

221, 225 and 227 Sterling Road – Zoning Amendment, Draft Plan of Subdivision, and Rental Housing Demolition Applications – Preliminary Report

Date: August 23, 2021

To: Toronto and East York Community Council

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

Ward: Ward 9 - Davenport

Planning Application Number: 21 151444 STE 09 OZ

Related Applications: 21 151438 STE 09 SB and 21 151447 STE 09 RH

Current Use(s) on Site: Industrial, factory-style building with heights of one and two-storeys, occupied by a number of non-residential uses, residential units, and live-work units.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the Zoning By-law Amendment, Draft Plan of Subdivision, and Rental Housing Demolition applications for 221, 225, and 227 Sterling Road. The applications propose to redevelop the lands with three residential buildings with heights of 20, 25, and 29-storeys. The proposed development would have a total gross floor area (GFA) of 56,482 square metres, which equates to a Floor Space Index (FSI) of 5.17 times the area of the site. The applications propose 892 residential units, including 33 rental replacement units, and the conveyance of land for a new public street and public park. The new public street would extend Ruttan Street south to 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 for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting on the application for 221, 225, 227 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

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

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. City Council's motion can be found here:

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

On July 14, 2021, City Council endorsed the City-initiated Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework and directed City Planning staff to review all current and future development applications against the Planning Framework. City Council also directed staff to work with the Ward Councillor, Economic Development staff, the local arts community, and the residential and commercial tenants at 221, 225, and 227 Sterling Road on means of retaining arts and culture and maker spaces throughout the study area. City Council's decision and the Planning Framework can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.31>.

ISSUE BACKGROUND

Application Description

This application proposes to demolish the existing industrial, factory-style building and amend the Zoning By-law for the properties at 221, 225, and 227 Sterling Road to permit the redevelopment of the lands with three residential buildings with heights of 20, 25, and 29 -storeys that would sit atop two residential podiums. Building A (29-storeys) is the tallest of the three proposed buildings and would sit atop a 4-storey podium that would be rectangular in shape and located at the north end of the site, closest to Bloor Street West. The buildings descend in height towards the southern limit of the site. Building B (25-storeys) would be located south of Building A and sit atop a 7-storey podium that has an 'L' shape. Building C (20-storeys) would be the southernmost most building and sit atop the same 7-storey podium as Building B. The applications propose 56,482 square metres of residential GFA and 892 residential units, including 33 rental replacement units and 23 live-work units.

The applications also propose to convey the majority of lands necessary to create a new public street extending Ruttan Street south to Sterling Road. The applications also propose to dedicate an approximately 15.3 metre wide strip of land for a new public street that would run north-south along the western limit of the site and intersect with Sterling Road towards the southern limit of the site. In order to secure a new public road with a right-of-way width of 16.5 metres, staff are coordinating the provision of an approximately 1.2 metre wide dedication with the adjacent landowner at 1405-1409A Bloor Street West and 229-231A Sterling Road.

A public park is proposed to the south of the intersection of the new public street and Sterling Road. Vehicular access would be provided off the new public street, between Buildings A and B, and would continue east through the site and lead to an underground parking ramp, two separate loading spaces, and a roundabout adjacent to one of the residential lobbies. A summary of the application details are provided in the below table.

Category	May 2021 Submission
Site Area	Gross Site Area: 10,0935.2 m ² New Public Street Dedication: 1,333.9 m ² Parkland Dedication: 987.9 m ² Net Site Area: 8,613.4 m ²
Building Height	Building A: 29-storeys (89.5 m) Building B: 25-storeys (78 m) Building C: 20-storeys (63.4 m)
Gross Floor Area	Residential GFA: 56,482.8 m ² Non-Residential GFA: 0 m ²
Density	Gross Density: 5.17 FSI Net Density: 6.55 FSI
Residential Units	Studio: 67 units (7.5%) One-bedroom: 591 units (66.3%) Two-bedroom: 148 units (16.6%) Three-bedroom: 86 units (9.6%) Total: 892 units (100%), including 33 rental replacement units
Parking	Resident parking: 330 spaces Visitor parking: 87 spaces Total vehicular parking: 417 spaces
Bicycle Parking	Long-term parking: 846 spaces Short-term parking: 106 spaces Total bicycle parking: 952 spaces
Loading	2 Type G 1 Type C

Category	May 2021 Submission
Amenity Space	Indoor: 1,784 m ² (2.0 m ² / unit) Outdoor: 2,003.9 m ² (2.1 m ² / unit)

Detailed project information can be found on the City's Application Information Centre (AIC) at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachments 1a and 1b of this report for a three dimensional representation of the project in context, Attachment 2 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. 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 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, 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.

Planning for Major Transit Station Areas

The updated Growth Plan contains policies pertaining to population and employment densities for major transit station areas (MTSAs) and along priority transit corridors or subway lines. MTSAs are generally defined as areas within approximately 500 to 800 metres of a transit station, representing about a 10-minute walk. The Growth Plan 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*. The PPS recognizes the Official Plan as the most important document for its implementation.

The Official Plan contains policies related to building complete communities, heritage preservation, community services, transportation, and environmental stewardship. The Official Plan also 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 of community benefits in the form of capital facilities.

The site is designated *Apartment Neighbourhoods* in Map 17 of the Official Plan, see Attachment 4: Official Plan Map. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. *Apartment Neighbourhoods* typically contain taller buildings and higher densities than *Neighbourhoods* and are considered to be physically stable. Development in *Apartment Neighbourhoods* will be consistent with this objective and respect the criteria contained

in Section 4.2 and other relevant sections of the Official Plan. While *Apartment Neighbourhoods* are not areas of significant growth on a citywide basis, there are sites containing one or more existing apartment building(s) where compatible infill development may take place.

Toronto Official Plan policies may be found here:

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

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 Amendments (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. Helen's Avenue to Perth Avenue

The subject site is located within the City-initiated Bloor Street Study. On July 14, 2021, City Council endorsed the Study's Planning Framework and directed staff to review all current and future development applications against the Planning Framework. City Council also directed staff to work with the Ward Councillor, Economic Development staff, the local arts community, and the residential and commercial tenants at 221, 225, and 227 Sterling Road on means of retaining arts and culture and maker spaces throughout the Study Area.

The Planning Framework includes a vision for a diverse, complete, and connected community that: integrates properties identified as having potential cultural heritage value into plans for its future; provides a coordinated public realm network for new and enhanced parks, open spaces and connections; outlines the urban structure and built form of the identified character areas; and identifies emerging needs related to community services and facilities (CS and F). The Planning Framework complements the policies of the Official Plan, will guide the creation of a future Official Plan Amendment or site and area specific policy, and is intended to provide clarity related to the appropriate locations for built form and public realm improvements. The Planning Framework also begins to identify the infrastructure and CS and F needs required to support growth as the area continues to intensify.

Zoning By-laws

The subject site is zoned Residential 'R4 Z1.5' in the former City of Toronto Zoning By-law 438-86. The R4 zone permits a range of residential uses and a limited range of non-residential uses, a maximum height of 14 metres, and a maximum density of 1.5 times the area of the lot.

The subject site is zoned Residential 'R (d1.5) (x58)' in the City-wide Zoning By-law 569-213, see Attachment 5: Zoning By-law 569-2013. The Residential zone permits a range of residential uses, including dwelling units in apartment buildings and townhouses, as well as detached and semi-detached dwellings, duplexes, triplexes and fourplexes, as well as a number of institutional and accessory uses subject to conditions. The Residential zone permits a maximum height of 14 metres and a maximum density of 1.5 times the area of the lot. Exception 58 provides that Section 12(2) 187 and 335 of the former City of Toronto Zoning By-law 438-86 applies, as does By-law 297-2003. Despite the Residential zoning that now applies to the site, By-law 297-2003 permits the non-residential uses existing on the subject site on or before April 16, 2003 to continue.

The City's 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 guideline(s) will be used in the evaluation of this application:

- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Best Practices for Bird-Friendly Glass;
- Best Practices for Effective Lighting;
- Toronto Accessibility Design Guidelines; and
- Pet Friendly Design Guidelines for High Density Communities.

The City's Design Guidelines can be found here:

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

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (the "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 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 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Applications must use the documentation required for the version of the TGS in effect at the time of the initial application. TGS Version 3.0 applies to new applications submitted on or after May 1, 2018. The TGS can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/tier-1- planning-application-requirements/>.

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 Ontario Land Tribunal (OLT).

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 221, 225 and 227 Sterling Road requires Council's 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 May 7, 2021, an application for a Section 111 permit was submitted under Chapter 667 of the Toronto Municipal Code to demolish 33 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

Reasons for the Application

Amendments are required to the former City of Toronto Zoning By-law 438-86 and City-wide Zoning By-law 569-2013 in order to permit the proposed height and density, and to amend other zoning regulations to permit the development as currently proposed.

A Draft Plan of Subdivision is required to facilitate the conveyance of land for the proposed new public street and new public park.

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 33 existing rental dwelling units on the subject site.

ISSUES TO BE RESOLVED

The applications have been circulated to all applicable City divisions and public agencies for comment. At this stage in the review, the following sections outline the preliminary issues that have been identified.

Provincial Policies and Plans Consistency/Conformity

Staff will evaluate this application to determine its consistency with the PPS (2020) and conformity with the Growth Plan, including whether: the proposal makes efficient use of land and resources, infrastructure and public facilities; the proposal is directed at an appropriate location; appropriate development standards are promoted to facilitate compact form; and the proposal represents an appropriate type and scale of development and transition of built form to adjacent areas.

Given the recognition in Provincial Policy of the importance of official plans and long term planning, consistency with the PPS and conformity with the Growth Plan will be informed by conformity with the City's Official Plan.

Official Plan Conformity

Staff will evaluate the applications to determine their conformity with the Official Plan.

Bloor Street Study: St. Helen's Avenue to Perth Avenue

The subject site is located towards the southern limit of the Bloor Street Study area where City Council endorsed the Planning Framework that is to be used to guide future development and ensure that growth, within the study area occurs in a well-planned and coordinated manner.

The public realm network plan that was endorsed by City Council 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, see Attachment 6: Bloor St Study Public Realm Network Plan. As it relates to the subject site, the public realm network plan identifies a southerly extension of Ruttan Street to Sterling Road, a potential pedestrian connection along the southern limit of the subject site and other mid-block connections that complement the site's heritage resources and change of grade, and a new public park where the southerly extension of Ruttan Street intersects with Sterling Road. Staff are reviewing the applications against the public realm network plan endorsed by City Council 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 context, built form character, setbacks and transition patterns between areas of varying scale and intensity, and opportunities for open spaces and connections, see Attachment 7: Bloor St Study Character Areas. The subject site is located within Character Area E which is comprised of large former industrial sites that are designated *Apartment Neighbourhoods* and *Core Employment Areas* that allow for sensitive infill. New development will be required to expand the public realm through the provision of new public streets, pedestrian connections, and parks and open spaces and appropriately transition towards the low-scale residential areas to the east and west. Many characteristics of the study area's industrial history remain in this character area and as a result, new development must consider heritage features and be sensitive to heritage buildings. Staff are reviewing the applications against the principles of Character Area E to ensure the proposed development would be consistent with the vision and framework City Council endorsed for this area.

The Planning Framework also identifies 13 properties within the study area as having potential heritage value, see Attachment 8: Bloor St Study Properties with Potential Cultural Heritage Significance. Both the subject site and the property directly to the south were identified as properties with heritage potential that will be considered for inclusion on the Heritage Register. Heritage impact and conservation is discussed in greater detail later in this report.

Built Form, Planned and Built Context

Staff are evaluating the suitability and appropriateness of the proposed height, massing, transition, and other built form considerations using the applicable sections and policies of the PPS, the Growth Plan, the Official Plan, and the City's design guidelines.

The following preliminary issues have been identified:

- The appropriateness of the proposed height and massing. The proposed height does not appropriately transition to the lands designated *Neighbourhoods* to the west of the subject site. The applicant is to explore alternative building typologies that propose a more appropriate height and scale and also incorporates heritage conservation;
- The existing and planned context. The proposed development should be contextually appropriate and fit with the planned and built context;
- The proposed site connectivity and porosity. Additional mid-block pedestrian connections should be incorporated to better connect the subject site with the surrounding community and proposed public park;
- The amount of paved surface resulting from the proposed site organization. Paved surface areas, including driveways, surface parking, and the roundabout, should be reduced and additional open spaces should be incorporated along the mid-blocks connections;
- Maintenance of view corridors. Views of the Museum of Contemporary Art (MOCA) from Bloor Street West and Ruttan Street are important to the community. Simulations of street level views should be provided to assess how the proposed massing will impact views of the MOCA;

- Visible and accessible entranceways. Building entrances should face the public street and be clearly visible and directly accessible from the municipal sidewalk;
- Grading with surrounding properties. Further consideration should be given to the grading relationship between the subject site and adjacent properties. The use of retaining walls is discouraged as they impede porosity and connectivity through the site; and
- Wind tunnels and impacts. Wind impacts on some outdoor amenity locations exceed safety criterion. Wind impacts should be assessed and mitigated to ensure comfortable levels of wind throughout the site.

Rental Housing Demolition and Replacement

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 but one of the 33 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 and develop an acceptable tenant relocation and assistance plan to mitigate hardship for existing tenants.

The Housing Issues Report suggests that several of the existing dwelling units on the lands are live-work units. Through applications involving the demolition of live-work rental housing, the City works to replace the live-work rental units if they would be permitted under the proposed zoning for the site, as such housing is unique in form but limited in supply, fulfills a need for artists and entrepreneurs, and is often concentrated in former industrial areas (such as the subject site) that are targeted for regeneration and redevelopment.

The applications propose to provide 23 live-work units on the ground floor of the proposed development, although none of these live-work units are designated replacement rental units. Should any of the existing live-work units be rental units, City staff will work with the applicant to ensure the same number, size, and bedroom type of live-work replacement rental units are provided in the proposed development.

A site visit will also be conducted by staff in order to confirm the number of rental units, including the number of rental live-work units and whether the size of the proposed

replacement rental units reflects the size of the units they are replacing. If necessary, staff may collect additional information from the owner and tenants to assist in making a determination of whether an existing rental unit is being used for live/work rental purposes.

Provision of New 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.

The Planning Rationale indicates the applicant is amenable to the provision of affordable housing as part of a Section 37 benefits package. Staff will engage in discussions with the applicant to evaluate potential opportunities for the provision of affordable housing within the proposed development.

Land Use

Through staff's review of the applications and the work undertaken as part of the Bloor Street Study, staff have become aware of the extensive non-residential uses that are currently operating on the subject site. These uses are varied but many contribute to an established arts and culture community.

City Council has directed City Planning staff to work with the Ward Councillor, Economic Development staff, the local arts community, and the residential and commercial tenants at 221, 225, and 227 Sterling Road on means of retaining arts and culture and maker spaces throughout the Bloor Street Study area. Through both staff's review of the applications and the work being undertaken as part of the Bloor Street Study, staff are exploring ways to encourage the retention of non-residential uses, particularly arts and culture and maker spaces throughout the Bloor Street Study area.

The subject site is designated *Apartment Neighbourhoods* which permits small-scale retail, service, and office uses that serve the needs of area residents. Given the direction of City Council to consult and explore ways of retaining existing non-residential uses on the subject site and the broader Bloor Street Study area, staff are exploring whether the site should be redesignated to a more appropriate land use designation, such as *Mixed Use Areas*, to encourage and support the provision of a mix of uses.

Compatibility/Mitigation

To the south of the subject site are lands designated *Core Employment Areas* which are places for business and economic activities. Policy 2.2.4.5 of the Official Plan states that sensitive land uses proposed outside of, and adjacent to, *Employment Areas* or within the influence area of major facilities, should be planned to ensure that they are appropriately designed, buffered and/or separated from *Employment Areas* and/or major facilities. Policy 2.2.4.6 requires applications proposing to develop or intensify

sensitive land uses in a location identified in Policy 5 to include a Compatibility/Mitigation Study. A Compatibility/Mitigation Study was submitted in support of the application and will be peer reviewed in order to assess the compatibility of the proposed intensification of the sensitive land use with the permitted uses in the adjacent *Employment Area*.

Heritage Impact & Conservation

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 the subject site and the property directly to the south, 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 the subject site was identified as having potential heritage significance, a Heritage Impact Assessment (HIA) was submitted in support of the applications. Heritage Planning staff are concerned that the applicant's analysis of the heritage value of the subject property in the HIA is limited, does not include a full analysis against the Provincial criteria for determining heritage value, and includes contradictory statements.

The subject property is a representative example of an industrial factory-style building that has direct associations with the Fairbanks-Morse Canadian Manufacturing Company that operated from the subject site for nearly three decades and which employed over 300 members of the local community. It has contextual value and contributes to the historic industrial character of this part of the south Junction Triangle neighbourhood and retains remnants of an old railway spur line that is noted in the HIA as being "important in contextualizing and appreciating the industrial history of the subject building." Members of the local community have also stated that they value its existing use as having cultural heritage value. Heritage Planning therefore considers that the building complies with the Provincial criteria for determining heritage value and, as such, constitutes a significant heritage resource.

In order to facilitate the proposed development, the existing building on the subject site would be demolished. Heritage Planning are concerned about the demolition of the whole of the existing building which is considered to be a significant heritage resource. Both Provincial and the City's planning policies require that significant heritage resources are conserved.

As the subject property is considered to include a significant heritage resource, Heritage Planning will be seeking its designation under Part IV of the *Ontario Heritage Act*.

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.

Given the size of the subject site, staff will engage in discussions with the applicant to evaluate the potential of providing a facility on-site.

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.

Infrastructure/Servicing Capacity and Transportation

Staff are reviewing the applications 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.

The applications propose to convey 15.3 metre wide strip of land along the western limit of the subject site towards a future 16.5 metre southerly extension to Ruttan Street which currently terminates in a cul-de-sac at the northern limit of the subject site. The balance of the future street, approximately 1.2 metres, would need to be conveyed from the adjacent development at 1405-1409A Bloor Street West and 229-231A Sterling Road. Staff are reviewing the proposed alignment and configuration of the proposed

public street as well as the future intersection at Sterling Road. Staff will continue to coordinate with the adjacent landowner on the provision of the balance of land required to form a 16.5 metre wide public street and on the alignment and configuration of the street.

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.

Parkland

In accordance with the public realm network plan of the Bloor Street Study Planning Framework, the applications propose a new public park with an approximate size of 1,100 square metres located at the southwest corner of the site. The proposed park includes lands from both the subject site and the proposed development at 1405-1409A Bloor Street West and 229-231A Sterling Road. Approximately 988 square metres of the proposed park would be dedicated from the subject site and the remaining 111 square metres would be conveyed from the adjacent development, which represents an under dedication. The combined parkland requirement for the subject site (960.13 square metres) and 1405-1409A Bloor Street West and 229-231A Sterling Road (396.5 square metres) is 1,356.6 square metres.

Staff are reviewing the proposed size, orientation, and location of the proposed public park and will continue to coordinate with the adjacent landowner on the provision of one consolidated public park.

Other Matters

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

CONTACT

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SIGNATURE

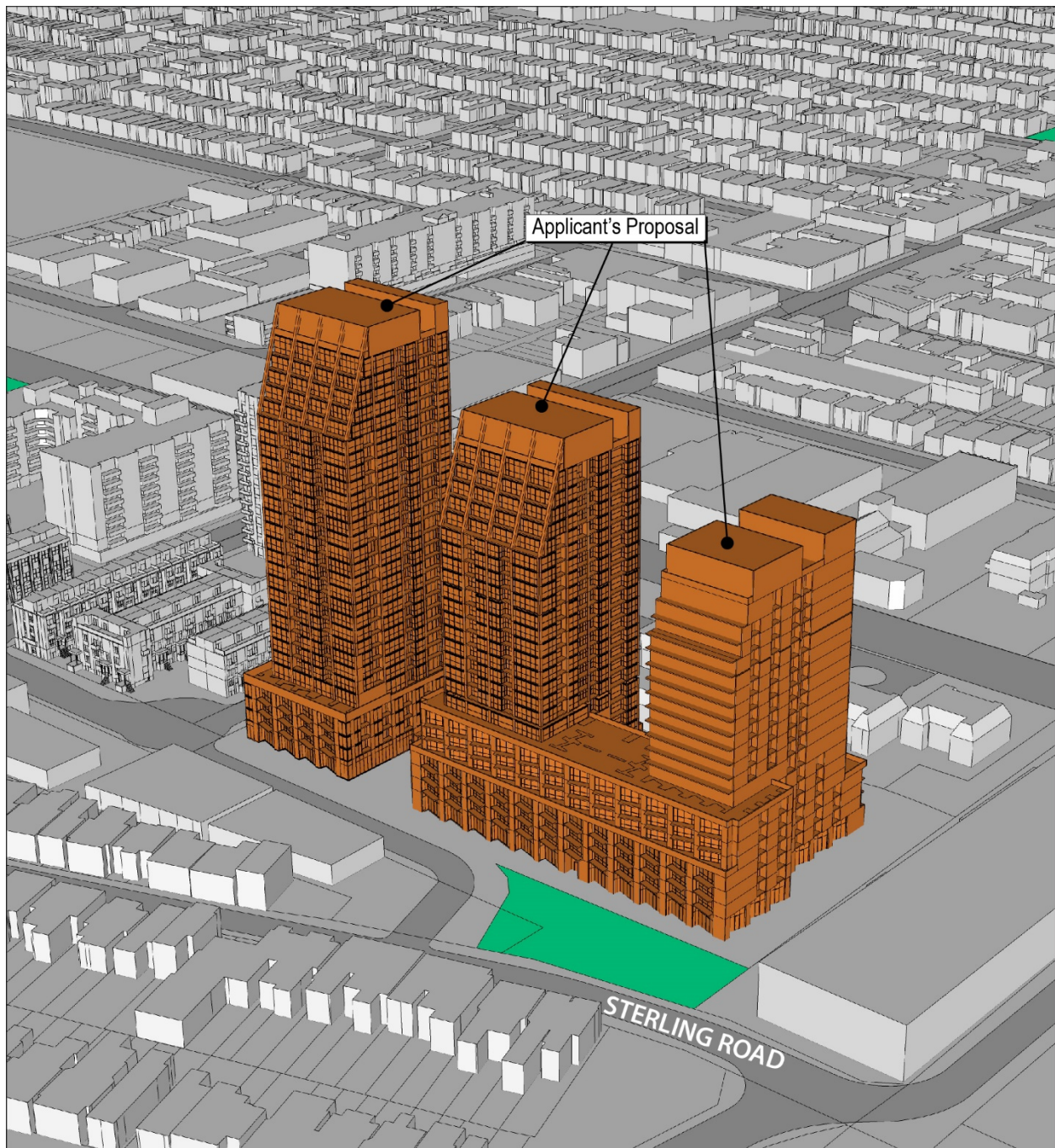
Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning, Toronto and East York District

ATTACHMENTS

City of Toronto Drawings

Attachment 1a: 3D Model of Proposal in Context- Looking Northeast
Attachment 1b: 3D Model of Proposal in Context- Looking Southwest
Attachment 2: Location Map
Attachment 3: Site Plan
Attachment 4: Official Plan Map
Attachment 5: Zoning By-law 569-2013
Attachment 6: Bloor St Study Public Realm Network Plan
Attachment 7: Bloor St Study Character Area
Attachment 8: Bloor St Study Properties with Potential Cultural Heritage Value
Application 9: Application Data Sheet

Attachment 1a: 3D Model of Proposal in Context- Looking Northeast

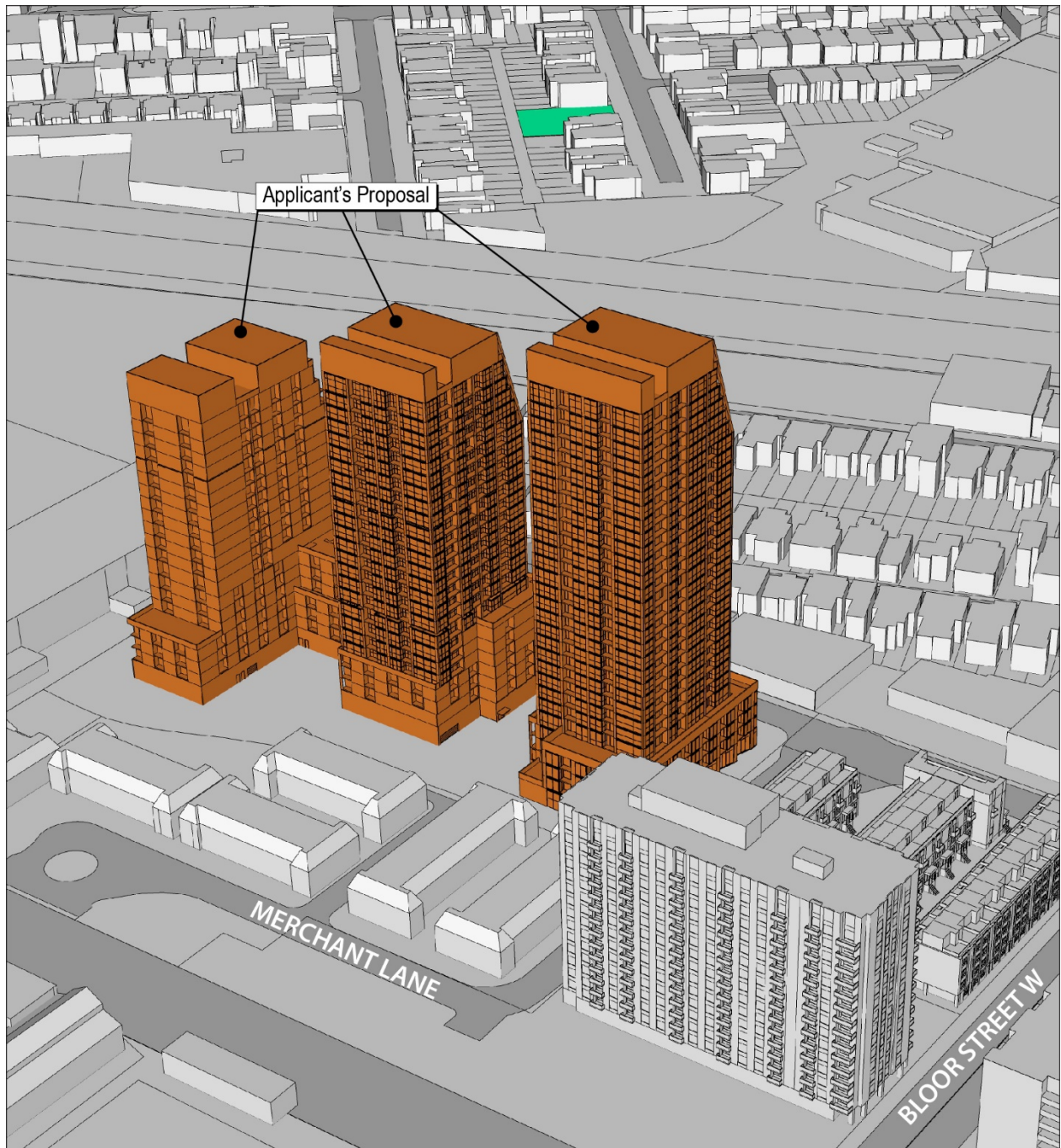


View of Applicant's Proposal Looking Northeast



08/04/2021

Attachment 1b: 3D Model of Proposal in Context- Looking Southwest

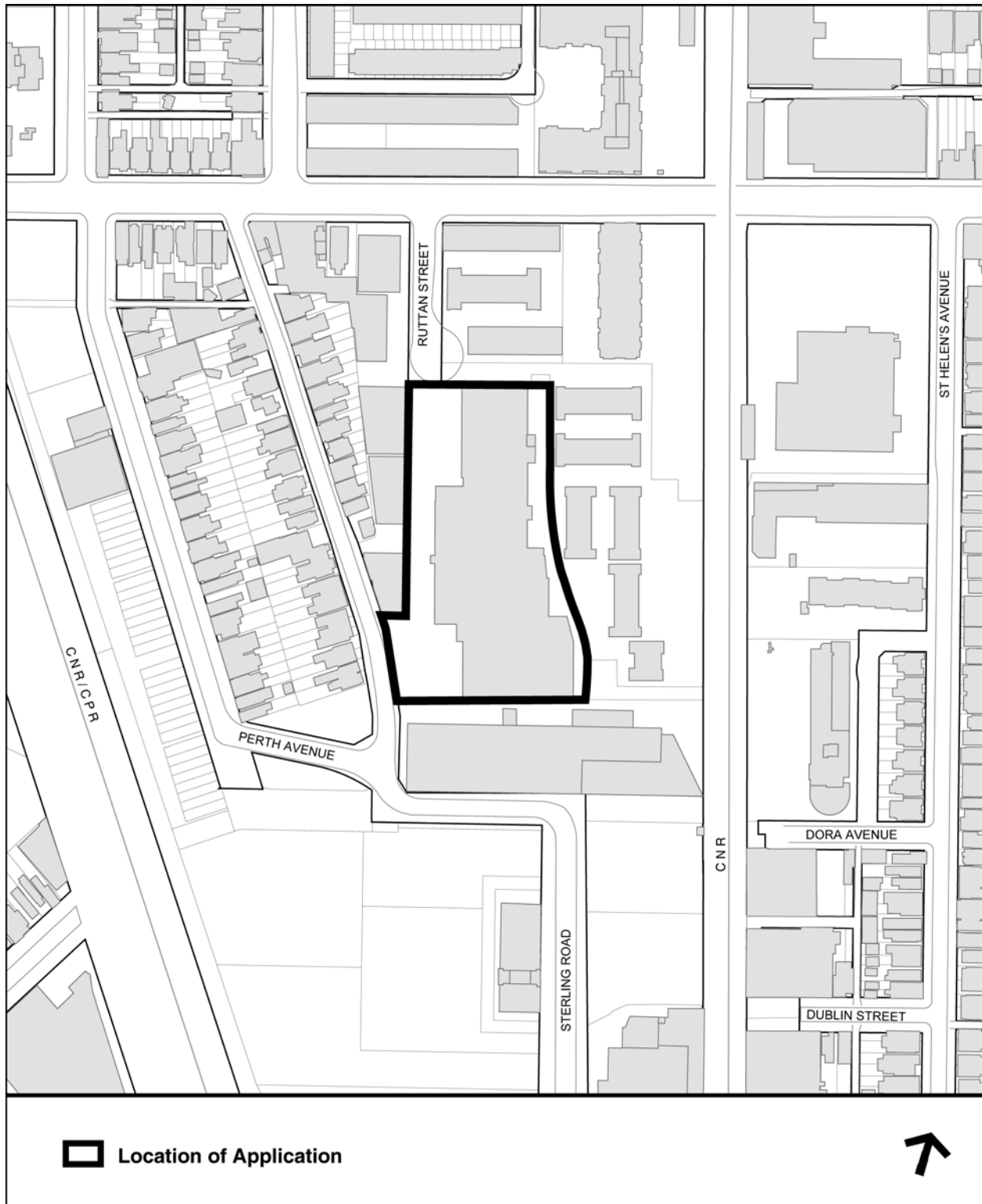


View of Applicant's Proposal Looking Southwest

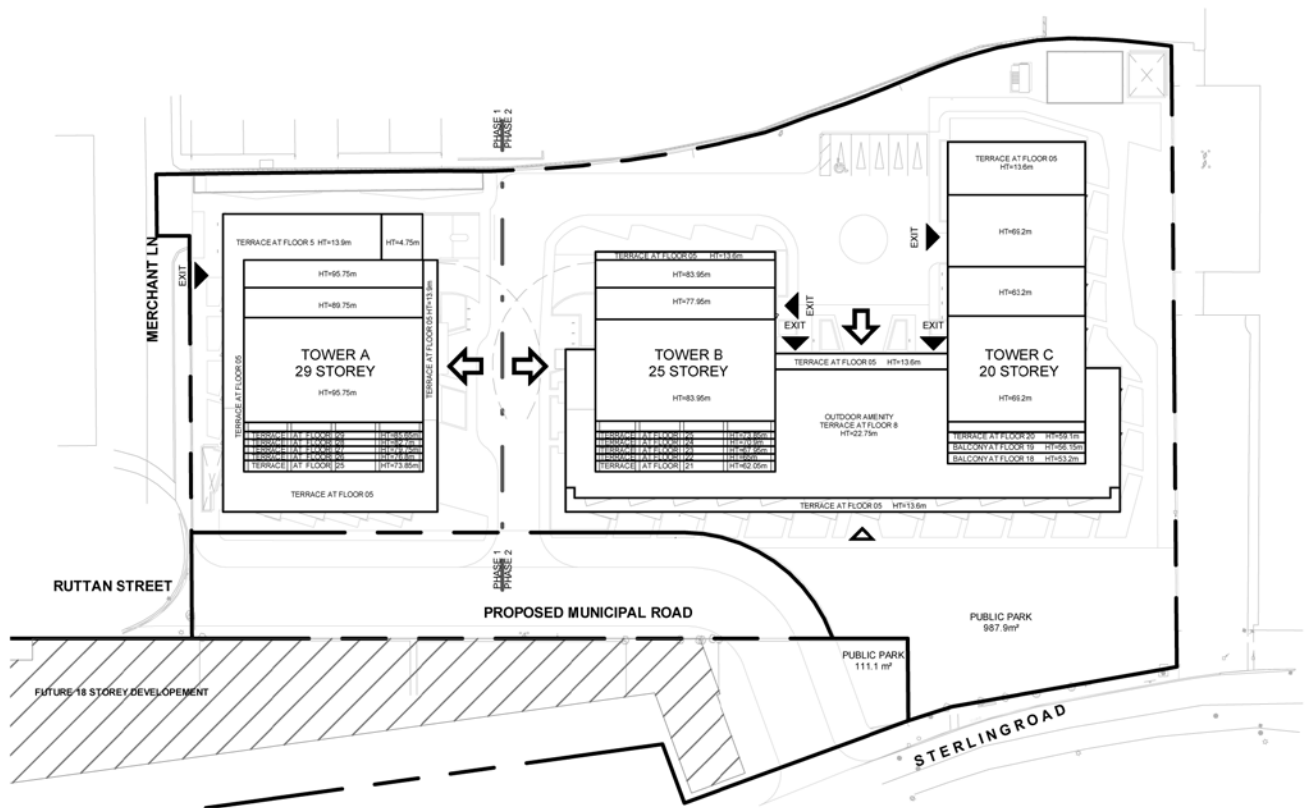


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Attachment 2: Location Map



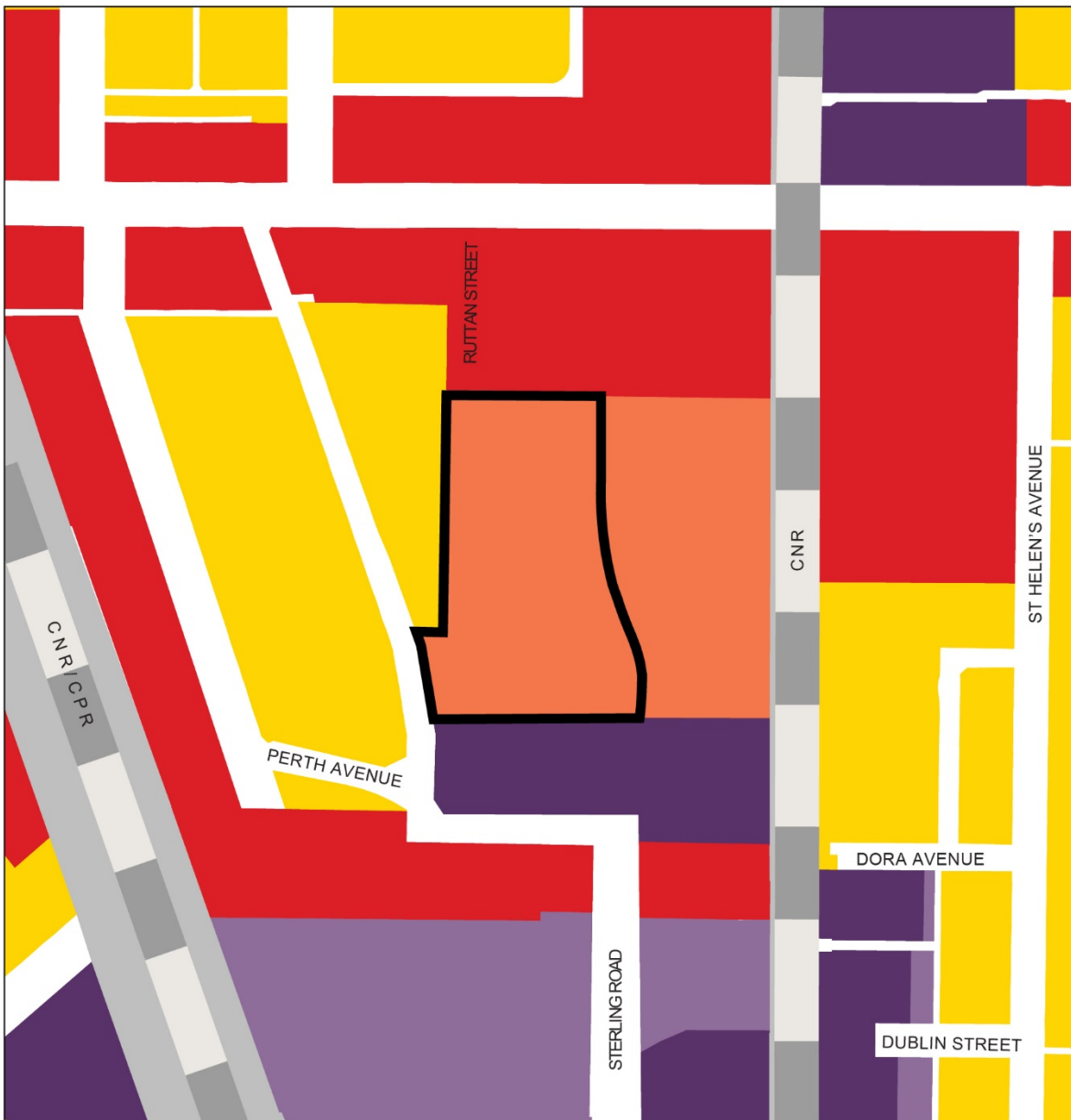
Attachment 3: Site Plan



Site Plan



Attachment 4: Official Plan Map




Official Plan Land Use Map #18

221 Sterling Road

File # 21 151444 STE 09 0Z




 Not to Scale
 Extracted: 08/04/2021

Staff Report for Action - Preliminary Report - 221, 225 & 227 Sterling Rd



221-227 Sterling Road

File # 21 151444 STE 09 0Z

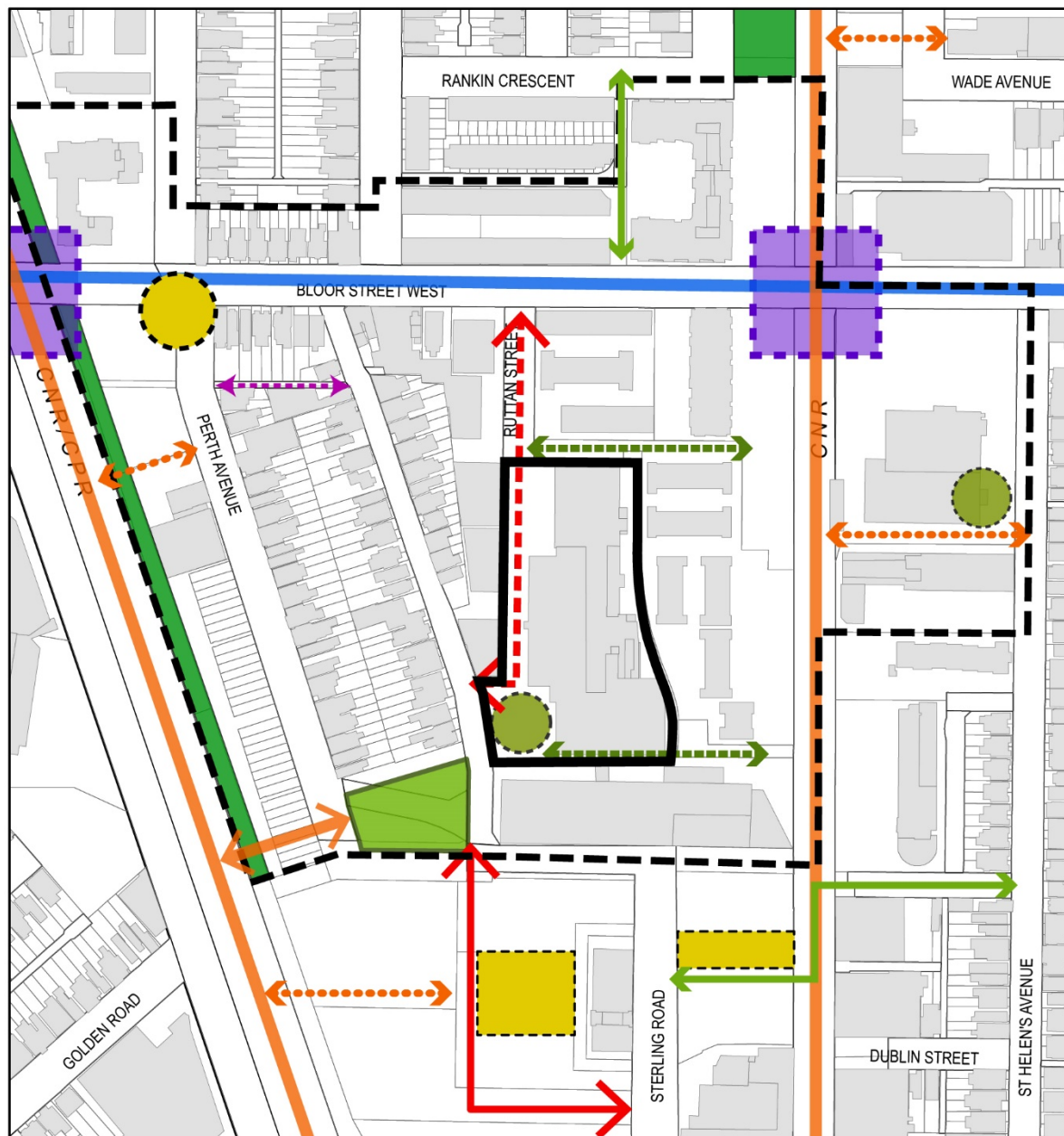


See Former City of Toronto By-law No. 438-86
R2 Residential District
MCR Mixed-Use District
I2 Industrial District



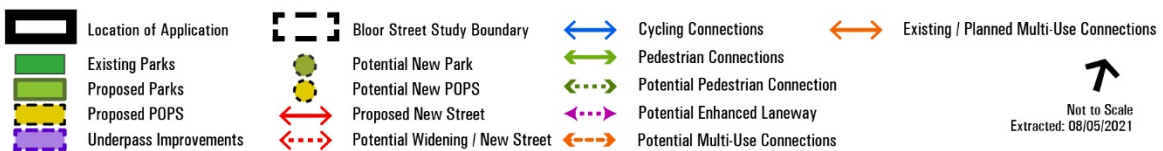
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Attachment 6: Bloor St Study Public Realm Network Plan

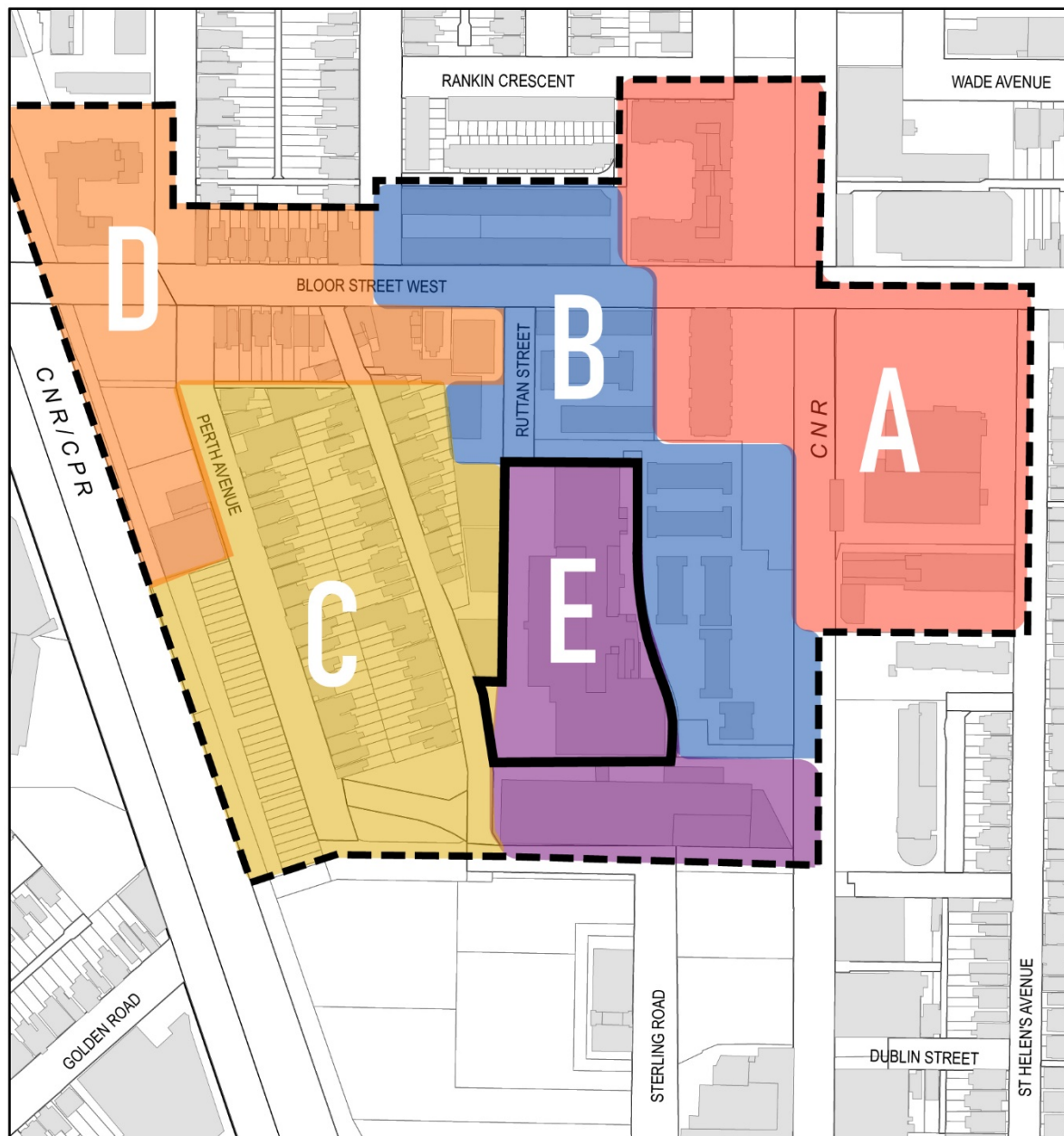


221-227 Sterling Road

Public Realm Network Plan (Extracted from Bloor Street Study) File # 20 151444 STE 09 02



Attachment 7: Bloor St Study Character Area



Character Areas (Extracted from Bloor Street Study)

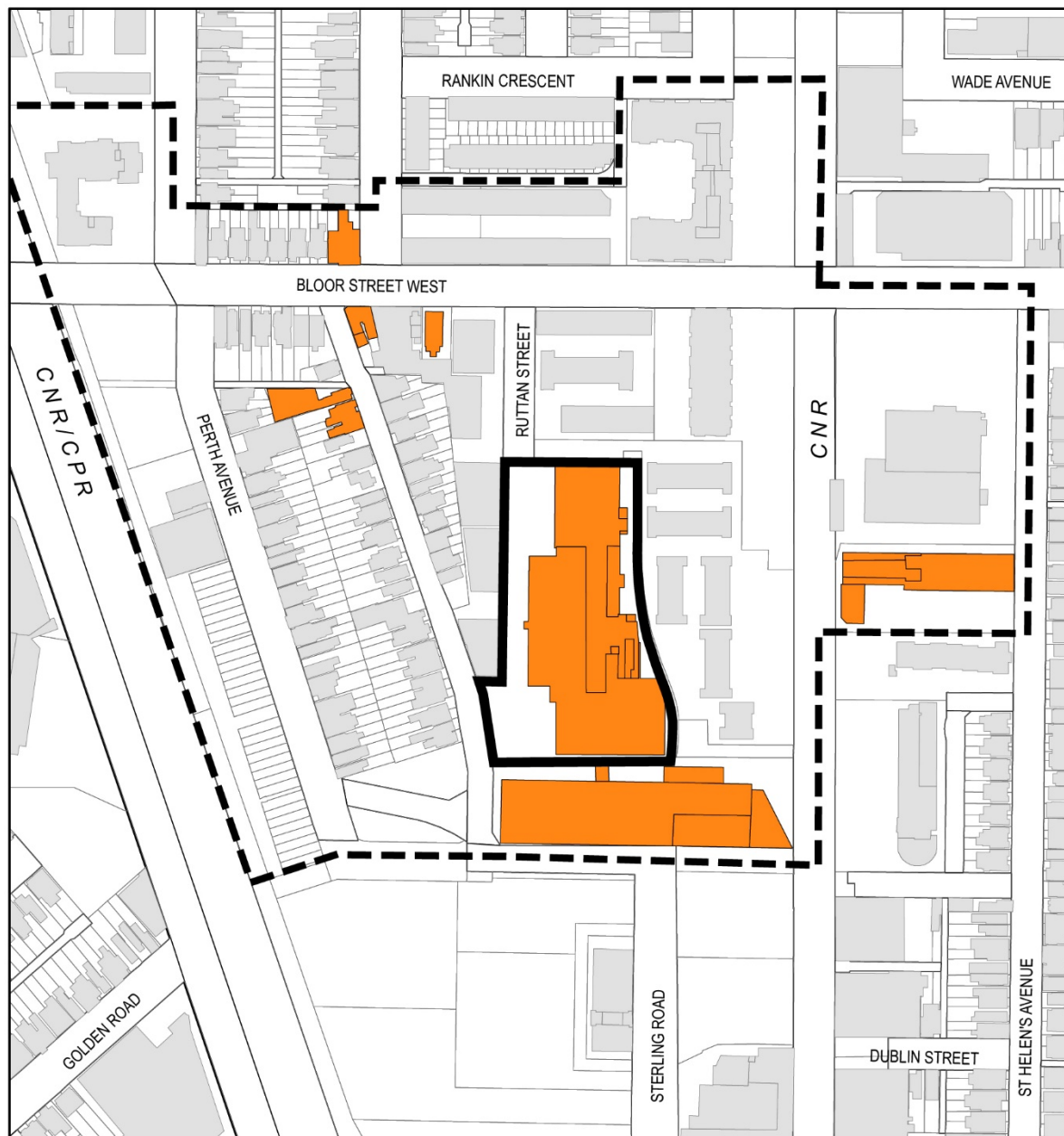
221-227 Sterling Road

File # 20 151444 STE 09 02



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Not to Scale
Extracted: 08/04/2021

Attachment 8: Bloor St Study Properties with Potential Cultural Heritage Value



221-227 Sterling Road

Properties with Potential Cultural Heritage Value
(Extracted from Bloor Street Study)

File # 20 151444 STE 09 02



Location of Application



Bloor Street Study Boundary

Properties with Heritage Potential



Not to Scale
Extracted: 08/05/2021

Application 9: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 221 STERLING RD **Date Received:** May 7, 2021

Application Number: 21 151444 STE 09 OZ

Application Type: Rezoning, Draft Plan of Subdivision, Rental Housing Demolition

Project Description: Zoning By-law Amendment application to facilitate the development of 3 residential towers having height of 29, 25, and 20 storeys atop two podiums. A total of 892 residential dwelling units are proposed, of which, 33 units are rental replacement units. The total residential gross floor area on the lot is 56,482.80 square metres.

Applicant	Architect	Owner
BOUSFIELDS 200- 3 CHURCH ST TORONTO, ON M5E 1M2	TURNER FLEISCHER 67 LESMILL RD TORONTO, ON M3B 2T8	221 STERLING ROAD HOLDINGS INC 50 CONFEDERATION PKWY CONCORD, ON L4K 4T8

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:
Zoning:	R (d1.5) (x58)	Heritage Designation:
Height Limit (m):	14	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 10,935 Frontage (m): 143 Depth (m): 97

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			4,038	4,038
Residential GFA (sq m):			56,483	56,483
Non-Residential GFA (sq m):				
Total GFA (sq m):			56,483	56,483
Height - Storeys:	2		29	29
Height - Metres:			90	90

Lot Coverage Ratio (%) 36.92 Floor Space Index: 5.17

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 56,278 205

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure Existing Retained Proposed Total

Rental: 33 33 33

Freehold:

Condominium: 859 859

Other:

Total Units: 33 892 892

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	67	591	148	86	
Total Units:	67	591	148	86	

Parking and Loading

Parking Spaces: 417 Bicycle Parking Spaces: 952 Loading Docks: 3

CONTACT:

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