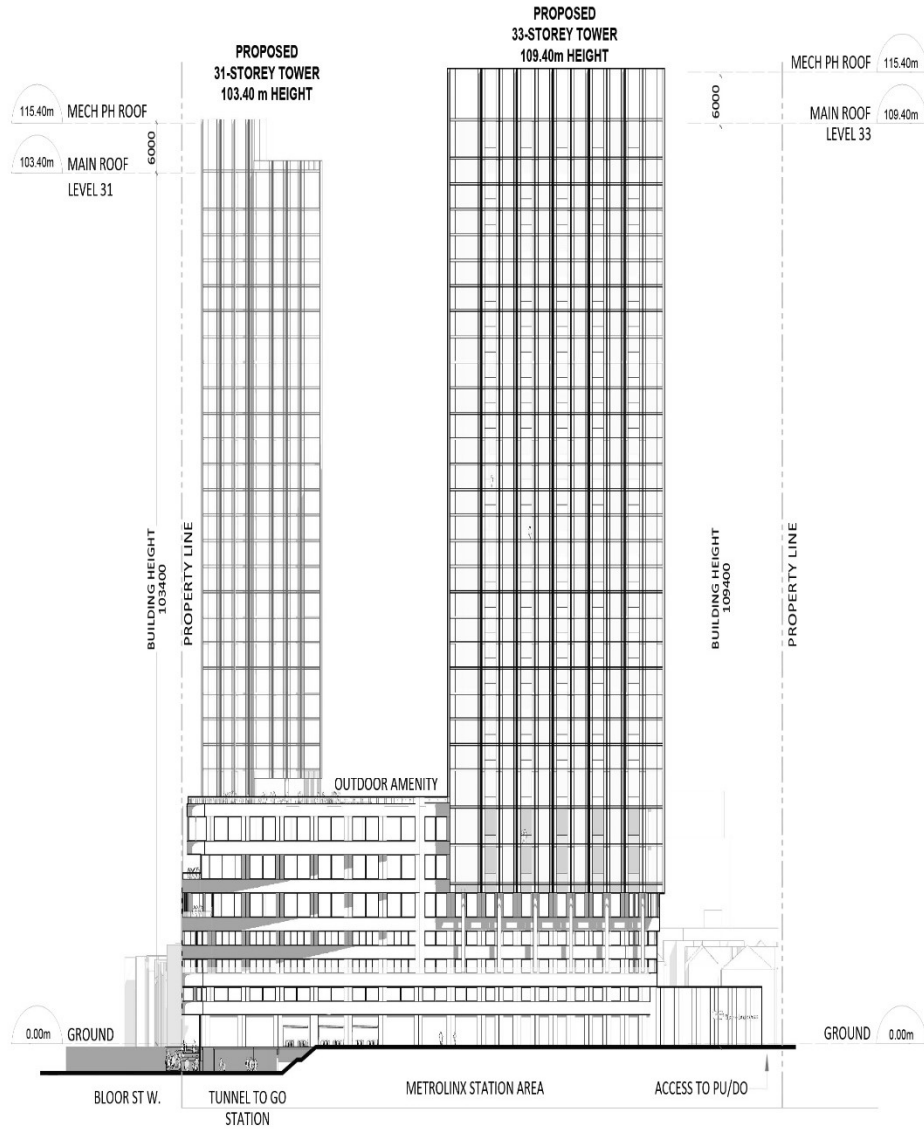
# Attachment 10: East Elevation



East Elevation

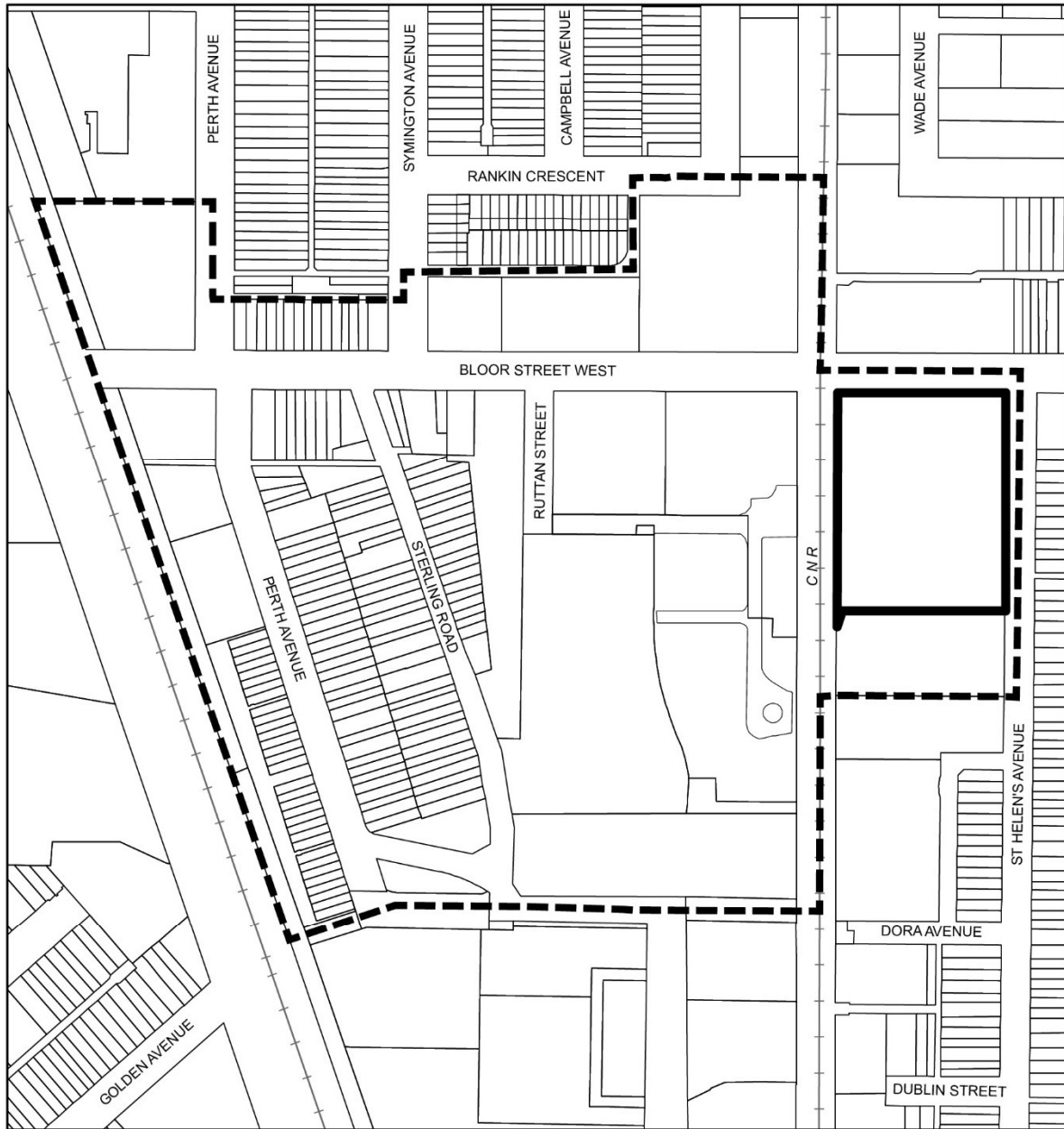


# Attachment 11: West Elevation



West Elevation

Attachment 12: Bloor Study



**Bloor Perth Sterling Study Map**

**1319 Bloor Street West**

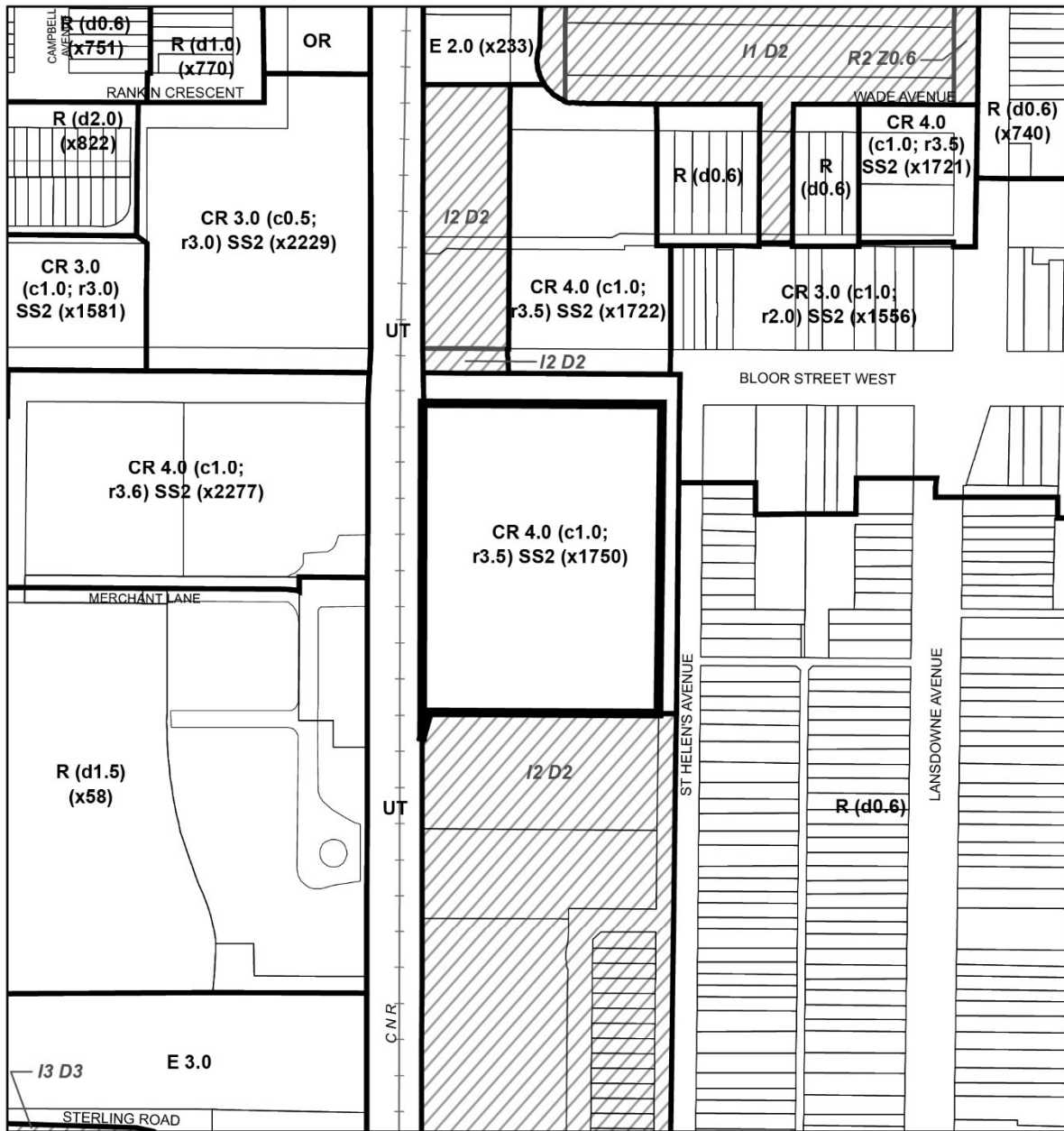
File # 20 230587 STE 09 0Z

 Location of Application



Not to Scale  
Extracted: 01/08/2021

Attachment 13: Zoning By-law Map



Zoning By-law 569-2013

1319 Bloor Street West

File # File # 20 230587 STE 09 0Z

Location of Application

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

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

**R2** Residential District  
**I1** Industrial District  
**I2** Industrial District  
**I3** Industrial District



Not to Scale  
 Extracted: 01/07/2021

Attachment 14: Application Data Sheet

Municipal Address: 1319 BLOOR STREET WEST Date Received: December 18, 2020  
 Application Number: 20 230587 STE 09 OZ  
 Application Type: OPA / Rezoning, Rezoning

Project Description: Proposal for the development of 31-storey and 33-storey towers atop a base building which ranges in height from 4 to 7-storeys. The proposed non-residential gross floor area is 1212.4 square metres, and the proposed residential gross floor area is 56,876.5 square metres. A total of 634 residential units are proposed.

Applicant	Agent	Architect	Owner
KS 1319 Bloor Street West Holdings Inc. 40 King Street West Suite 3700 Toronto ON M5H 3Y2	Same as Applicant	Hariri Pontarini Architects 235 Carlaw Ave. Suite 301, Toronto ON M4M 2S1	KS 1319 Bloor Street West Holdings Inc. 40 King Street West Suite 3700 Toronto ON M5H 3Y2

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CR 4.0 (c1.0; r.3.5) SS1 (x1750)	Heritage Designation:	N
Height Limit (m):	30	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 9,893      Frontage (m): 88      Depth (m): 113

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	2,825		2,681	2,681
Residential GFA (sq m):			56,876	56,876
Non-Residential GFA (sq m):	2,825		1,212	1,212
Total GFA (sq m):	2,825		58,089	58,089
Height - Storeys:	1		33	33
Height - Metres:			109	109

Lot Coverage Ratio (%) 27.1 Floor Space Index: 5.87

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	56,692	185
Retail GFA:	625	144
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		443

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			634	634
Other:				
Total Units:			634	634

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		59	251	259	65
Total Units:		59	251	259	65

Parking and Loading

Parking Spaces: 215 Bicycle Parking Spaces: 640 Loading Docks: 2

CONTACT:

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 (416) 395-7150  
 Diane.Silver@toronto.ca