

## **1423-1437 Bloor Street West and 278 Sterling Road – Zoning By-law Amendment and Rental Housing Demolition Applications – Preliminary Report**

Date: June 4, 2021  
To: Toronto and East York Community Council  
From: Director, Community Planning, Toronto and East York District  
Ward: 9 - Davenport

**Planning Application Number:** 21 139658 STE 09 OZ

**Rental Housing Application Number:** 21 139673 STE 09 RH

**Notice of Complete Application Issued:** May 17, 2021

**Current Use(s) on Site:** 2 and 2.5-storey house form buildings comprised of residential and commercial uses, including 15 rental dwelling units

### **SUMMARY**

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This report provides information and identifies a preliminary set of issues regarding the Zoning By-law Amendment and Rental Housing Demolition applications for an 18-storey mixed use building proposed to be located at 1423-1437 Bloor Street West and 278 Sterling Road. Staff are currently reviewing the applications which have been circulated to all appropriate agencies and City Divisions for comment. Staff will proceed to schedule a community consultation meeting on the applications with the Ward Councillor.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Planning staff be directed to schedule a community consultation meeting on the applications for 1423-1437 Bloor Street West and 278 Sterling Road, 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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There are no recent planning applications or City Council decisions that apply specifically to the subject site.

## ISSUE BACKGROUND

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### Application Description

The Zoning By-law Amendment application proposes to redevelop the lands at 1423-1437 Bloor Street West and 278 Sterling Road with an 18-storey (64.5 metres including the mechanical penthouse) mixed-use building comprised of 204 residential units, including 189 condominium dwelling units and 15 replacement rental units, and retail uses at-grade. The proposed building would have a total gross floor area (GFA) of 14,861 square metres, which would include 14,460 square metres of residential GFA, 241 square metres of retail uses at-grade, and 160 square metres of community space. The proposed total GFA would equate to a floor space index (FSI) of 7.11 times the area of the lot. A summary of the application's statistics can be found in the table below:

<b>Site Frontage</b>	Bloor Street West: 50.78 metres Sterling Road: 38.75 metres Perth Avenue: 36.54 metres
<b>Site Area</b>	2,091 square metres (0.21 hectares)
<b>GFA</b>	Residential: 14,460 square metres Retail: 241 square metres Community Space: 160 square metres <b>Total: 14,861 square metres</b>
<b>FSI</b>	7.11 times the area of the lot
<b>Building Height</b>	18-storeys, 64.5 metres including MPH
<b>Building Setbacks (at ground floor)</b>	North: 3.0 metres South: 3.4- 9.15 metres East: 3.7- 4.2 metres West: 1.15- 7.2 metres
<b>Number of Residential Units</b>	Studio: 47 units (23%) One-bedroom: 102 units (50%) Two-bedroom: 34 units (17%) Three-bedroom: 21 units (10%) <b>Total: 204 units</b>
<b>Conveyance Requirements</b>	1.5 metre widening of existing laneway at the rear of the site
<b>Vehicular Parking Supply</b>	Resident: 51 spaces Visitor: 12 spaces

	Pick-up/Drop-off: 2 spaces <b>Total: 65 spaces</b>
<b>Bicycle Parking Supply</b>	Short-term: 24 spaces Long-term: 184 spaces <b>Total: 208 spaces</b>
<b>Loading</b>	1 Type 'G'
<b>Indoor Amenity Space</b>	408 square metres (2.0 m <sup>2</sup> /unit)
<b>Outdoor Amenity Space</b>	408 square metres (2.0 m <sup>2</sup> /unit)
<b>Privately-Owned Publicly Accessible Spaces (POPS)</b>	137 square metres

The proposed 18-storey building would have a six-storey base building that would incorporate a series of step backs on all four building faces. The upper levels of the proposed building would incorporate further step backs which would result in a narrower floor plate. Levels seven to 15 would have a floor plate of 825 square metres, whereas level 16 would have a floor plate of 741 square metres and levels 17 to 18 would each have a floor plate of 645 square metres.

The proposed ground floor is arranged so that the retail uses directly front onto Bloor Street West and would wrap the building's corners at both Sterling Road and Perth Avenue. The residential lobby would be located off Sterling Road, towards the southern limit of the site. The proposed POPS would be located at the northwest corner of the site and would have frontage on both Bloor Street West and Perth Avenue. The proposed community space would be accessible from the POPS off Perth Avenue.

Vehicular access would be facilitated by the existing 3.05 metre-wide laneway that runs east-west along the site's southern limit. A 1.5 metre wide strip of land is proposed to be conveyed to the City to widen the laneway to 4.55 metres, which would be supplemented by a 1.5 metre wide paved apron at the site's southern limit, bringing the total width of the vehicular access to 6.0 metres. This access would lead to one Type 'G' loading space, two car elevators which would provide access to the underground garage that would contain two levels of parking, and eight parking spaces located at-grade towards the site's eastern limit. These eight parking spaces would consist of two pick-up and drop-off spaces as well as six visitor spaces. The remaining visitor and residential parking spaces are located within the underground garage.

The Rental Housing Demolition application proposes to demolish the 15 existing rental dwelling units on the lands and replace them within the proposed development. As of the date of application, seven of the 15 rental units were occupied. The breakdown of the existing rental units by bedroom type and rent classification is as follows:

<b>Bedroom Type</b>	<b>Affordable</b>	<b>Mid-Range</b>	<b>High-End</b>	<b>Total</b>
Bachelor	2	1	0	3
One-Bedroom	4	3	0	7
Two-bedroom	4	1	0	5
<b>Total</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>15</b>

Detailed project information can be 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 and Attachment 4 for the simplified 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)**

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.

### **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. Toronto Official Plan policies can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The application includes lands designated as *Avenues* on Map 2 of the Official Plan and as *Mixed Use Areas* on Map 18. Refer to Attachment 5: Official Plan Land Use Map.

*Avenues* are "important corridors along major streets where urbanization is anticipated and encouraged to create new housing and employment opportunities while improving the pedestrian environment, the look of the street, shopping opportunities, and transit service for community residents." The Official Plan recognizes that each *Avenue* "is different in terms of lot sizes and configurations, street width, existing uses, neighbouring uses, transit service, and streetscape potential" and, therefore, that there is no 'one size fits all' program for reurbanizing the *Avenues*. Reurbanizing the *Avenues* will be achieved through the preparation of *Avenue* Studies for strategic mixed use segments of the corridors shown on Map 2 of the Official Plan.

Development in *Mixed Use Areas* along *Avenues* prior to the completion of an *Avenue* Study "has the potential to set a precedent for the form and scale of the reurbanization along the *Avenue*." *Avenue* Segment Studies aim to address the larger context and

examine the implications for the segment of the Avenue in which the proposed development is located. Policy 2.2.3.4 of the Official Plan identifies that the course of an *Avenue Segment Study* will:

- a) Include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- b) Consider whether incremental development of the entire *Avenue* segment as identified in the above assessment, would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
- c) Consider whether the proposed development is supportable by available infrastructure; and
- d) Be considered together with an amendment to the Official Plan or Zoning By-law for the statutory public meeting for the proposed development.

The City's *Mixed Use Areas* are made up of a broad range of uses and "will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing." The Official Plan does not foresee all *Mixed Use Areas* experiencing the same scale or intensity of development and identifies the development criteria for development in *Mixed Use Areas*, which includes:

- 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 transition between areas of different development intensity and scale;
- Locating and massing new buildings to limit shadow impacts on adjacent *Neighbourhoods*;
- Providing an attractive, comfortable, and safe pedestrian environment; and
- Providing good site access and circulation and an adequate supply of parking for residents and visitors.

Section 3.2.1 of the Official Plan contains policies that aim to preserve and protect the City's existing stock of rental housing through redevelopment. Policy 3.2.1.6 requires full replacement of existing rental dwelling units and the provision of a tenant relocation and assistance plan, addressing the right of existing tenants to return to replacement rental units in the new development and other assistance to mitigate hardship, when six or more rental units are proposed to be demolished.

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

On September 21, 2020, the Ministry of Municipal Affairs and Housing issued Notices of Decision approving Official Plan Amendment (OPA) 479 and 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 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. The OPAs

can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>

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

The subject site is located within the City-initiated Bloor Street Study. On July 28, 2020, City Council adopted a motion directing staff to undertake a study of the area generally bounded by Bloor Street West, St. Helens Avenue, Kitchener GO Rail corridor, and Sterling Road, and to prepare a comprehensive plan to ensure that growth in the area occurs in a well-planned and coordinated manner. The resulting planning framework will include the evaluation of appropriate built form, the identification of potential heritage sites, the assessment of transportation and pedestrian networks, and the development an overall public realm strategy, including parks and open spaces. Refer to Attachment 6: Bloor Street Study Boundary Map.

Staff will be reporting to Toronto and East York Community Council on the findings of the planning framework in June of 2021 before launching Phase 2 of the study, during which staff will draft an OPA or Site and Area Specific Policy to implement the principles and findings of the framework.

### **Zoning By-laws**

The City-wide Zoning By-law 569-2013 zones the subject site CR 3.0 (c1.0; r2.5) SS2 (x1753) and permits a maximum building height of 16 metres. The Commercial Residential (CR) zone permits dwelling units in a range of residential buildings, including apartment buildings, and a range of non-residential uses, including eating establishments, offices, personal service shops, retail stores, and community centres. The development Standard Set 2 (SS2) includes a range of performance standards such as rear lot line building setback and angular plane requirements.

The former City of Toronto Zoning By-law 438-86 zones the subject site MCR T3.0 C1.0 R2.5 and also permits a maximum building height of 16 metres. Similar to the CR zone of Zoning By-law 569-2013, the Mainstreets Commercial Residential (MCR) zone permits dwellings units in a range of residential buildings, including apartment buildings and row houses, and a range of non-residential uses, including restaurants, retail stores, offices, and community centres. Refer to Attachment 7: Zoning By-law 569-2013 Map and Attachment 8: Zoning By-law 438-86 Map.

The City-wide Zoning By-law 569-2013 can be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

### **Design Guidelines**

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

- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities; and

- Retail Design Manual.

The City's 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.

### **Rental Housing Demolition and Conversion By-law**

Section 111 of the *City of Toronto Act, 2006* authorizes the City to regulate the demolition and conversion of residential rental properties. Chapter 667 of the Toronto Municipal Code, the Residential Rental Property Demolition and Conversion Control By-law, implements Section 111. The By-law prohibits the demolition of rental housing in any building or related group of buildings collectively containing six or more dwelling units, of which at least one is a rental unit, without obtaining a permit from the City and requires a decision by either City Council or, where delegated, the Chief Planner.

City Council may refuse a Rental Housing Demolition application or approve an application with conditions, including conditions requiring an applicant to replace the rental units proposed to be demolished and/or to provide tenant relocation and assistance, which must be satisfied before a demolition permit is issued. These conditions implement the City's rental housing protection policies in the Official Plan. However, unlike *Planning Act* applications, decisions by City Council under Chapter 667 are not appealable to the Local Planning Appeal Tribunal (LPAT).

Section 33 of the *Planning Act* also authorizes Council to regulate the demolition of residential properties. Section 33 is implemented through Chapter 363 of the Toronto Municipal Code, the Building Construction and Demolition By-law, which requires Council approval of the demolition of any residential property that contains six or more dwelling units (irrespective of whether any are rental) before the Chief Building Official can issue a demolition permit under the *Building Code Act*.

The proposal for 1423-1437 Bloor Street West and 278 Sterling Road requires Council approval under both Chapters 363 and 667 of the Toronto Municipal Code because it involves the demolition of at least six dwelling units and at least one rental unit. On April 13, 2021, an application for a Section 111 permit was submitted under Chapter 667 of the Toronto Municipal Code to demolish 15 rental dwelling units on the lands. As per Chapter 667-14, a tenant consultation meeting will be held to review the impact of the proposal on existing tenants and other matters under Section 111.

## **COMMENTS**

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### **Reasons for the Application**

A Zoning By-law Amendment application is required to permit the proposed building height, density, and building setbacks. Additional site-specific amendments to the zoning by-laws may be identified as part of City staff's review of the application.



A Rental Housing Demolition application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the *City of Toronto Act, 2006* has been submitted to demolish the 15 existing rental dwelling units on the lands.

## **ISSUES TO BE RESOLVED**

The applications have been circulated to applicable 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**

Staff are evaluating the application to establish whether it is consistent with the PPS and conforms to the Growth Plan.

### **Built Form and Public Realm**

The massing and height of the proposed building will be evaluated against the City's Tall Building Guidelines, together with the criteria for new development provided in Sections 3.1.2 (Built Form), 3.1.3 (Built Form- Tall Buildings), and 4.5 (*Mixed Use Areas*) of the Official Plan. As staff assess the application, consideration will be given to the proposed built form, including the proposed transition to lower-scale *Neighbourhoods* to the south of the site through setbacks and step backs; proposed separation from adjacent properties with redevelopment potential; and the proposed building height and massing in relation to the existing and planned context of Bloor Street West.

In addition to the above, staff will evaluate the application to ensure that it appropriately enhances and responds to the existing public realm. The Public Realm policies approved through OPA 479 indicate that the public realm will: provide the organizing framework and setting for development; support active transportation and public transit use; provide a comfortable, attractive, safe, and accessible setting; provide opportunities for passive and active recreation; contribute to the City's climate resilience; and contribute to the identity and physical character of the City and its neighbourhoods. The public realm is of particular importance as each building face either fronts a public street or laneway. Staff are reviewing the application to ensure the public realm objectives of the Official Plan are achieved.

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

The subject site is located towards the western limit of the Bloor Street Study area where staff are developing a planning framework to guide future development and ensure that growth occurs in a well-planned and coordinated manner.

The public realm network plan that is being developed as part of the Bloor Street Study identifies public realm improvements within and around the study area, including potential new parks, privately-owned publicly-accessible spaces (POPS), cycling connections, pedestrian connections, streets, and underpass improvements. As it

relates to the subject site, the public realm network plan identifies the potential for a POPS. The subject application proposes a POPS that is 137 square metres in size and is located at the northwest corner of the site. Staff are reviewing the proposed size, orientation, and location of the POPS as well as its relationship to Bloor Street West and Perth Avenue to ensure it would achieve the objectives of the proposed public realm network.

A character analysis was conducted as part of the Bloor Street Study in response to the varying conditions, character, and underlying land use designations within the study area. Five character areas were developed and associated guiding principles were created to establish the planned context, built form character, setbacks and transition patterns between areas of varying scale and intensity, and opportunities for open spaces and connections. The subject site is located within Character Area D, due in large part to the site's underlying *Mixed Use Areas* land use designation and its adjacency to the Kitchener GO Rail corridor and West Toronto Railpath.

The Bloor Street Study identifies sites within Character Area D as appropriate sites for gradual intensification, as the *Mixed Use* designation permits opportunities for taller buildings. Within Character Area D, the permitted height of buildings is limited to satisfying minimum separation distances and transition is to be provided towards lower-scale residential areas. Sites within Character Area D should also provide generous setbacks from Bloor Street to allow for an enhanced public realm and provide open space opportunities and connections that lead to the West Toronto Railpath. City staff are reviewing the current application against the principles of Character Area D to ensure the proposed development would be consistent with the vision and framework that staff are recommending for the area.

Properties with heritage potential within the Bloor Street Study area were identified through a Cultural Heritage Resource Assessment (CHRA) prepared by Common Bond Collective. These properties, which include properties to the south and east of the subject site, will inform future policies that are developed through the Bloor Street Study and may also be considered for inclusion on the City of Toronto's Heritage Register. Since several properties with heritage potential are located within the vicinity of the site, the application includes a Heritage Impact Assessment (HIA) to evaluate the proposed development's impact on potential heritage resources identified in the CHRA. Staff are reviewing the findings of the HIA to confirm the proposed development would not adversely impact potential heritage resources adjacent to the subject site.

### **Avenue Segment Study**

Where a planning application is submitted for a site designated as an *Avenue* but an *Avenue* Study has not yet been completed for the street on which the site is located, Policy 2.2.3.4 of the Official Plan requires that an *Avenue* Segment Study be submitted to examine impacts from the incremental redevelopment of the street with other development at a similar scale. The same Policy also identifies that development in *Mixed Use Areas* on *Avenues* has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In the absence of a Council-adopted framework and with the Bloor Street Study still under review, the applicant has submitted an *Avenue* Segment Study as part of their application.

The submitted *Avenue* Segment Study focuses on properties fronting Bloor Street West, between Lansdowne Avenue and the Kitchener GO Rail corridor, which generally coincides with the boundaries of the Official Plan's *Mixed Use Areas* land use designation. The *Avenue* Segment Study identified eight potential soft sites with opportunities for intensification in the short to long terms. If all eight soft sites were redeveloped in accordance with the assumptions that informed the applicant's *Avenue* Segment Study, the built form on these sites would range between low-rise and tall buildings and could provide for between 5,120 and 29,500 square metres of GFA on each site. Part of City staff's review of the application will involve evaluating whether there is sufficient services and infrastructure capacity to accommodate the degree of intensification contemplated in the applicant's *Avenue* Segment Study.

## **Rental Housing**

Section 3.2.1 of the Official Plan contains policies pertaining to the provision, maintenance, and replacement of rental housing.

Policy 3.2.1.6 states that new development that would have the effect of removing all or a part of a building or related group of buildings and would result in the loss of six or more rental housing units will not be approved unless all of the units have rents that exceed mid-range rents at the time of the application, or, where planning approvals other than site plan are sought, at least the same number, size, and type of rental units are replaced and maintained with rents similar to those in effect at the time of the application. The Policy also requires an acceptable tenant relocation and assistance plan, addressing the right for existing tenants to return to replacement rental units at similar rents and other assistance to mitigate hardship.

The Housing Issues Report submitted by the applicant confirms that all 15 of the existing rental units on the lands have either affordable or mid-range rents. Consequently, Policy 3.2.1.6 of the Official Plan applies to this proposal and the applicant is required to replace all of the existing rental units proposed to be demolished within the proposed development.

As the application progresses, staff will work with the applicant to develop a detailed rental replacement proposal and an acceptable tenant relocation and assistance plan to mitigate hardship for existing tenants. A site visit by staff will also be required to fully assess the application.

## **Growing Up Guidelines**

The Council-adopted *Growing Up: Planning for Children in New Vertical Communities* urban design guidelines provide guidance on the proportion and size of larger units recommended in new multi-residential developments.

Guideline 2.1 of the Growing Up guidelines states that a building should provide a minimum of 25% large residential units (10% of the units should be three-bedroom units and 15% of the units should be two-bedroom units).

Guideline 3.0 states that the ideal unit size for large residential units, based on the sum of the unit elements, is 90 square metres for two-bedroom units and 106 square metres for three-bedroom units, with ranges of 87-90 square metres and 100-106 square metres representing a diversity of sizes for such bedroom types while maintaining the integrity of common spaces to ensure their functionality.

The application proposes to provide 29 (15.3%) of the 189 net new dwelling units (non-replacement rental units) as two-bedroom units and 21 (11.1%) of the net new units as three-bedroom units, which satisfies the unit mix objectives of Guideline 2.1 of the Growing Up guidelines. However, only nine of the proposed two-bedroom units (4.8% of all net new units) approximate or are larger than 87 square metres in size, and only nine of the proposed three-bedroom units are larger than 100 square metres in size.

As the application progresses, City staff will work with the applicant to implement the unit size objectives of the Growing Up guidelines in order to accommodate a broad range of households, including families with children, within the proposed development.

### **Affordable Housing**

Affordable housing and Smart Urban Growth are strategic priorities for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing, including affordable housing, will be provided and maintained to meet the needs of current and future residents. The Growth Plan also contains policies to support the development of affordable housing and the provision of a range of housing options to accommodate the needs of all household sizes and incomes.

Staff will engage in discussions with the applicant to evaluate potential opportunities for the provision of affordable housing within the proposed development.

### **Parkland**

The Planning and Urban Design Rationale submitted by the applicant indicates that the required parkland dedication will be provided off-site in the same neighbourhood as the development application at 1319 Bloor Street West, which is located east of the subject site and owned by a company associated with the owner. Staff will work with the applicant to pursue the conveyance of land off-site as per Toronto Municipal Code Chapter 415-26C, ensuring any off-site dedication satisfies the requirements of the Parks, Forestry and Recreation Division in relation to its size and location. Dedicated parklands off-site are to be within 800 metres of the subject site and used to expand an existing park or create a new park.

### **Access and Parking**

The application proposes to provide vehicular access off the existing public laneway abutting the site's southern limit between Perth Avenue and Sterling Road. The laneway would be widened through a 1.5metre wide conveyance and further supplemented by a 1.5 metre apron on private property. The Planning and Urban Design Rationale submitted by the applicant identifies that the 1.5 metre conveyance would be unencumbered for a depth of 1.2 metres and, beyond that, encumbered by the extent of

the proposed parking garage. Staff are reviewing the appropriateness of this configuration.

The application proposes a total of 65 vehicular parking spaces comprised of 51 spaces for residents, 12 spaces for visitors, and two pick-up and drop-off spaces. Zoning By-law 569-2013 Policy Area 3 rates require a minimum of 128 vehicular parking spaces. Staff are reviewing the findings of the applicant's parking study to determine if the proposed parking supply is acceptable.

Through a series of community consultation meetings that have been recently conducted in the area surrounding the subject site, staff have been made aware of resident concerns related to the availability of on-street permit parking and the impact of new development on the on-street permit parking program. Staff are considering these concerns in their review of the proposed parking supply.

### **Community Services and Facilities**

Community Services and Facilities (CS and F) are an essential part of complete communities. CS and F are the lands, buildings, and structures used for the provision of programs and services provided and/or subsidized by the City or other public agencies. They include recreation, libraries, childcare, schools, and public health, human, cultural, and employment services. The timely provision of CS and F is as important to the livability of the City's neighbourhoods as "hard" services such as sewers, water systems, roads, and transit. The City's Official Plan recognizes that the provision of, and investment in, CS and F supports 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.

As part of the Bloor Street Study, staff conducted a CS and F study that involved demographic analysis and inventorying CS and F within the area surrounding the Bloor Street Study Area. As part of this work, community facilities in the area were identified and staff engaged with community service Divisions and providers to understand what future community facility needs would be required to support future growth. The CS and F study determined that there is a need for childcare, parkland, and community agency space within the CS and F study area which is bounded by St. Clair Avenue West to the north, Christie Street to the east, College Street/Dundas Street to the south, and Parkside Drive/Keele Street to the west.

The application proposes 160 square metres of community space, which would be located on the ground floor of the proposed development and would front onto the proposed POPS at the northwest corner of the site. Staff are reviewing the proposed community space, including its size, location, function, programming, and future ownership, and will work with the applicant and other City divisions to determine how to best respond to CS and F needs of the area.

## **Infrastructure/Servicing Capacity**

Staff are reviewing the application to determine if there is sufficient infrastructural capacity (roads, transit, water, sewage, hydro) to accommodate the proposed development.

The applicant has submitted a Servicing Report, 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, and to identify and justify the need for any new infrastructure and/or upgrades to existing infrastructure.

Staff are also reviewing the applicant's Transportation Impact Study (TIS), the purpose of which is to evaluate the effects of a redevelopment on the transportation system. Through staff's review of the TIS, transportation improvements that are necessary to accommodate the increased travel demand generated by the development will be identified and the applicant will be required to implement and pay for any accompanying improvements that may be deemed necessary.

## **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS), which 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 satisfy and demonstrate compliance with Tier 1 of the TGS. 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. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The applicant has indicated that they will achieve the required Tier 1 TGS standards and submitted a TGS checklist, which is currently under review for compliance with the performance measures. The applicant will be encouraged to pursue Tier 2, 3, or 4 of the TGS, which would make them eligible for a partial Development Charge refund.

## **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 will be subject to Section 37 contributions under the Planning Act. Further discussion with the Ward Councillor, City staff, residents, and the applicant will be required to determine the extent and nature of the required Section 37 community benefits should the application 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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Keir Matthews-Hunter, Housing Planner  
Tel. No. 416-392-5092  
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## **SIGNATURE**

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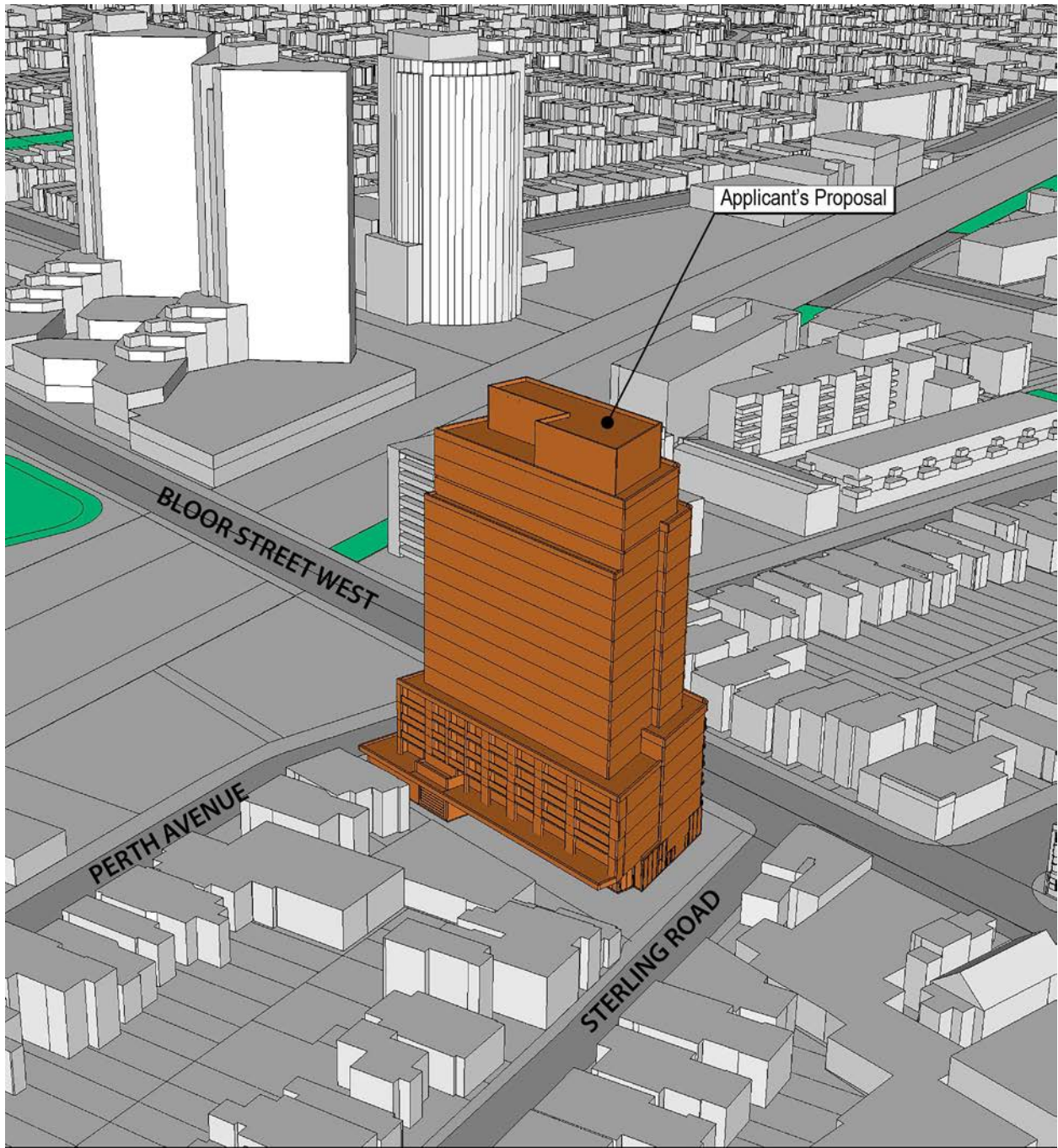
Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA  
Director, Community Planning  
Toronto and East York District

## **ATTACHMENTS**

### **City of Toronto Drawings**

- Attachment 1: 3D Model of Proposal in Context Looking Northwest
- Attachment 2: 3D Model of Proposal in Context Looking Southeast
- Attachment 3: Location Map
- Attachment 4: Site Plan
- Attachment 5: Official Plan Land Use Map
- Attachment 6: Bloor Street Study Boundary Map
- Attachment 7: Zoning By-law 569-2013 Map
- Attachment 8: Zoning By-law 438-86 Map
- Attachment 9: Application Data Sheet

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



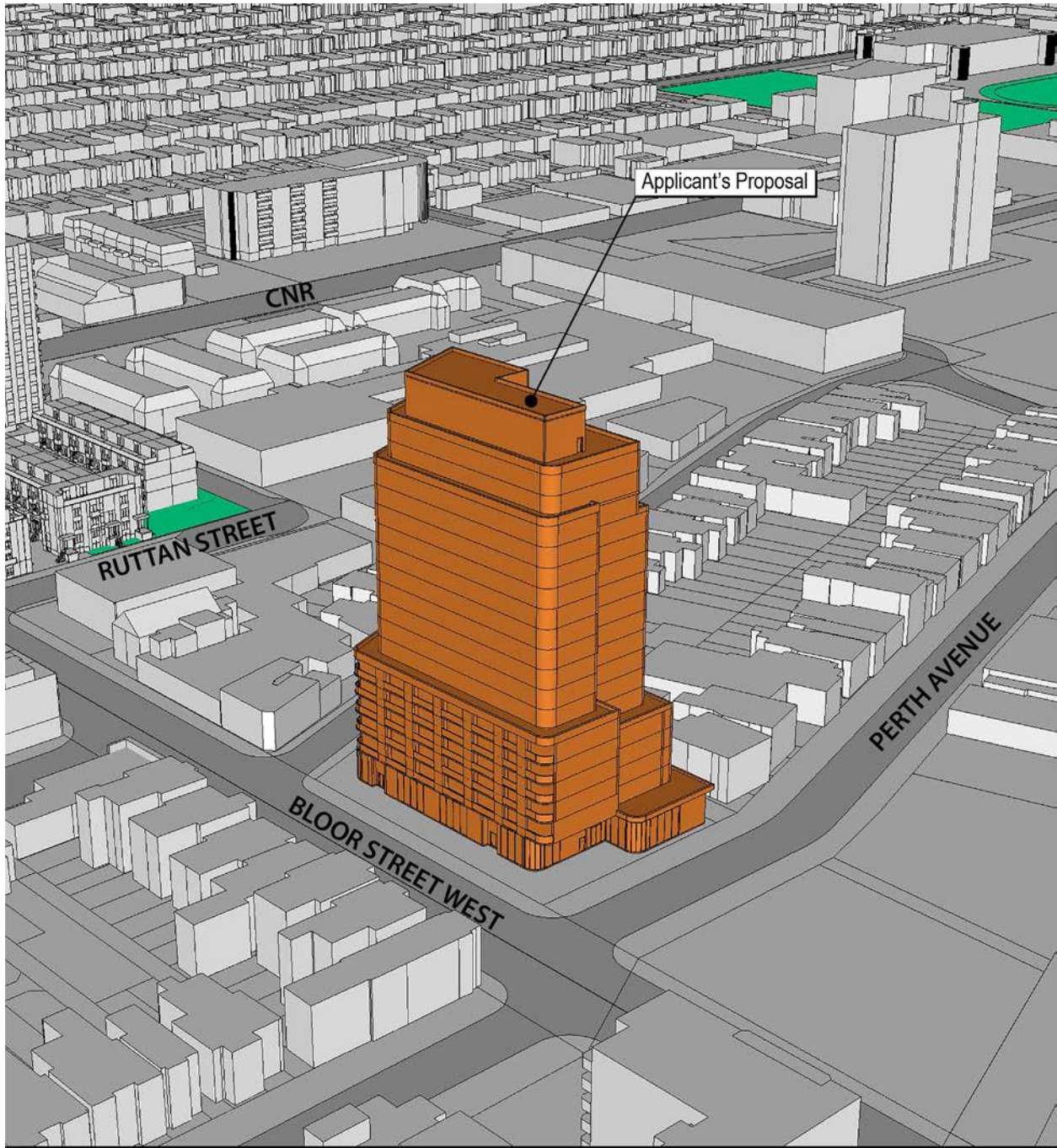
View of Applicant's Proposal Looking Northwest



04/30/2021



Attachment 2: 3D Model in Context Looking Southeast

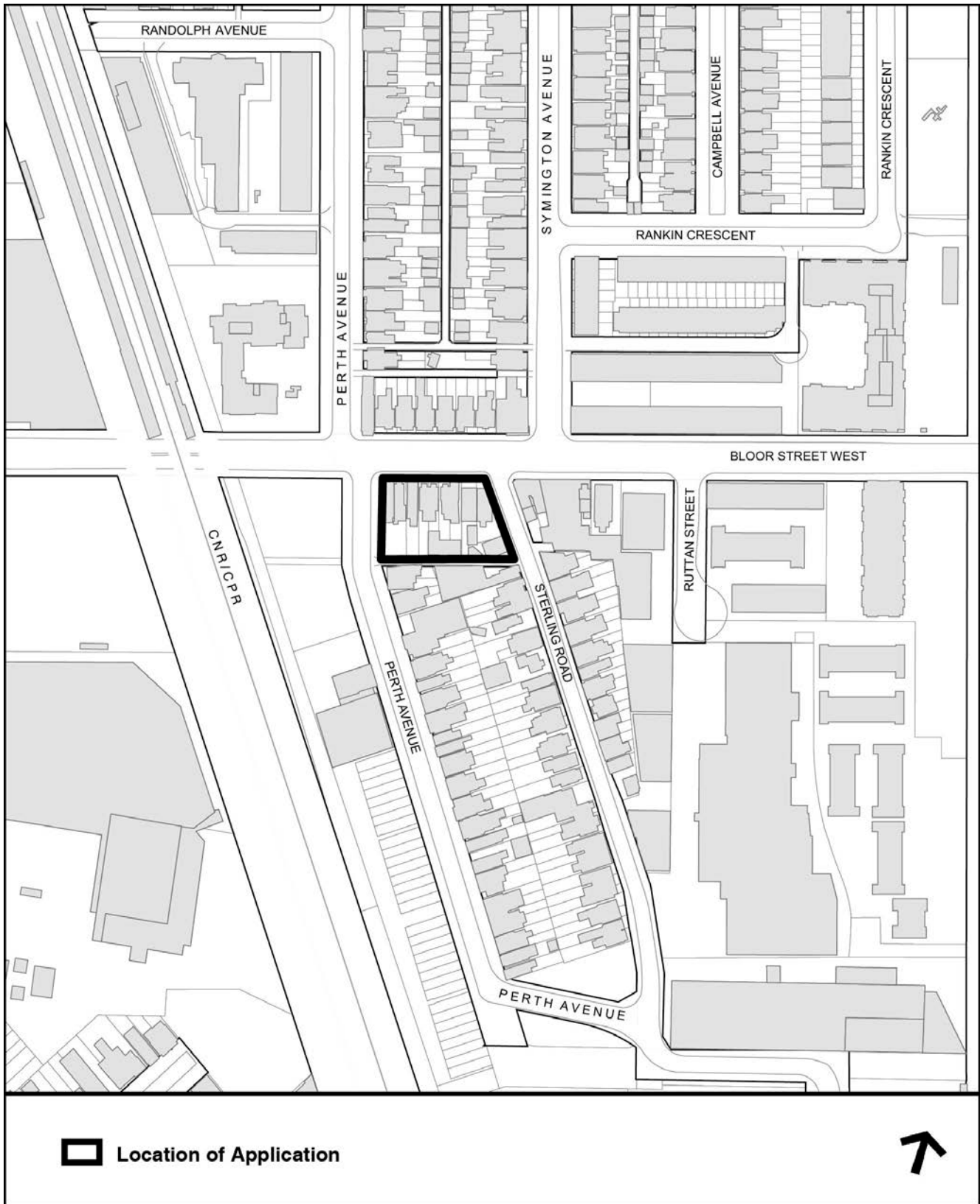


View of Applicant's Proposal Looking Southeast

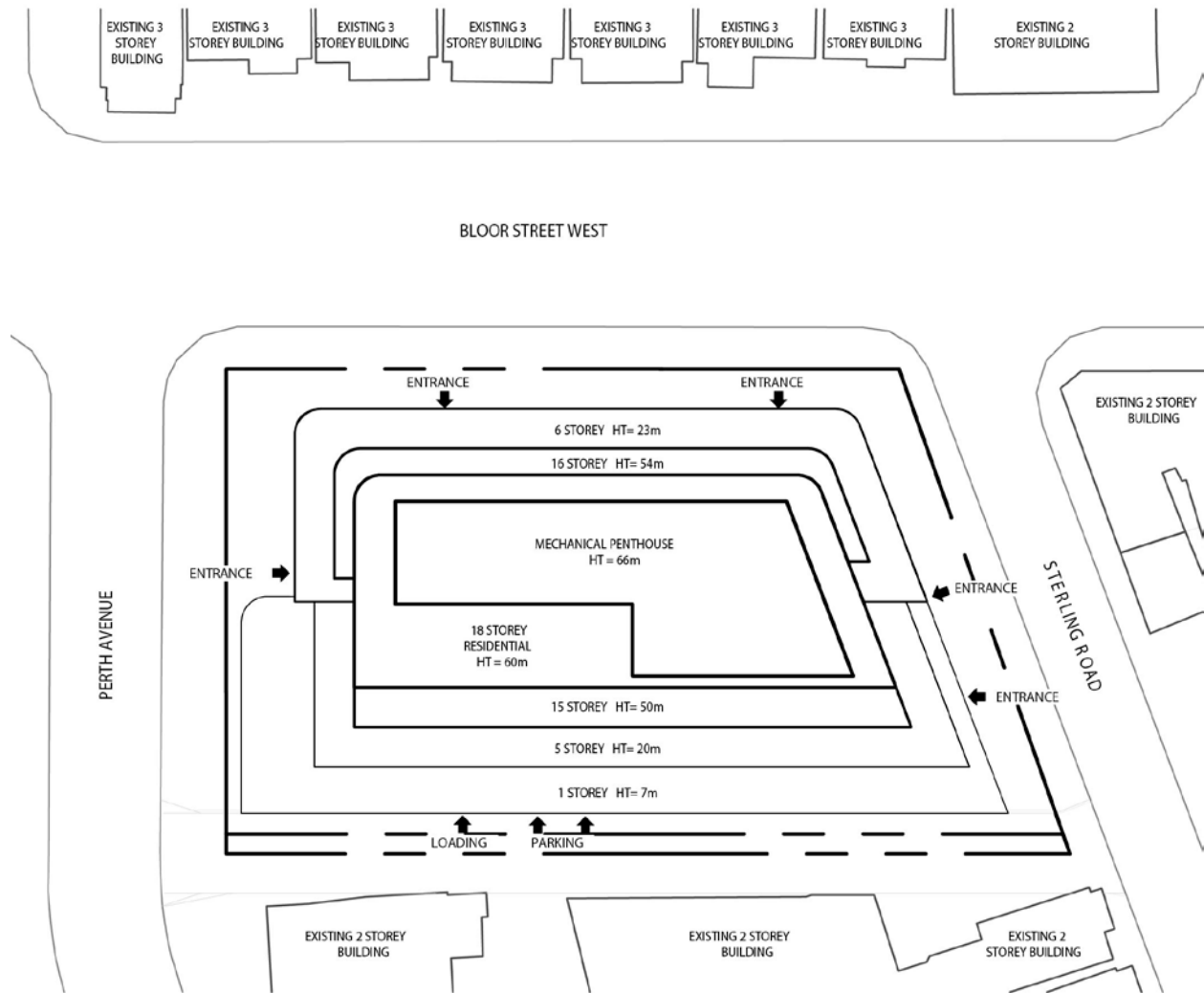


04/30/2021

Attachment 3: Location Map



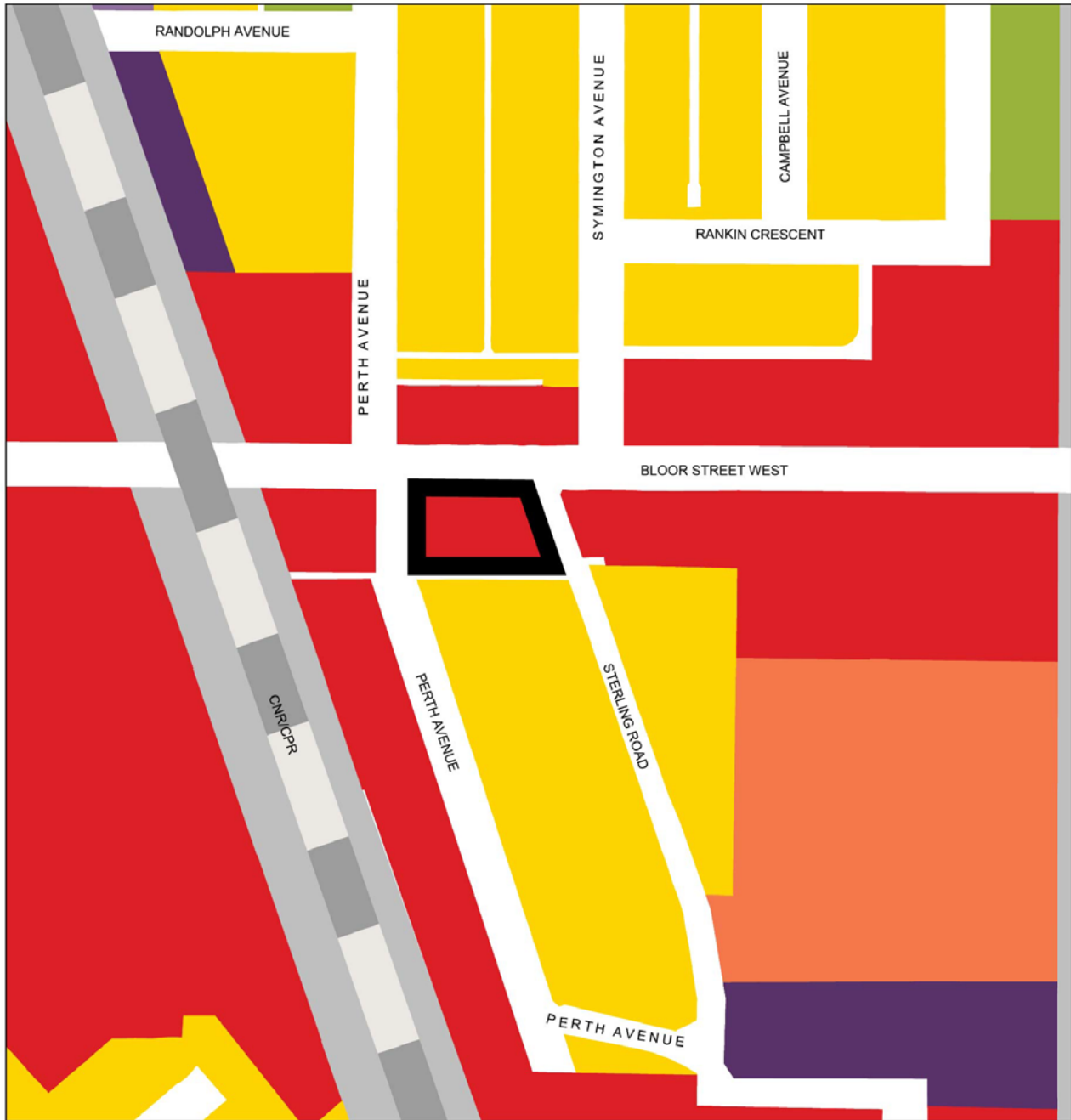
# Attachment 4: Site Plan



Site Plan



Attachment 5: Official Plan Land Use Map



Official Plan Land Use Map

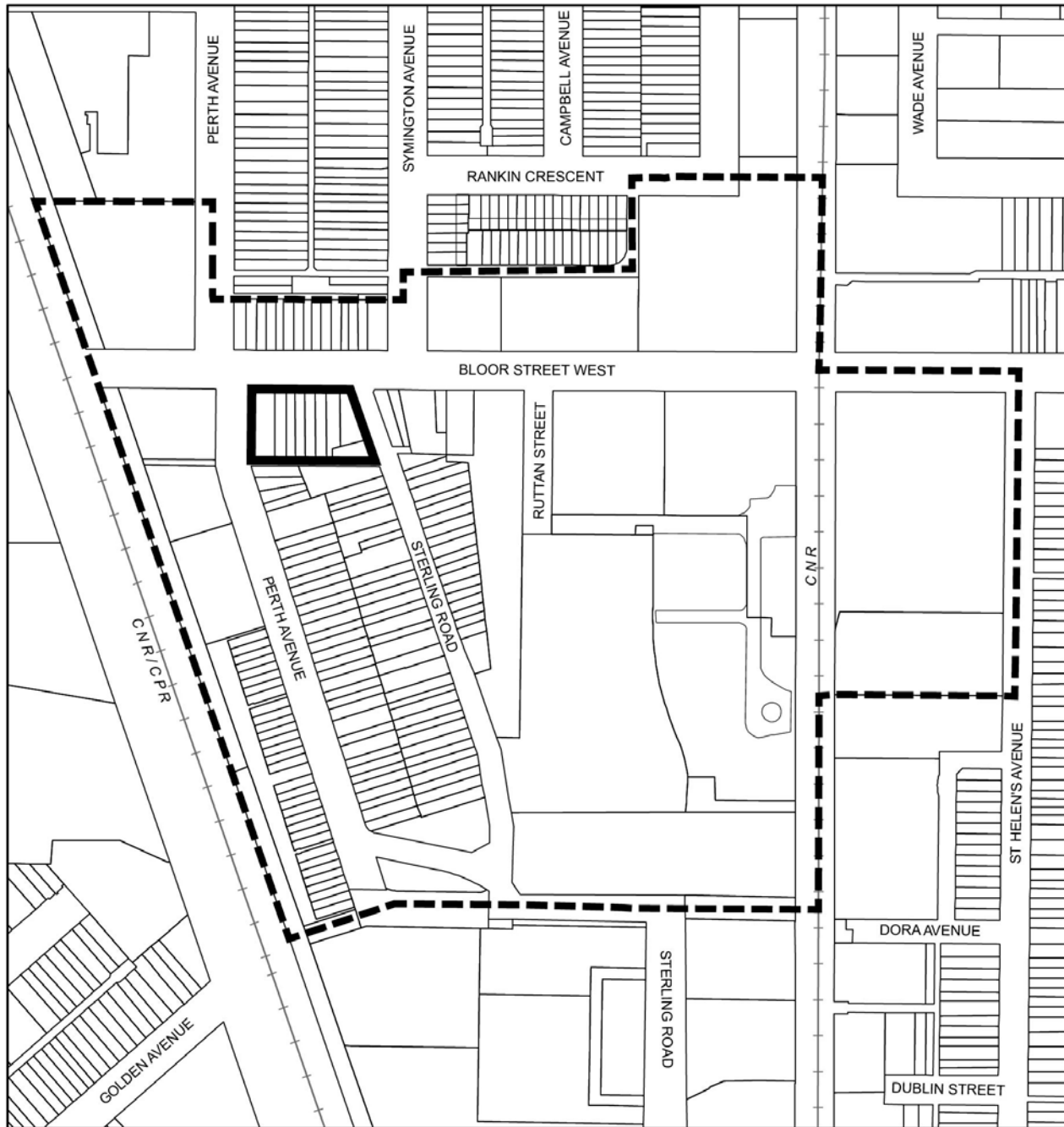
1423-1437 Bloor Street West & 278 Sterling Road

File # 21 139658 STE 09 0Z

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


Not to Scale  
 Extracted: 04/19/2021

Attachment 6: Bloor Street Study Boundary Map



**Bloor Street Study Map**

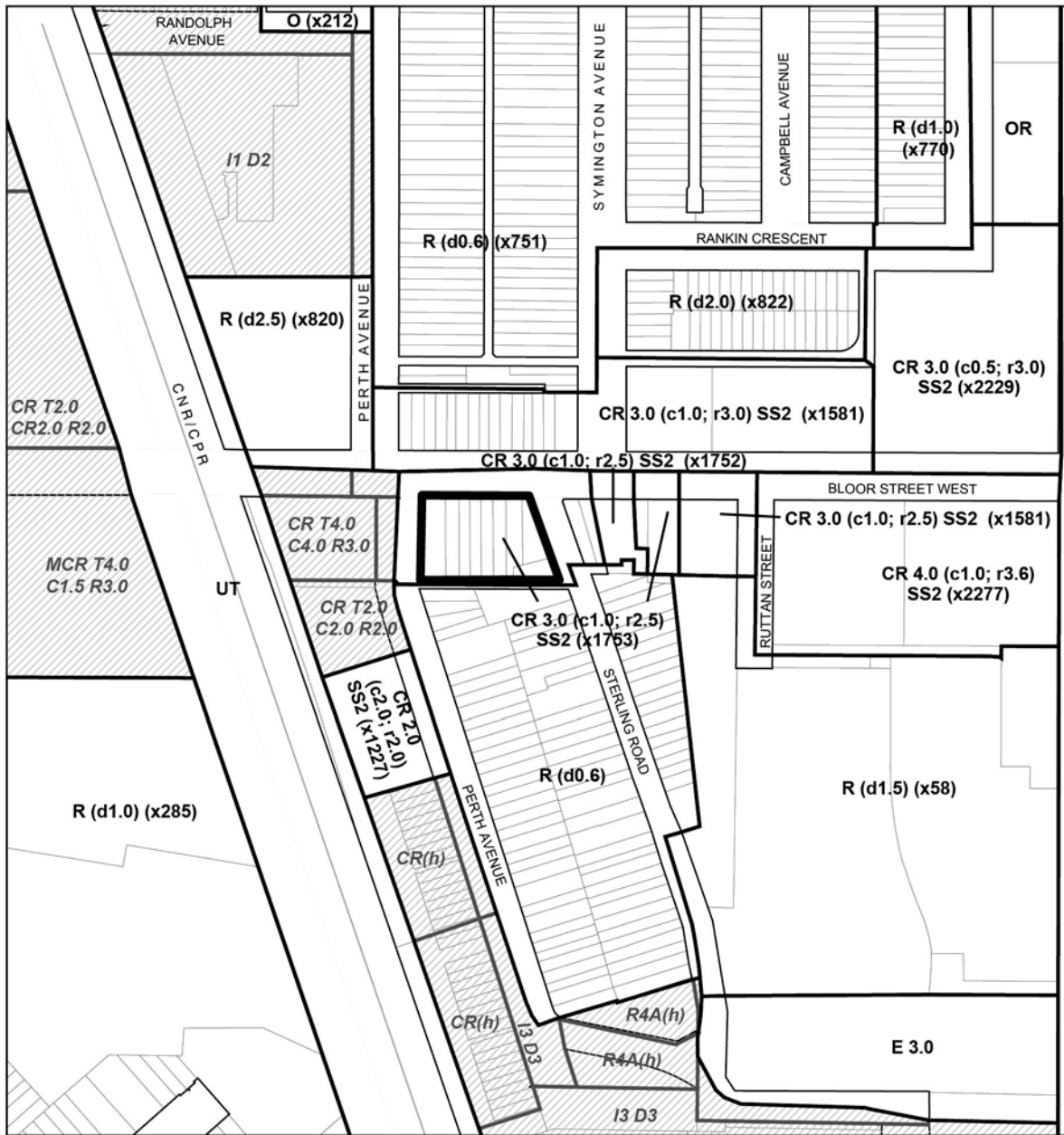
**1423-1437 Bloor Street West  
and 278 Sterling Road**  
File # 21 139658 STE 09 0Z

 Location of Application



Not to Scale  
Extracted on: 04/28/2021

Attachment 7: Zoning By-law 569-2013 Map



1423-1437 Bloor Street West & 278 Sterling Road

Zoning By-law 569-2013

File # 21 139658 STE 09 0Z

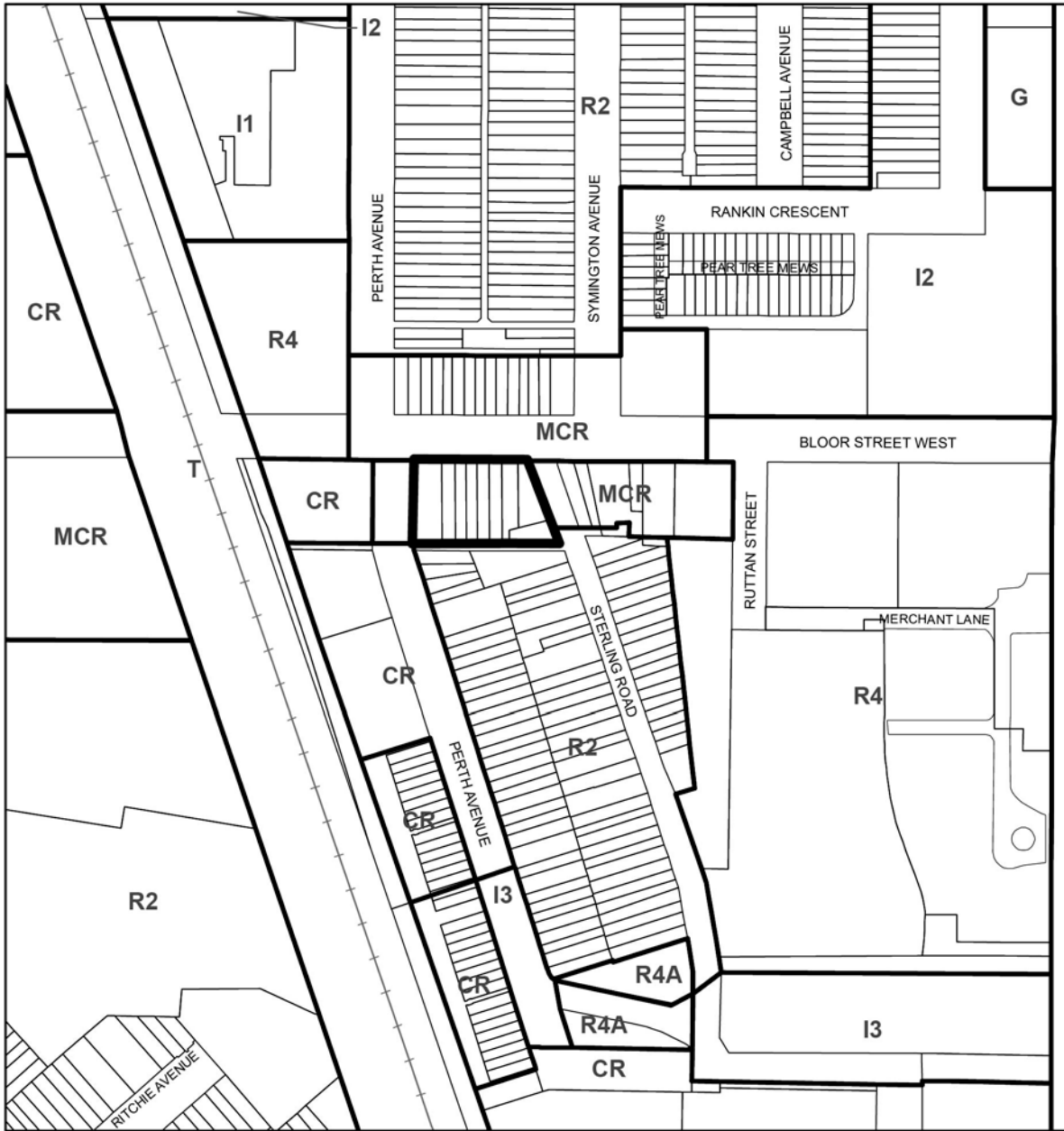
-  Location of Application
- R** Residential
- CR** Commercial Residential
- E** Employment Industrial
- O** Open Space
- OR** Open Space Recreation
- UT** Utility and Transportation

-  See Former City of Toronto By-law No. 438-86
- R2** Residential District
- MCR** Mixed-Use District
- I2** Industrial District



Not to Scale  
Extracted: 05/14/2021

Attachment 8: Zoning By-law 438-86 Map



1423-1437 Bloor St. W & 278 Sterling Rd.

Former Zoning By-law 438-86

File # 21 139658 STE 09 0Z



Location of Application

<b>R2</b>	Residential	<b>G</b>	Open Space	<b>I3</b>	Employment Industrial
<b>R4</b>	Residential	<b>I1</b>	Employment Industrial	<b>T</b>	Employment Industrial
<b>R4A</b>	Residential	<b>I2</b>	Employment Industrial	<b>CR</b>	Commercial
				<b>MCR</b>	Commercial



Not to Scale  
Extracted: 05/17/2021

**APPLICATION DATA SHEET****Municipal Address:** 1423 BLOOR ST W      **Date Received:** April 13, 2021**Application Number:** 21 139658 STE 09 OZ**Application Type:** Rezoning**Project Description:** Proposal for an 18-storey, inclusive of a 6-storey podium, mixed-use building having a non-residential gross floor area of 401.0 square metres, and a residential gross floor area of 14460.4 square metres. A total of 204 residential dwelling units are proposed, of which, 15 will be rental units.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
2665100 ONTARIO INC 900-5075 Yonge St Toronto, ON M2N6C6	ADAM BROWN 900-5075 Yonge St Toronto, ON M2N6C6	QUADRANGLE ARCHITECTS LTD 701- 901 King St W Toronto, ON M5V3H5	2659340 ONTARIO INC 1200- 40 University Ave Toronto, ON M5J1T1

**EXISTING PLANNING CONTROLS**

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	CR3.0 (c1.0; r2.5) SS2 (x1753)
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Zoning: CR

Heritage Designation:

Height Limit (m): 16

Site Plan Control Area: Y

**PROJECT INFORMATION**

Site Area (sq m):	2,091	Frontage (m):	51	Depth (m):	35
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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):	806		1,149	<b>1,149</b>
Residential GFA (sq m):	1,242		14,460	<b>14,460</b>
Non-Residential GFA (sq m):	603		401	<b>401</b>
<b>Total GFA (sq m):</b>	<b>1,845</b>		<b>14,861</b>	<b>14,861</b>
Height - Storeys:	3		18	<b>18</b>
Height - Metres:			58	<b>58</b>

Lot Coverage Ratio (%): 54.95

Floor Space Index: 7.11



<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	14,380	80
Retail GFA:	241	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	160	

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:	15		15	<b>15</b>
Freehold:	4			
Condominium:			189	<b>189</b>
Other:				
<b>Total Units:</b>	<b>19</b>		<b>204</b>	<b>204</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:		47	102	34	21
<b>Total Units:</b>		<b>47</b>	<b>102</b>	<b>34</b>	<b>21</b>

#### **Parking and Loading**

Parking Spaces: 65      Bicycle Parking Spaces: 208      Loading Docks: 1

#### **CONTACT:**

Victoria Fusz, Senior Planner

416-395-7172

Victoria.Fusz@toronto.ca