

# **1405, 1407, 1409 & 1409A Bloor Street West and 229, 231 & 231A Sterling Road – Official Plan and Zoning By-law Amendment Applications – Request for Direction Report**

**Date:** September 21, 2021  
**To:** Toronto and East York Community Council  
**From:** Director, Community Planning, Toronto and East York District  
**Ward:** 9 - Davenport

**Planning Application Number:** 20 199975 STE 09 OZ

## **SUMMARY**

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On October 6, 2020, an application to amend the Official Plan and Zoning By-law was submitted for the properties at 1405-1409A Bloor Street West and 229-231A Sterling Road (the "subject site"), in order to redevelop the lands with an 18-storey mixed use building with an overall building height of 67.5 metres, inclusive of the mechanical penthouse (the "application").

The application was deemed complete on November 6, 2020 and appealed by the applicant to the Local Planning Appeal Tribunal, now called the Ontario Land Tribunal (the "OLT"), on April 8, 2021 due to the City's failure to make a decision on the application within the prescribed time period set out in the *Planning Act*.

This report recommends that the City Solicitor, together with City Planning staff, and other appropriate City staff, attend the OLT in opposition to the application. The proposed Official Plan and Zoning By-law Amendments are not consistent with parts of the Provincial Policy Statement (2020), do not conform to parts of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), and do not conform to the City's Official Plan, in particular, the public realm, built form, and land use designation policies. Further, the proposed development does not adequately address the City's Tall Building Design Guidelines or Growing Up Guidelines, or meet the intent of those guidelines.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current application regarding the Official Plan and

Zoning By-law Amendment appeals for the lands at 1405-1409A Bloor Street West and 229-231A Sterling Road.

2. In the event that the Ontario Land Tribunal allows the appeals in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:

a) the final form and content of the draft Official Plan and Zoning By-law amendments are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;

b) the owner has addressed all outstanding issues raised by Engineering and Construction Services as they relate to the Official Plan and Zoning By-law Amendment application as set out in their memo dated February 22, 2021 or as may be updated in response to further submissions filed by the owner, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

c) the owner has provided a revised Functional Servicing Report, Stormwater Management Report, Municipal Servicing and Grading Plan, and any other reports or documents deemed necessary in support of the development to the City for review and acceptance by and to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services. These reports shall determine whether the municipal water, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required;

d) the owner has entered into a financially secured agreement for the construction of any improvements to the municipal infrastructure, at the owner's sole expense, should it be determined that upgrades are required to support the development as identified in the accepted Functional Servicing and Stormwater Management Reports or any other reports accepted by the Chief Engineer and Executive Director, Engineering and Construction Services; and

e) City Planning staff have confirmed whether a Rental Housing Demolition application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the *City of Toronto Act, 2006* is required to demolish the existing rental dwelling units at 1405-1409A Bloor Street West and 229-231A Sterling Road and, if such an application is required, that City Council has made a decision on a future Rental Housing Demolition application for 1405-1409A Bloor Street West and 229-231A Sterling Road and the owner has entered into, and registered on title to the lands, one or more agreements with the City, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, securing all rental housing-related matters necessary to implement Council's decision; and

f) the parties have had an opportunity to negotiate community benefits and other matters in support of the development to be secured in an agreement pursuant to Section 37 of the *Planning Act*, and such agreement has been registered on title to

the lands in a form satisfactory to the City Solicitor and the Chief Planner and Executive Director, City Planning.

3. City Council authorize the City Solicitor and appropriate City staff to continue discussions with the applicant to address the issues outlined in this report.
4. City Council authorize the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

## **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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A pre-application meeting was held with the applicant on March 4, 2020. Issues discussed were related to the conceptualized building height, density, massing, shadowing onto lands designated *Neighbourhoods* to the north, streetscape improvements, eliminating building overhang above the first level, the requirement for an Official Plan Amendment, the southerly extension of Ruttan Street to provide public frontage, and the review of the location and configuration of an on-site parkland dedication.

On July 28, 2020, City Council adopted a motion instructing staff to undertake a study to evaluate the appropriate built form, transportation and pedestrian networks, public realm strategy for parks and open spaces and potential heritage resources, establish a community consultation process, and to report back with a planning framework for the area generally bounded by Bloor Street West, St. Helen's Avenue, and Perth Avenue. The subject site is located within the Bloor Street Study Area. The link to City Council's motion can be found here:

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

A Preliminary Report on the application was adopted by Toronto and East York Community Council on January 12, 2021, which directed staff to conduct a community consultation meeting. The link to the Preliminary Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE22.11>

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

The Official Plan and Zoning By-law Amendment application proposes an 18-storey mixed use building with an overall height of 67.5 metres, inclusive of the mechanical penthouse. The proposed building would step down to twelve and four-storeys towards the south and would be comprised of 326 residential units and 237 square metres of commercial uses at the ground level for a total gross floor area (GFA) of 21,384 square metres, which equates to a floor space index (FSI) of 5.35 times the area of the lot. A summary of the application's statistics can be found in the table below:

| Category                 | October 2020 Submission  |
|--------------------------|--|
| Site Area                | 4,002.3 m <sup>2</sup>   |
| Site Frontage & Depth    | Bloor St W: 25.3 m<br>Ruttan St: 73.8 m<br>Sterling Rd: 34.7 m<br>Lot Depth: 179 m   |
| Total GFA                | Residential: 21,147 m <sup>2</sup><br>Non-Residential: 237 m <sup>2</sup><br><b>Total: 21,384 m<sup>2</sup></b>  |
| FSI                      | 5.35 times the area of the lot   |
| Building Height          | 18-storey portion & mechanical: 67.5 m<br>12-storey portion: 41.6 m<br>4-storey portion: 13.15 m   |
| Total Residential Units  | Studio: 49 units (15%)<br>1-Bedroom: 197 units (60.4%)<br>2-Bedroom: 43 units (13.2%)<br>3-Bedroom: 37 units (11.3%)<br><b>Total: 326 units (100%)</b> |
| Vehicular Parking Supply | Resident Parking: 101 spaces<br>Visitor Parking: 0 spaces<br>Commercial Parking: 0 spaces<br><b>Total: 101 spaces</b>                                  |

| Category  | October 2020 Submission  |
|---|--|
| <b>Bicycle Parking Supply</b>                       | Long-term Parking (Resident): 296 spaces<br>Short-term Parking (Visitor): 34 spaces<br>Total: 330 spaces   |
| <b>Loading</b>                                      | One Type 'G'   |
| <b>Amenity Space</b>                                | Indoor Amenity Space: 665 m <sup>2</sup> (2.03 m <sup>2</sup> /unit)<br>Outdoor Amenity Space: 769 m <sup>2</sup> (2.35 m <sup>2</sup> /unit)<br>Total: 1,434 m <sup>2</sup> |
| <b>Parkland Dedication of Potential Future Park</b> | 400.26 m <sup>2</sup>  |

The 18-storey portion of the proposed building would be located within the extent of the existing *Mixed Use Areas*, fronting Bloor Street West, while the proposed 4-storey portion of the building would be located within the existing extent of the existing *Neighbourhoods*. The 12-storey portion of the proposed building would be located within the *Neighbourhoods* designated lands, however, the application proposes to redesignate this portion of the *Neighbourhoods* to *Mixed Use Areas* in order to permit the proposed scale of the 12-storey portion of the building.

The proposed ground floor commercial uses would be located at the northeast corner of the building, wrapping the corner of Bloor Street West and Ruttan Street. The residential lobby would be located at the northwest corner of the building, fronting Bloor Street West. To the south of the commercial uses along Ruttan Street, is the entrance to the garbage, servicing, loading areas, and two vehicle elevators that would lead to three levels of underground parking. The extent of the underground structure would be limited to the existing and proposed *Mixed Use Areas* and would not extend into the lands that would remain designated *Neighbourhoods*. The application proposes 101 vehicular parking spaces, of which none will be dedicated to residential visitors or the commercial uses. The application also proposes 330 bicycle parking spaces, of which 269 spaces will be for residents and 34 spaces will be for visitors. The proposed resident bicycle parking spaces would be located on all three levels of the underground garage and the proposed visitor bicycle parking spaces would be located within the first level of the underground garage, in a secure room. An internalized Type 'G' loading space is proposed that would take access from Ruttan Street before the street terminates into a cul-de-sac at Merchant Lane.

A total of 1,434 square metres of amenity space is proposed, including 665 square metres of indoor amenity space and 769 square metres of outdoor amenity space. The indoor amenity space would be located on the mezzanine, second, third, and fourth levels of the building and approximately 635 square metres of the outdoor amenity space would be provided on the roof of the 4-storey portion of the building. The remaining outdoor amenity space would be located at-grade, within the western setback.

The materials submitted in October of 2020, in support of the application, also conceptualize a potential future on-site park located towards the southern limit of the site with a size of approximately 400 square metres.

Detailed project information can be found on the City's Application Information Centre at: [aic.to/1405BloorStW](http://aic.to/1405BloorStW). See also Attachment 1 for the location map, Attachments 2-3 for a 3D model of the proposal in context, Attachment 4 for the site plan, and Attachments 5-8 for the building elevations.

## Site and Surrounding Area

The subject site is located at the southwest corner of Bloor Street West and Ruttan Street and is comprised of the properties known municipally as 1405, 1407, 1409, and 1409A Bloor Street West and 229, 231, and 231A Sterling Road. The site has an area of 4,002.3 square metres and 25.3 metres of frontage along Bloor Street West and a lot depth of 179 metres, which includes 73.8 metres of frontage on Ruttan Street and 34.7 metres of frontage along Sterling Road. The site is generally flat, with a gradual downward slope of approximately one metre from north to south. The subject site is occupied by five buildings consisting largely of automotive repair uses and live-work units that are currently vacant.

The site is surrounded by the following uses:

**North:** To the north of the subject site, at the northeast corner of Bloor Street West and Symington Avenue, are 3-storey, plus rooftop patio lofts at 1396-1400 Bloor Street West and 39-43 DeKoven Mews. The development includes two parallel rows of 3-storey buildings oriented east-west and contains 24 converted residential loft units.

**South:** To the south of the subject site is an industrial area currently occupied by a mix of non-residential and industrial uses. This area is subject to Official Plan Amendment (OPA) 260 which permitted the redesignation of certain lands from *Employment Areas* to *Neighbourhoods* and *Mixed Use Areas*. The Zoning By-law Amendment provides for nine development blocks, a public park block, publicly accessible open space, and a new private street. The Museum of Contemporary Art (MOCA) is located within this area.

**East:** To the immediate east of the subject site is Ruttan Street, which terminates in a cul-de-sac at Merchant Lane. On the east side of Ruttan Street, at 1, 11, and 21 Ruttan Street, are three rows of 4-storey, plus rooftop patio back-to-back and stacked townhouse blocks. Running east of Ruttan Street is a 10-metre wide private laneway, known as Merchant Lane. To the south of Merchant Lane and immediately east of the subject site at 221, 225, and 227 Sterling Road is a one- and two-storey industrial, factory-style building occupied by residential and non-residential uses and a surface parking lot associated with this property. These properties at 221-227 Sterling Road are subject to active Zoning By-law Amendment, Draft Plan of Subdivision, and Rental Housing Demolition applications. The Preliminary Report in association with these applications can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE27.21>.

**West:** To the immediate west of the subject site at 1411 Bloor Street West, is a 3-storey converted house-form building occupied by the Candy Factory Child Care Centre. This building was identified as having potential heritage significance through the ongoing Bloor Street Study. To the immediate west of the southerly portion of the subject site, along the east side of Sterling Road is predominantly two-storey semi-detached residential dwellings. These lots are generally narrow and shallow and back onto the existing automobile repair shop on the subject site.

### **Reasons for Application**

An amendment to the Official Plan is required to partially redesignate the subject site where the 12-storey portion of the building is proposed from *Neighbourhoods* to *Mixed Use Areas*.

The Zoning By-law Amendment is required to amend Zoning Bylaw 569-2013 to facilitate the proposed development, including a change in the zone label for the 12-storey portion of the proposed building from 'Residential' to 'Commercial Residential'. The application is also required to vary the performance standards for the remainder of the proposed building including amendments to building height, floor space index, building setbacks, and parking, among others.

### **Application Submission Requirements**

Following the pre-application meeting held with the applicant on March 4, 2020, staff issued a planning application checklist. This application checklist outlined the materials required to be submitted by the applicant as part of the Official Plan and Zoning By-law Amendment application in order for the application to be deemed complete.

Materials submitted by the applicant in support of the application include:

- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Architectural and Landscape Plans;
- Planning and Urban Design Rationale;
- Avenue Segment Study;
- Housing Issues Letter;
- Rental Housing Demolition and Conversion Declaration of Use and Screening Form;
- Public Consultation Strategy;
- Geotechnical Report;
- Geohydrology Assessment;
- Phase Two Environmental Site Assessment;
- Functional Servicing and Stormwater Management Report;
- Transportation Noise and Vibration Feasibility Assessment;
- Traffic Impact Assessment and Parking Study;
- Toronto Green Standards Checklist;
- Qualitative Pedestrian Level Wind Assessment;

- Land Use Compatibility Study;
- Tree Inventory and Preservation Plan Report and Tree Preservation Plan; and
- Energy Strategy Report.

### Agency Circulation

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application.

## **POLICY CONSIDERATIONS**

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### ***The Planning Act***

Section 2 the *Planning Act*, R.S.O 1990, c. P.13, identifies matters of provincial interest to which a municipality shall have regard in carrying out its responsibilities under the *Act*. Amongst other matters, this includes:

- The orderly development of safe and healthy communities;
- The adequate provision and distribution of educational, health, social, cultural, and recreational facilities and a full range of housing, including affordable housing and employment opportunities;
- The appropriate location of growth and development and the promotion of development that is designed to be sustainable to support public transit and to be oriented to pedestrians; and
- The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement, 2020 (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and



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

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "the official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

### **A Place to Grow: 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 amended Growth Plan 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 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 Growth Plan also 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 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.

Staff have reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan. The outcome of staff's analysis and review is summarized in the 'Comments' section of this report.

### **Toronto Official Plan**

The City of Toronto Official Plan (the "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. The Official Plan can be found here:

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

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

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

The subject site includes lands designated *Avenues* on Map 2 of the Official Plan and *Mixed Use Areas* and *Neighbourhoods* on Map 18. Refer to Attachment 9: Official Plan Land Use Map.

## **Chapter 2- Shaping the City**

### **Section 2.2.3 Urban Structure- *Avenues***

The Bloor Street West frontage of the subject site is located along on an *Avenue*. *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 Official Plan also directs that development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an *Avenue* Study, will achieve the following, in addition to satisfying all other policies of the Official Plan, including the neighbourhood protection policies:

- i. Support and promote the use of transit;
- ii. Contribute to the creation of a range of housing options in the community;
- iii. Contribute to an attractive, safe, and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- iv. Provide universal physical access to all publicly accessible spaces and buildings;
- v. Conserve heritage properties;

- vi. Be served by adequate parks, community services, water and sewers, and transportation facilities; and
- vii. Be encouraged to incorporate environmentally sustainable building design and construction practices.

### **Section 2.3.1 Healthy *Neighbourhoods***

By focusing most new residential development in strategic locations like the *Downtown, Centres*, and along the *Avenues*, the shape and feel of neighbourhoods will be preserved. A cornerstone policy of the Official Plan is to ensure new development in neighbourhoods respects the existing physical character of the area, reinforcing the stability of the neighbourhood.

Policy 2.3.1.1 of the Official Plan states that *Neighbourhoods* are considered to be physically stable and development in *Neighbourhoods* will respect and reinforce the existing physical character of buildings, streetscapes, and open space patterns in these areas.

The Official Plan, through policy 2.3.1.3, requires new development within *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density, maintain adequate light and privacy, orient and screen lighting and amenity areas to minimize impacts, locate and screen service areas, surface parking, and underground access to also minimize impacts, and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as to not diminish residential amenity of those *Neighbourhoods*.

### **Section 2.4 Bringing the City Together: A Progressive Agenda of Transportation Change**

Map 4 of the Official Plan identifies Bloor Street and the nearby Kitchener and Barrie GO rail corridors as Higher Order Transit Corridors. Section 2.4 of the Official Plan addresses the differing transportation demands between areas targeted for growth and those other parts of the City where little physical change is foreseen. This section of the Plan provides a policy framework to make more efficient use of the City's infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City. The policies also state that planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Official Plan.

## **Chapter 3- Building a Successful City**

### **Section 3.1.1 Public Realm**

The public realm is the fundamental organizing element of the City and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity, and overall quality of life. It is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city, and regional level. The public realm and the buildings that frame it convey our

public image to the world and unite us as a City. They contribute to Toronto's cultural heritage and are fundamental to defining urban form and character and set the stage for festivals, parades, and civic life as well as for daily social interaction. Quality design of our public spaces enhance people's sense of community identity.

The public realm policies in Section 3.1.1 of the Official Plan place emphasis on providing the organizing framework and setting for development, fostering complete, well-connected walkable communities, and employment areas that meet the daily needs of people and support a mix of activities, active transportation, and public transit use. They also promote the provision of a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction and contribute to the identity and physical character of the City and its neighbourhoods. Section 3 also recognizes that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant, and complete communities.

### **Section 3.1.2 Built Form**

The built form policies in Section 3.1.2 relate to ensuring that new development in the City can fit harmoniously within the existing area. The policies recognize that buildings have a civic responsibility to meet the needs of the people who live and work in the area and who will encounter the building in their daily lives, in addition to the future users of the building. The policies provide direction on how to ensure that buildings and their facades fit within their existing and/or planned context and requires that each new building should promote and achieve the overall objectives of the Official Plan.

This includes providing appropriate transition to the existing surrounding area and massing development with good proportions to fit within the existing and planned context and to ensure sunlight and sky view from adjacent streets. Transition in scale may be achieved with many "geometric relationships and design methods in different combinations" including angular planes, stepping of heights, location and orientation of the buildings, and the use of setbacks and stepbacks of building mass.

Further, Section 3.1.3 Built Form- Building Types contains policies to guide the design of different building types, including townhouse and low-rise apartments, mid-rise, and tall buildings. These building types are defined by their scale and physical characteristics including site and building organization, relationship to the public street, and building massing and height.

The policies that guide the design of townhouse and low-rise apartment buildings generally limit the height to no taller than four-storeys. This building type will be designed to provide unit and building entrances that have direct access to and are visible from public streets, pedestrian mews, and walkways, integrate with existing grades at the property line, and allow for daylight and privacy on occupied ground floor units.

The policies that guide the design of tall buildings focus on three separate elements: the base, middle, and top. These buildings "come with larger civic responsibilities and obligations than other buildings" and as a result it is important that tall buildings fit within

their existing and/or planned context and limit local impacts. The design objectives of the tower portion of a tall building should be achieved by stepping back the tower from the base building, generally aligning the tower with, and parallel to the street, limiting and shaping the size of the tower floorplates, providing appropriate separation distances from side and rear lot lines as well as other towers, and locating and shaping balconies to limit shadow impacts.

### **Section 3.2.1 Housing**

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

Policy 3.2.1.1 requires the provision of a full range of housing in terms of form, tenure, and affordability to meet the current and future needs of residents. A full range of housing includes rental housing, affordable housing, housing that meets the needs of people with physical disabilities, and housing that makes more efficient use of the existing housing stock.

Policy 3.2.1.6 requires that, for new developments that would result in the loss of six or more rental housing units, at least the same number, size, and type of rental units are replaced and maintained with similar rents and the applicant provides an acceptable tenant relocation and assistance plan addressing the right for tenants to return to the replacement units at similar rents and other assistance to mitigate hardship, unless all of the existing rental units have rents that exceed mid-range rents at the time of application.

## **Chapter 4- Land Use Designations**

### **Section 4.1 *Neighbourhoods***

The subject site has a split land use designation and Map 18 of the Official Plan designates the southern portion of the subject site as *Neighbourhoods*. *Neighbourhoods* are considered physically stable areas made of residential uses in lower scale buildings, such as detached houses, semi-detached houses, duplexes, triplexes, townhouses, as well as interspersed walk-up apartments that are no higher than four-storeys. "Physical changes to the established *Neighbourhoods* must be sensitive, gradual, and 'fit' the existing physical character. A key objective of the Official Plan is that new development respect and reinforce the general physical patterns in a *Neighbourhood*." Policy 4.1.5 provides the development criteria in which development in established *Neighbourhoods* is to be evaluated against. Further, Policy 4.1.9 identifies the development criteria for infill development on properties that vary from the local pattern in terms of size, configuration, and/or orientation. This criteria includes:

- a) Having heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties;
- b) Having setbacks from adjacent residential properties and public streets that are proportionate to those permitted by zoning for adjacent residential properties;
- c) Providing adequate privacy, sunlight, and sky views for occupants for new and existing buildings;
- d) Fronting onto existing or newly created public streets, wherever possible;

- e) Providing safe, accessible pedestrian walkways from public streets; and
- f) Locating and screening, and wherever possible, enclosing service areas and garbage storage and parking, including access to any underground parking.

The Official Plan goes on to state that "no changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the overall physical character of the entire *Neighbourhood*."

#### **Section 4.5- Mixed Use Areas**

The northern portion of the subject is designated *Mixed Use Areas*. *Mixed Use Areas* provide opportunities for increased jobs and/or population, and underutilized lots within *Mixed Use Areas* have the potential to absorb much of the new growth expected in Toronto over the coming decades. While the *Mixed Use Area* designation encourages intensification, the Plan recognizes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

*Mixed Use Areas* "are made up of a broad range of residential, commercial, and institutional uses, in single or mixed use buildings, as well as parks and open spaces, and utilities." The Official Plan directs new development to fit harmoniously into its existing and/or planned context by creating appropriate transitions in scale to existing and/or planned buildings. Policy 4.5.2 directs the new development in *Mixed Use Areas* will:

- Create a balance of high quality commercial, residential, institutional, and open space uses that reduced automobile dependency and meet the needs of the local community;
- Locate and mass new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- Locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- Provide an attractive, comfortable, and safe pedestrian environment;
- Take advantage of nearby transit services;
- Provide good site access and circulation and an adequate supply of parking for residents and visitors; and
- Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

#### **Chapter 5- Making Things Happen**

The Official Plan provides for the use of Section 37 of the *Planning Act* to secure the provision of community benefits in return for an increase in height and/or density of a development. The City may require the owner to enter into an agreement to secure these matters.

Section 37 of the *Planning Act* provides a means for the City to enter into an agreement with an applicant to grant a height and/or density increase for a development that is greater than the zoning by-law would otherwise permit in return for community benefits. Policy 5.1.1 and City Council's approved Section 37 protocol require that the proposed development represent good planning and meets a minimum size requirement of 10,000 square metres and an increase in density of at least 1,500 square metres from the base zoning permissions. Details of a Section 37 Agreement between the City and the applicant are determined together with the Ward Councillor, if the project is ultimately considered to be good planning and is recommended for approval.

Policy 5.3.2.1 of the Official Plan states that design guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Applicable design guidelines are discussed further in this report.

#### Site and Area Specific Policy 97

Site and Area Specific Policy (SASP) 97 permits the properties at 1360, 1405, 1411 and 1439 Bloor Street West, 55 Wade Avenue, 72 Perth Avenue, 221, 229, and 231 Sterling Avenue to be used for any purpose existing on November 26, 2002.

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

The subject site is located within the City-initiated Bloor Street Study, see Attachment 11: Bloor Street Study Boundary Map. 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; 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**

Zoning By-law 569-2013 zones the Bloor Street West portion of the subject site as Commercial Residential 'CR' 3.0 (c1.0; r2.5) SS2 (x1581), see Attachment 10: Zoning By-law 569-2013 Map. The zoning permits a height maximum of 16 metres, a maximum density of 3.0 times the area of the lot, and a range of uses such as apartment



buildings, townhouses, places of worship, and retail stores. The southerly portion of the site is zoned Residential 'R' (d1.5) (x58). The zoning permits a height maximum of 14 metres, a maximum density of 1.5 times the area of the lot, and a range of uses such as detached and semi-detached houses, townhouses, apartment buildings, places of worship, community centres, and libraries.

The development Standard Set 2 (SS2) provides for a range of performance standards, including side and rear yard setbacks and an angular plane.

Exception 'CR 1581' provides that a number of sections of the former City of Toronto Zoning By-law 438-86 continue to apply, including permissions for a range of automobile service uses where they existed on April 16, 2003.

### **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 OLT.

City Planning staff have been unable to confirm whether a Rental Housing Demolition application is required for the properties at 1405-1409A Bloor Street West and 229-231A Sterling Road, as discussed in detail in the Housing Issues section of this report.

### **Design Guidelines**

Through policy 5.3.2.1 of the Official Plan, the Plan allows for implementation plans, strategies, and guidelines to be adopted in order to advance the vision, objectives, and policies of the Official Plan. The following design guidelines were used in the evaluation of the application.

### **City-Wide Tall Building Design Guidelines**

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these guidelines in the evaluation of tall building development applications. The guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize

their local impacts. The Tall Building Design Guidelines can be found here: <https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

### **Avenues and Mid-Rise Buildings Study and Performance Standards**

City Council adopted the Avenues and Mid-Rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the guidelines can be found here: <https://www.toronto.ca/city-government/planning-development/officialplanguidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

### **Growing Up: Planning for Children in New Vertical Communities**

On July 28, 2020, City Council adopted the final Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines (the "Growing Up Guidelines") and directed City Planning staff to apply the guidelines in the evaluation of new multi-unit residential development proposals. The objective of the Growing Up Guidelines is for developments to increase liveability for larger households, including families with children living in vertical communities, at the neighbourhood, building, and unit scale. The Growing Up Guidelines can be found here: <https://www.toronto.ca/city-government/planningdevelopment/planningstudiesinitiatives/growing-up-planning-for-children-in-new-verticalcommunities/>.

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

The purpose of the Pet Friendly Design Guidelines is to guide new developments in a direction that is more supportive of a growing pet population, considering opportunities to reduce the current burden on the public realm, and provide pet amenities for high density residential communities. The Pet Friendly Design Guidelines can be found here: <https://www.toronto.ca/wpcontent/uploads/2019/12/94d3-CityPlanning-PetFriendlyGuidelines.pdf>.

### **Retail Design Manual**

On October 27, 2020, City Council adopted the Retail Design Manual. The Retail Design Manual supports the objectives of complete communities and vibrant streets which are closely tied to the provision of successful, resilient and dynamic retail uses.

The Retail Design Manual is a collection of best practices and is intended to provide guidance on developing successful ground floor retail spaces by providing aspirational retail design best practices to inform, guide, inspire and educate those involved in the design and development of retail uses. The Retail Design Manual can be found here: <https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-157291.pdf>.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard ("TGS"). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Applications must use the documentation required for the version of the Toronto Green Standard in effect at the time of the initial application. TGS Version 3.0: new applications submitted on or after May 1, 2018. The Toronto Green Standard can be found here: [https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/tier-1\\_planning-application-requiements/](https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/toronto-green-standard/tier-1_planning-application-requiements/).

### **Site Plan Control**

The application is subject to Site Plan Control, however, a Site Plan Control application has not yet been submitted.

### **Community Consultation**

City Planning staff, along with the local Ward Councillor, hosted a virtual community consultation meeting on April 6, 2021 using the WebEx Events virtual consultation platform. Approximately 120 members of the public attended. Presentations were made by City Planning staff and the applicant team to provide information on the proposal and the application process. A facilitated discussion was then held where members of the public were able to ask questions or provide feedback on the application.

The feedback on the proposal heard from members of the public includes:

- Concerns with the proposed height, including in particular, the 18- and 12-storey portions, and impacts generated by the proposed height, including shadows and loss of privacy;
- Concerns related specifically to the impacts on the abutting Candy Factory Child Care Centre, the properties within the abutting *Neighbourhoods*, and the abutting Merchant Lane townhouses;
- Concerns related to the physical design of the proposed building;
- Concerns with the impact of the proposed rooftop outdoor amenity space;
- Concerns with nearby transit network being used to justify the proposed density when the existing network is constrained;

- Members of the public requested clarification related to the proposed building setbacks and sun shadow study;
- Concerns related to lack of green space and trees;
- Concerns that the application does not incorporate affordable housing;
- Concerns with the lack of proposed vehicular parking, including, in particular, visitor parking. Members of the public also identified a lack of existing on-street parking;
- Concerns related to existing traffic congestion being worsened as a result of the proposed development;
- Concerns that Ruttan Street will not be able to handle traffic generated by the proposed development and that existing intersections in the surrounding area, which are felt to be unsafe, including Bloor Street West and Symington Avenue, will be made further unsafe;
- Concerns related to the availability of community services and facilities, including day care centres, and concerns that the proposed development will further worsen school capacity issues;
- Concerns that the proposed development does not incorporate community benefits to support existing residents in the area;
- Concerns related to site remediation due to the existing automotive service uses; and
- Concerns that the proposed commercial space won't attract retail tenants and won't be affordable to local businesses.

Following the community consultation meeting, staff have continued to respond to all comments, questions, and concerns raised by members of the public. Staff will continue to take this feedback into consideration through the appeal process.

## **COMMENTS**

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As detailed in the Preliminary Report adopted by Toronto and East York Community Council on January 12, 2021 and in the comments provided to the applicant, the application in its current form is not appropriate for the subject site and is not supportable from a built form perspective due to issues with overall fit within the existing and planned context, the proposed building's relationship and transition to surrounding low-rise neighbourhoods, and the proposed building's relationship and interface with the adjacent public realm and lack of public frontage for a large portion of the site.

Since the application was made, staff have engaged in some discussions with the applicant, largely in relation to the widening and southerly extension of Ruttan Street. Despite these discussions, no formal change or resubmission has been made.

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

Staff reviewed and evaluated the proposed development against the PPS and the Growth Plan and found the proposal is not consistent with parts of the Provincial Policy Statement (2020) and does not conform to parts of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

Section 1 of the PPS provides general direction on where growth should be focused in order to build strong and healthy communities. Through policy 1.1.1, the PPS directs that healthy, liveable, and safe communities are sustained, in part, by promoting efficient development and land use patterns, accommodating an appropriate affordable and market-based range and mix of residential types, and ensuring that necessary infrastructure and public service facilities are or will be available to meet the current and projected needs. Policy 1.1.3.3 encourages intensification and efficient development and redevelopment that is transit-supportive while taking into account the existing area and the availability of infrastructure and public service facilities to meet projected needs.

Policy 4.6 of the PPS states that "the official plan is the most important vehicle for implementation" and that "comprehensive, integrated and long-term planning is best achieved through official plans." The preamble of the PPS further identifies that official plans shall provide clear, reasonable, and attainable policies to protect provincial interests and direct development to suitable areas.

Through the Official Plan, areas of the City that are intended for growth and areas that are intended to remain stable are identified. While a portion of the subject site is designated *Mixed Use Areas* and the Bloor Street West portion of the subject site is shown on Map 2 of the Official Plan as an *Avenue*, this designation does not mean that transitional policies of the Plan and those other policies that might reasonably prescribe limits to height and density are not applicable, particularly when the *Mixed Use Areas* designation directly abuts the *Neighbourhoods* designation where growth is not intended to be directed. Further, *Neighbourhoods*-designated lands form part of the subject site and the *Neighbourhoods* policies, particularly the development criteria, contribute to the determination of the scale and level of intensity that is appropriate. Section 4.5 of the Official Plan specifically states that "not all *Mixed Use Areas* will experience the same scale or intensity of development" with the highest buildings and greatest intensity typically being located in the City's *Downtown* and *Centres*. "Development along the *Avenues* will generally be at a much lower scale than in the *Downtown* and most often at a lower scale than in the *Centres*."

Staff are of the opinion that the application in its current form is not consistent with parts of the PPS as it provides for a form of intensification that is not contextually appropriate and does not provide the required infrastructure, mainly the conveyance of land towards the widening and southerly extension of Ruttan Street, required to support the scale of development proposed.

The guiding principles of the Growth Plan, outlined in Section 1.2.1, include designing complete communities that support healthy and active living and meet people's needs for daily living throughout an entire lifetime, support a range and mix of housing options, and improve the integration of land use planning with planning and investment in infrastructure. Policy 5.2.5.6 directs that when planning to "achieve the minimum intensification and density targets of the Growth Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form."

The proposed development is not of an appropriate scale or design of development, does not appropriately transition to adjacent areas, and does not appropriately address the urban design and site design policies of the City's Official Plan and Tall Building Design Guidelines. As a result, the application as currently proposed does not conform to policy 5.2.5.6 of the Growth Plan.

### **Proposed Redesignation from *Neighbourhoods* to *Mixed Use Areas***

The application proposes to partially redesignate lands from *Neighbourhoods* to *Mixed Use Areas*. The proposed redesignation of a portion of the subject site would extend the *Mixed Use Areas* designation, which is currently limited to the properties fronting Bloor Street West, further south along Ruttan Street. The proposed redesignation would generally align with the extent of the *Mixed Use Areas* to the east of the subject site, along Ruttan Street.

While staff have no concerns with the proposed redesignation in principle, the proposed built form is to be contextually appropriate. As currently proposed, the 12-storey portion of the building is of a scale that fails to appropriately respond to the existing and planned context of Ruttan Street. Staff opine that a mid-rise built form, with its height determined by the height of the Ruttan Street right-of-way, is more appropriate. Appropriate angular planes, or setbacks and stepbacks, would also need to be applied to this portion of the building to facilitate an appropriate transition to the abutting *Neighbourhoods*. Further considerations and concerns related to the proposed built form are discussed below.

### **Built Form, Height, and Massing**

Through staff's review of the application, a number of issues related to the built form, height, massing, and transition to lands designated *Neighbourhoods* arose. It was determined that, the application does not conform to the Built Form and the Built Form-Tall Buildings policies of the Official Plan.

As it relates to height and transition, the Built Form policies of the Official Plan, including in particular policy 3.1.2.1, states that "development will be located and massed to fit within the existing and planned context." Policy 3.1.2.6 states that "development will be required to provide good transition in scale between areas of different heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm". The proposed stepping down of heights from 18-storeys to 12-storeys does not, alone, provide for an appropriate transition to the lands designated *Neighbourhoods* to the west. The proposed 18- and 12-storey building heights do not appropriately respond to, or reflect, the planned and/or built context of the surrounding area, which is currently comprised of low-rise residential buildings in various forms. While taller buildings do exist in the broader area, the existing and planned context for those sites varies due to the larger lot sizes and surrounding land use designations, which do not include lands designated *Neighbourhoods*.

Through the Bloor Street Study, staff identified a series of five character areas and associated built form principles that are intended to guide development to ensure it fits

within the overall vision for the Bloor Street Study Area and appropriately responds to each area's respective characteristics. The subject site is located within Character Area B, which recognizes that this area is already largely built out with predominantly low-rise residential uses, while some industrial and commercial uses remain. The lot patterns and existing patterns of development call for gentle intensification, with low- to mid-rise buildings being the acceptable built form. Staff are of the opinion that the proposed development does not fit harmoniously into the existing and/or planned context, does not provide good transition in scale between areas of different heights and intensity, and does not align with the emerging, and Council endorsed, vision for the area.

Policy 3.1.2.5 of the Official Plan directs that development will define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm. Development is to accomplish this by providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context and by stepping back building mass and reducing building footprints above the streetwall height. The height and scale of the proposed base building of the 18-storey portion of the building is too tall for its context and in relation to the Bloor Street West right-of-way. The height of the base building is to be reduced and its extent *is* to be articulated and/or sculpted to better transition to adjacent buildings and the proportion of the Bloor Street West right-of-way. The 12-storey portion of the building, which is on lands proposed to be redesignated to *Mixed Use Areas*, is too tall for its context. A mid-rise building, with its height determined by the right-of-way of Ruttan Street, is more appropriate. Appropriate transition measures are to be incorporated in the proposed building design, which may include a combination of an angular plane, further stepping of heights, or use of setbacks and/or step-backs of building mass. In response to the existing and consistent built form pattern along Sterling Road, a stepback is to be incorporated above the third floor for the portion of the proposed building that fronts Sterling Road. Building setbacks and how the various building components frame Bloor Street West, Ruttan Street, and Sterling Road are discussed in the Public Realm section of this report.

Ensuring tall buildings fit within the existing and/or planned context and provide an appropriate transition is further addressed in Section 1.3 of the Tall Building Design Guidelines, which recommends applying an angular plane, minimum horizontal separation distances, and other building envelope controls to transition down to lower-scale areas and to maintain access to sunlight and sky view for surrounding streets, parks, public or private open space, and neighbouring properties. The Guidelines more specifically reference a 12.5 metre setback, or greater, from lot lines to the tower portion of the tall building. The proposed building does not incorporate an angular plane and does not satisfy the minimum horizontal separation distance, as recommended by the Guidelines. The 12-storey portion of the building does not transition appropriately to the adjacent lower-scale buildings.

The Tall Building Design Guidelines also encourage limiting the tower floor plate to 750 square metres or less to minimize shadow impact, minimize loss of sky view from the public realm, allow for passage of natural light into interior spaces, create architectural interest, and visually diminish the overall scale of the building mass. The proposed tower floor plate of levels 7 to 12 is approximately 1,080 square metres before slimming down to 490 square metres for levels 13 to 18. The proposed massing creates

incremental shadows on the *Neighbourhoods* to the west and north during morning hours. A reduction to the tower floor plate would help reduce the impacts generated by the proposed massing.

### **Road Widening and the Southerly Extension of Ruttan Street**

As per the Official Plan's right-of-way requirements, there is no additional land required from the subject site for the widening of Bloor Street West as the requirement of a 20 metre right-of-way has been satisfied, there is also no widening requirement for Sterling Road.

A portion of the eastern limit of the subject site fronts Ruttan Street which currently terminates in a cul-de-sac at Merchant Lane, approximately 73.8 metre south of Bloor Street West. As a result of the subject site's total depth of 179 metres, a large portion of the eastern limit of the site does not have frontage on a public street. The Ruttan Street right-of-way, in its existing condition, does not comply with the City's minimum Development Infrastructure Policy and Standards (DIPS) of a minimum 16.5 metre wide right-of-way.

Through the public realm analysis conducted through the Bloor Street Study, staff identified the need to widen and extend Ruttan Street south to intersect with Sterling Road in order to support the level of development contemplated within the study area and to satisfy Official Plan policy objectives related to the provision of well-connected walkable communities with a comfortable, attractive and vibrant, safe and accessible public realm, see Attachment 12: Bloor Street Study Public Realm Plan. The application further necessitates the need for the widening and extension of Ruttan Street in order to provide access and address, provide mobility options for residents, and to connect the subject site to the broader street network. Over 100 metres of the subject site's eastern limit does not have frontage on a public street, whereas the Official Plan, through policy 3.1.2.1, directs that main building entrances be located so that they front onto a public street, park or open space, and are clearly visible and directly accessible from a public street. The four-storey portion of the proposed building would be located where there is no direct public access or frontage. This portion of the building also proposes approximately 16 ground floor units with at-grade access.

The widening of Ruttan Street by approximately 1.5 metres and the southerly extension would require land from both the subject site and the adjacent site at 221-227 Sterling Road. Staff have had discussions with both landowners outlining the necessity of the road widening and southerly extension and to identify the land requirements of each property. The development application at 221-227 Sterling Road (Application Nos. 21 151444 STE 09 OZ and 21 151438 STE 09 SB) proposes to dedicate an approximately 15.3 metre wide strip of land for the southerly extension of Ruttan Street that would intersect with Sterling Road. The subject site would therefore be required to dedicate land along its eastern limit to widen the existing extent of Ruttan Street from 15 to 16.5 metres and the balance of land required to extend Ruttan Street south to Sterling Road. A Draft Plan of Subdivision application is required to facilitate the review, design, and dedication of municipal services, including in particular the widening and southerly extension of Ruttan Street.



## Public Realm

The public realm is recognized in the Official Plan as the "fundamental organizing element of the City and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity, and overall quality of life." The Official Plan further provides that "each element of the public realm has its own roles and responsibilities. When designed together, these elements form a well-connected, walkable, attractive, safe, functional, and accessible network which supports communities at a range of scales and characters."

Through the work undertaken as part of the Bloor Street Study, required improvements to the public realm network were identified which include potential new parks and privately-owned publicly-accessible spaces (POPS), new streets, new multi-use and pedestrian connections, an enhanced laneway, and underpass improvements. The public realm network plan builds on existing connections within the study area and identifies how connectivity both within, and beyond, the study area can be improved.

Bloor Street West is characterized by a mix of well-established uses, creating a commercial main street character. The existing look and feel of the street is characterized by the mix of buildings from low-rise main street buildings to tall buildings, with narrow sidewalks and limited landscaping due largely to the significant change of grade and limited building setbacks.

The proposed curb to building face along Bloor Street West is approximately 6 metres, which is acceptable, however, the applicant is to revise the landscape plans to apply the Streetscape Manual's standards for Bloor Street West as well as to incorporate street trees and soft landscaping within the Bloor Street West, Sterling Road, and Ruttan Street streetscapes.

The proposed ground floor setback of 1.52 metres along Ruttan Street has been identified as being insufficient to support a functional public realm that is safe, attractive, and comfortable for all users. The previously discussed widening and southerly extension of Ruttan Street along the subject site's eastern limit, coupled with an increased eastern setback would help to achieve the Official Plan's objective of designing sidewalks and boulevards that are sufficiently sized to provide well designed and co-ordinated tree planting, landscaping, pedestrian-scale lighting, and street furnishing. These improvements to the public realm would provide unobstructed, direct, and continuous paths of travels of an appropriate width to serve existing and anticipated pedestrian volumes.

As a corner site, the proposed development has a unique opportunity to treat the corner and provide additional setbacks or open spaces as directed in policy 3.1.2.1 of the Official Plan. Although the application proposes a ground floor retail use at the corner, the application should incorporate a more generous setback to give the street intersection more prominence, opportunities for gathering, and space for pedestrian circulation within, and around, the proposed building.

The four-storey portion of the proposed building which would front Sterling Road, must have a setback from the adjacent public street that is proportionate to the setback

permitted by the Zoning By-law for the adjacent residential properties. An appropriate setback would be 3 metres, or the average of the front yard setbacks of the properties along Sterling Road to the north of this portion of the subject site. This increased setback would maintain the existing setback patterns along Sterling Road, which forms parts of the street's character.

### **Access, Parking, Traffic Impact**

The subject application proposes a 13 metre wide vehicular access from Ruttan Street, approximately 39 metres south of Bloor Street West, leading to an integrated loading space and two car elevators. The proposed car elevators would provide access to three levels of underground parking containing 101 parking spaces.

Transportation Services staff have indicated the 13 metre-wide vehicular access is not acceptable and the width of the access is to be reduced to between a minimum of 6 metres and a maximum of 7.2 metres. Staff have also identified the need for at least one on-site queuing space be provided on private lands in association with the operational needs of the proposed car elevators. Staff have identified that the proposed development cannot rely on the public street for the potential queuing of vehicles waiting to access the car elevators. The reduction of the access width and on-site queuing space will necessitate a reconfiguration of the proposed loading and car elevator layout.

The proposed 101 parking spaces are intended for residents only and no residential visitor or commercial parking is proposed, whereas, the Policy Area 3 requirements of Zoning By-law 569-2013 require 275 parking spaces, which includes 241 resident spaces, 32 residential visitor spaces, and two commercial spaces. A parking study was submitted in support of the proposed parking rate and, based on the site context and submitted data, Transportation Services staff found the proposed parking provision to be acceptable, subject to the widening and extension of Ruttan Street, which would facilitate the provision of additional on-street parking spaces and the acceptance and implementation of a transportation demand management plan.

The subject application proposes 33 short-term and 294 long-term bicycle parking spaces which exceeds the bicycle parking requirements. The visitor bicycle parking spaces are proposed to be located within a secure room of the first level of the underground garage, while the resident bicycle parking spaces are proposed to be located within all three levels of the underground garage. Staff have identified that the proposed bicycle parking spaces are not conveniently accessible by elevator and, as a result, require bike channels be added within the exit stairs to allow for cyclists to use the exit stairs to enter/exit the garage or relocate the bicycle parking spaces closer to the elevators.

A transportation impact assessment was submitted in support of the subject application which estimated that the proposed development would generate approximately 32 and 40 new two-way vehicular trips during the AM and PM peak hours, respectively, based on proxy surveys of similar sites. Based on the documentation and methodology used by the consultant and taking into account site context, Transportation Services staff accepted the conclusion of the transportation impact study.

As part of the Bloor Street Study, staff have identified required improvements to the public realm to accommodate an influx of multimodal users travelling within the Bloor Street Study Area. The existing lot pattern and street network within the study area limit opportunities to create new vehicular connections to help alleviate the traffic pressure on Bloor Street West. The network of narrow streets within the study area and minimal direct connections to arterial streets make for busy streets that are used by all users, including drivers, cyclists, and pedestrians.

The Planning Framework requires generous setbacks along Bloor Street West and along the southerly extension of Ruttan Street to allow for an enhanced public realm and pedestrian-friendly environment. As part of accommodating new development, improvements to pedestrian safety and connectivity are required beyond widened sidewalks. The public realm network plan identifies potential new connections and additional transportation considerations, such as new signals and reconfigured intersections, may also be required to ensure streets within the study area are safe, effective, and complete.

## **Housing Issues**

On March 10, 2021, following a referral by Toronto Fire Services, Toronto Building staff investigated the properties at 1407-1409 Bloor Street West and observed that four rental dwelling units had been constructed on the second floor of the existing industrial building without a building permit and that the combination of residential occupancies (the four residential units on the second floor) with high and medium hazard industrial occupancies (the auto repair garages on the main floor, one of which has a spray booth) was prohibited.

Toronto Building subsequently issued an Order to Comply and an Order to Remedy Unsafe Building under the *Building Code Act, 1992*. As a result of the Orders, four tenant households were required to immediately vacate their existing rental units, and legal representatives of the owner and tenants subsequently executed a private agreement concerning the provision of assistance/compensation by the owner to the tenants in response to the hardship imposed by the displacement. City staff were not privy to the agreement between the owner and tenants and are unaware of the agreements contents.

On March 30, 2021, City Planning staff conducted a site visit to confirm existing conditions on the lands and determine whether a Rental Housing Demolition application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the *City of Toronto Act, 2006* would be required in addition to the Official Plan and Zoning By-law Amendment applications. During the site visit, staff identified four two-bedroom rental dwelling units at 1407-1409 Bloor Street West (the four units from which the tenant households were displaced due to the unsafe condition) and zero dwelling units at 229 and 231 Sterling Road. However, staff were not granted access to the buildings at 1405 Bloor Street and therefore were unable to ascertain the total number of (rental) dwelling units on the lands and whether a Rental Housing Demolition application would be required. Staff have attempted to coordinate a second site visit to confirm existing conditions at 1405 Bloor Street West with the applicant without success.

As such, City Planning staff request that City Council direct the City Solicitor to request the OLT to withhold any final Order(s) on the Official Plan Amendment and Zoning By-law Amendment appeals until such time as the City Solicitor advises the Tribunal that City Planning staff have confirmed whether a Rental Housing Demolition application is required and, if an application is required, that City Council has dealt with a future Rental Housing Demolition application to demolish the existing rental units and that any matters arising from a Rental Housing Demolition application have been secured in an agreement registered on title to the lands pursuant to Section 111 of the *City of Toronto Act, 2006*, to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor.

### **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 residential units recommended in new multi-residential developments.

The application proposes to provide 43 (13.2%) two-bedroom units and 27 (11.3%) three-bedroom units in the proposed development, which generally supports the unit mix objectives of the Growing Up guidelines. However, only one (0.3%) of the proposed two-bedroom units is larger than 87 square metres and only seven (2.2%) of the proposed three-bedroom units are larger than 100 square metres. These unit sizes do not adequately support the unit size objectives of the Growing Up guidelines.

As the detailed design of the proposed development progresses, City staff will work with the applicant to achieve the unit mix and size objectives of the Growing Up guidelines. The unit mix and minimum unit sizes of the development would be secured through a Section 37 agreement and in any amending zoning by-laws approved by the OLT.

### **New Affordable Housing**

Affordable housing is a strategic priority for both the City of Toronto and the Province of Ontario. 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, and the Growth Plan provides that the achievement of complete communities is supported by the provision of a diverse range and mix of housing options, including affordable housing, to accommodate people at all stages of life and the needs of all household sizes and incomes.

Given the transit-rich location of the subject site, there is a significant public interest in including affordable housing within the proposed development, although the proposal, in its current form, does not contemplate any affordable housing. City Planning staff encourage the applicant to consider the City's Open Door Affordable Housing Program, which provides incentives to support the delivery of affordable housing in new residential and mixed-use developments.

## **Parkland**

Parks are essential to making Toronto an attractive place to live, work, and visit. They offer a broad range of outdoor leisure and recreation opportunities, transportation routes, and places for residents to interact with nature and with each other. Public parks and open spaces perform a variety of critical functions that improve and maintain our City's health including helping to mitigate the effects of climate change. In the context of a rapidly growing City, it is imperative to enhance and expand the amount of public parkland provides and residents and visitors alike. The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Official Plan shows local parkland provisions across the City. According to the Parkland Strategy, the subject site is in an area with zero to four square metres of parkland per person, which is well below the City-wide average provision of 28 square metres of parkland per person in 2016.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 4,347 square metres or 110% of the site area, however, for sites less than 1 hectare in size, a cap of 10% of the subject site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement for the subject site is 396.5 square metres.

The architectural plans forming part of the application illustrates a potential future park with a size of 400.2 square metres that would front Sterling Road, towards the subject site's southern limit. The development application at 221-227 Sterling Road proposes a consolidated public park to the south of the intersection of the southerly extension of Ruttan Street and Sterling Road. This consolidated public park would combine the parkland dedications from both the subject site and 221-227 Sterling Road. The consolidated public park is staff's preferred park configuration since it would allow for the creation of one larger public park versus two separate public parks divided by a public street. This configuration would also be consistent with the direction of the public realm plan developed through the Bloor Street Study, which identified a potential new public park at the future intersection of the southerly extension of Ruttan Street and Sterling Road.

Although the development application at 221-227 Sterling Road conceptualizes one consolidated park, the proposed dedication is undersized and would need to be increased in order to satisfy the dedication requirements of both the subject site and 221-227 Sterling Road. Staff will continue to work with both landowners to secure a consolidated public park that is of an appropriate size and configuration.

## **Community Services and Facilities**

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.

Through policy 2.3.1.7, the Official Plan identifies that community and neighbouring amenities will be enhanced where needed by improving and expanding facilities, creating new facilities, and adapting existing services to changes in the needs of the neighbourhood. Section 3.2.2 of the Official Plan calls for adequate and equitable access to community services and local institutions, and sets out a policy framework that, among other things, encourages the inclusion of community service facilities as part of private development.

A recent review of community services and facilities as part of the Bloor Street Study found a variety of services and facilities are reporting demand. This demand is being monitored to ensure the number of services and facilities, particularly childcare facilities human service agencies, and parkland, keeps pace with growth. Should the OLT choose to approve the subject application in some form, it is recommended that the City Solicitor ask the OLT to withhold its final Order until such time as appropriate community benefits are secured thorough Section 37 of the *Planning Act*, as discussed further below.

### **Section 37**

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 a Section 37 Agreement which is then registered on title, when development thresholds established in the Official Plan are exceeded.

The subject application proposes more than 10,000 square metres of GFA and exceeds the density permissions of the Zoning By-law by more than 1,500 square metres and is therefore subject to Section 37 of the *Planning Act*. Should the OLT approve the application, it is critical to ensure that appropriate community benefits are secured to support the community in the long-term. Therefore, it is recommended that the City Solicitor ask the OLT to withhold its final Order until appropriate Section 37 benefits have been agreed upon.

### **Infrastructure and Servicing Capacity**

Engineering reports and drawings were submitted in support of the subject application and were reviewed by Engineering and Construction Services staff. In their memo dated, February 22, 2021, Engineering staff identify the need for additional information and revisions to the Stormwater Management Report and municipal servicing and grading plans, among other comments.

The recommendations of this report recommend that, should the OLT approve the application, the City Solicitor request that the OLT withhold its final Order until such time as the owner has addressed the outstanding comments identified in the February 22, 2021 memo from Engineering and Construction Services and sufficient servicing be put in place to service the development.

## **Tree Preservation**

Toronto's urban forest plays an important role in making Toronto a clean and beautiful City. Trees significantly enhance all new development and renewal projects, enhancing both the quality and value of our environment.

Policy 3.4.1.1 of the Official Plan identifies that to support strong communities, a competitive economy and a high quality of life, public and private city-building, and changes to the built environment, including public works, will be environmentally friendly, based on preserving and enhancing the urban forest through providing suitable growing environments for trees, increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees, and regulating the injury and destruction of trees.

According to the materials submitted in the support of the application, the removal or injury of one City-owned tree and a minimum of ten privately-owned trees, including four trees on neighbouring properties, would be required to facilitate the proposed development. The proposed landscape plans do not propose the planting of any replacement trees, in accordance with Forestry's compensation planting for private tree removals. Therefore, Forestry staff have requested revisions be made to the landscape plan that specify a minimum of 12 large-growing shade trees within the subject site. Policy 3.1.2 of the Official Plan indicates that new development will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest, and casual views to these spaces from the development by preserving existing mature trees wherever possible and incorporating them into landscape designs. The materials submitted by the applicant do not adequately demonstrate compliance with the Toronto Green Standards, particularly related to the ecology section which pertains to existing and proposed trees. Urban Forestry has identified the need for revised landscape plans that demonstrate the replanting requirements on both City and private property as well as revised materials that demonstrate compliance with the Toronto Green Standards.

## **Conclusion**

The application to amend the Official Plan and Zoning By-law Amendment application, in its current form, is not supportable. The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Toronto Official Plan, and applicable City guidelines intended to implement official plan policies. As currently proposed, staff are of the opinion that the application is not consistent with specific policies of the PPS, does not conform to specific policies of the Growth Plan, and does not conform to the Official Plan and guidelines, including in particular the Tall Building Guidelines.

Concerns with the proposed development include, the form, transition, height, massing, and scale of the three building components and the application's failure to address concerns related to enhancing and improving the existing public realm, including in particular the public street network, to support the level of development contemplated. The subject application does not constitute good planning and is not in the public interest.

Staff recommend that Council direct the City Solicitor, together with the appropriate City staff, to attend the Ontario Land Tribunal hearing in opposition of the application. Staff also recommend City Council authorize the City Solicitor and appropriate staff to continue discussions with the applicant, in consultation with the local Ward Councillor, to address the issues outlined in this report.

## **CONTACT**

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E-mail: Victoria.Fusz@toronto.ca

## **SIGNATURE**

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

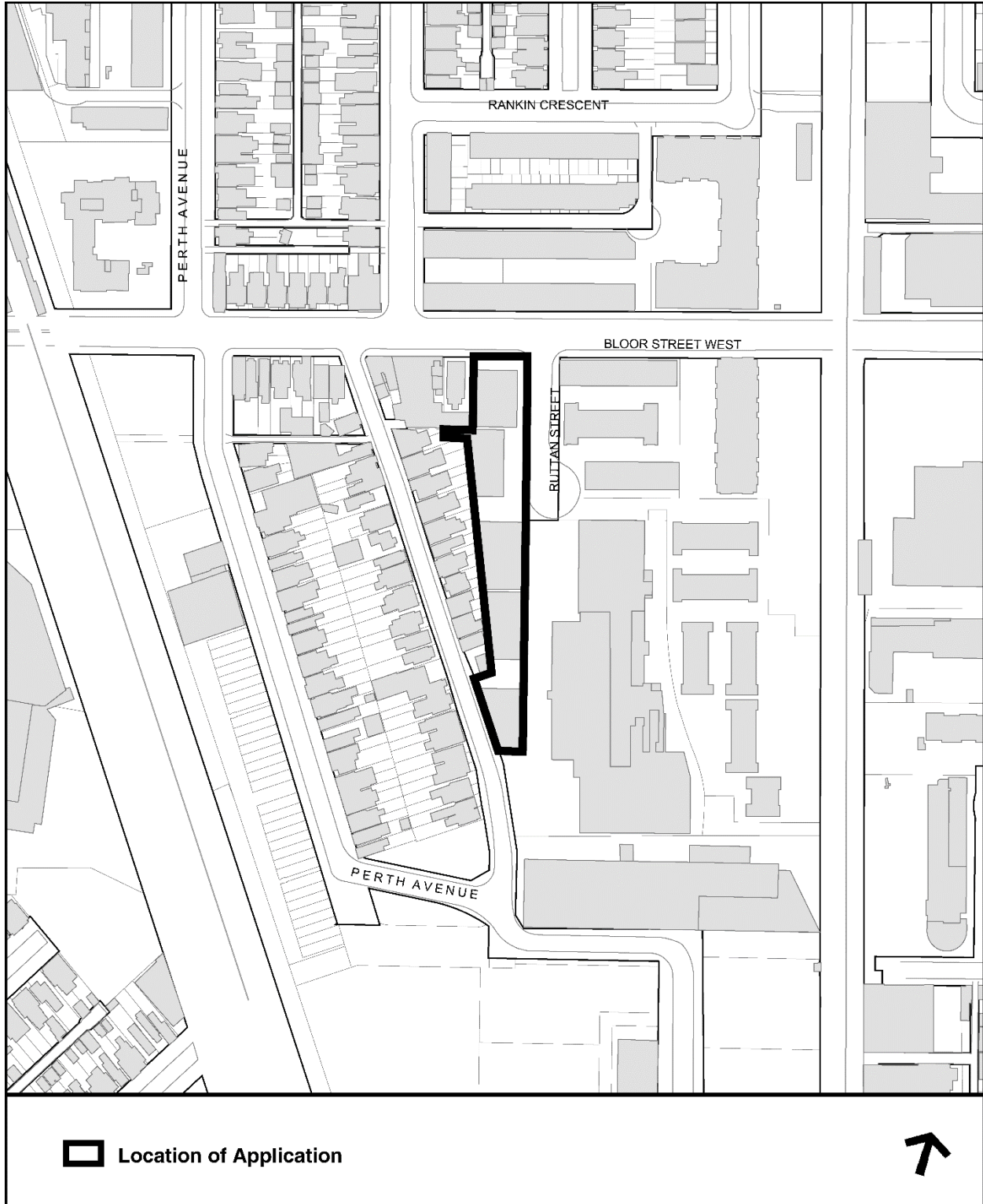
## **ATTACHMENTS**

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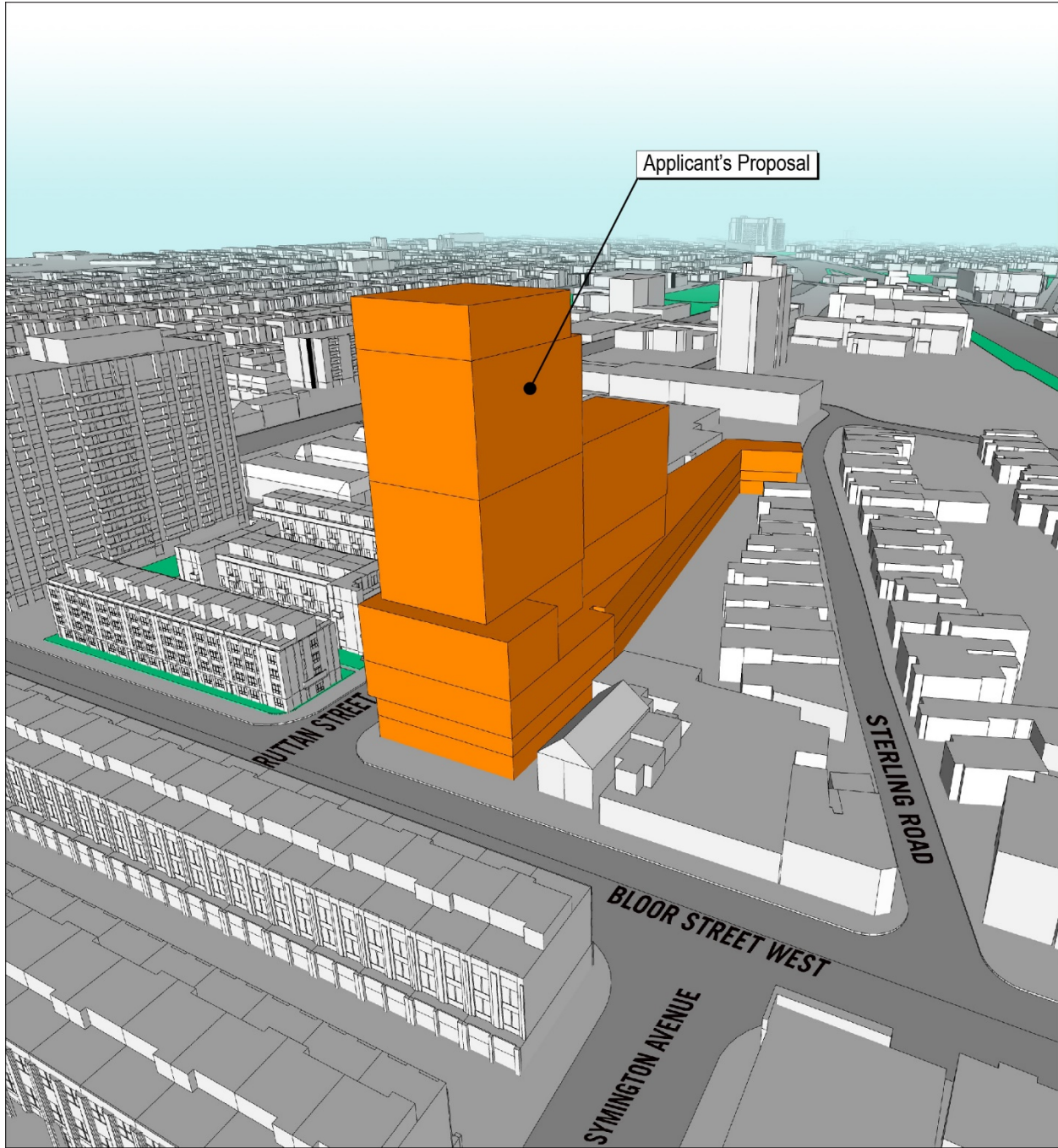
Attachment 1: Location Map  
Attachment 2: 3D Model of Proposal in Context- Southeast View  
Attachment 3: 3D Model of Proposal in Context- Southwest View  
Attachment 4: Site Plan  
Attachment 5: North Elevation  
Attachment 6: East Elevation  
Attachment 7: South Elevation  
Attachment 8: West Elevation  
Attachment 9: Official Plan Land Use Map  
Attachment 10: Zoning By-law 569-2013 Map  
Attachment 11: Bloor Street Study Boundary Map  
Attachment 12: Bloor Street Study Public Realm Network Plan  
Attachment 13: Application Data Sheet



Attachment 1: Location Map



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

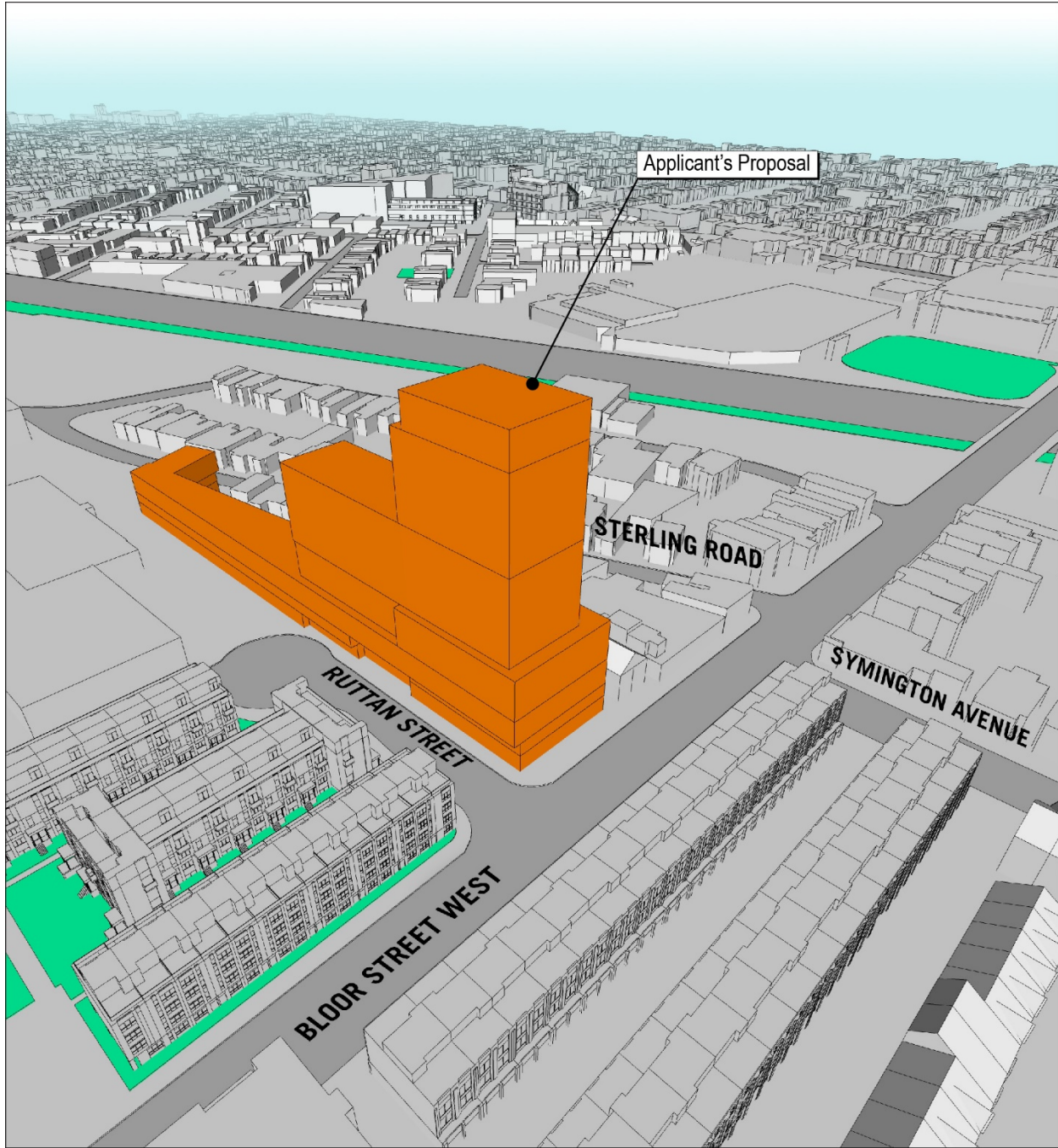


View of Applicant's Proposal Looking Southeast



11/09/2020

Attachment 3: 3D Model of Proposal in Context- Southwest View

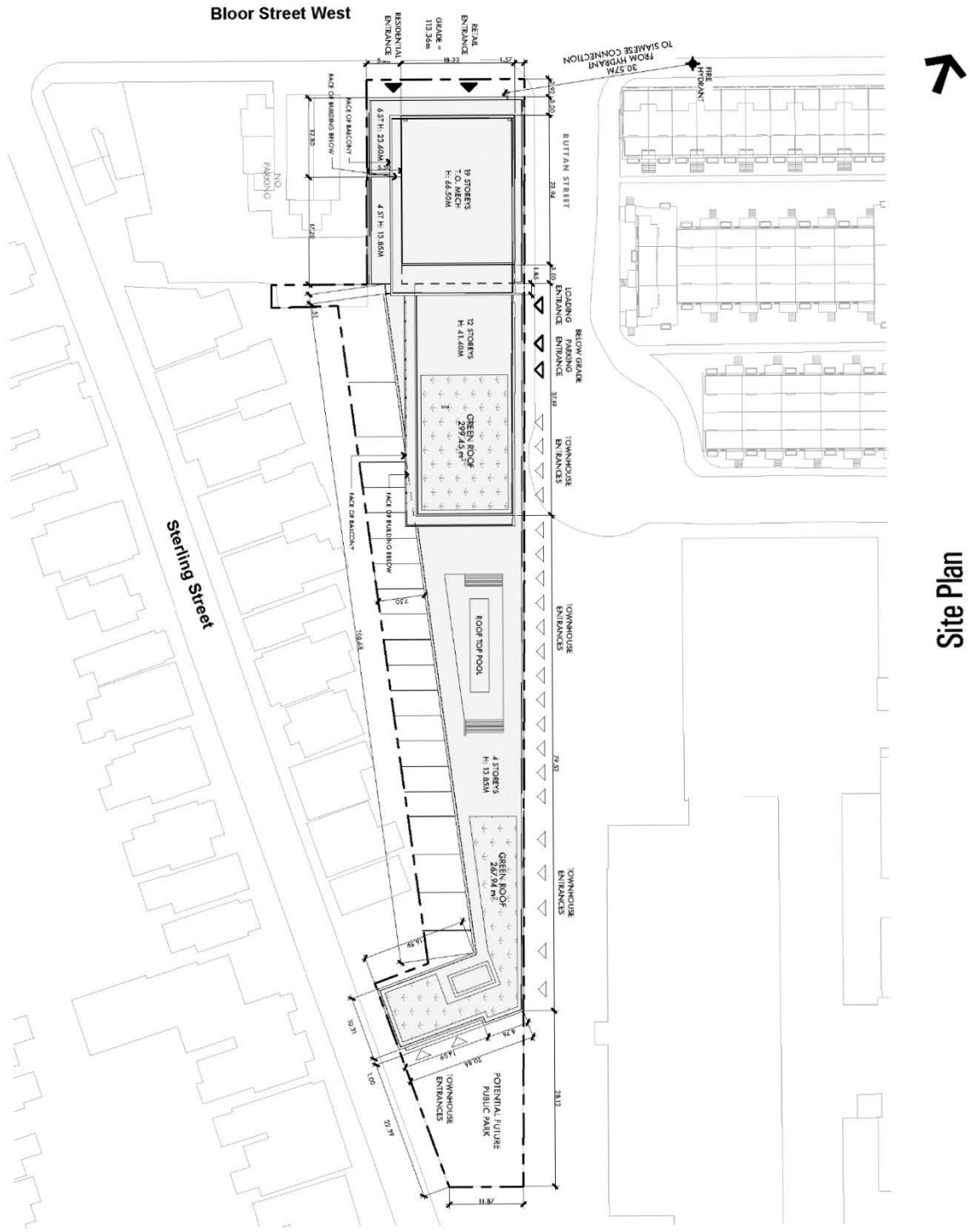


View of Applicant's Proposal Looking Southwest

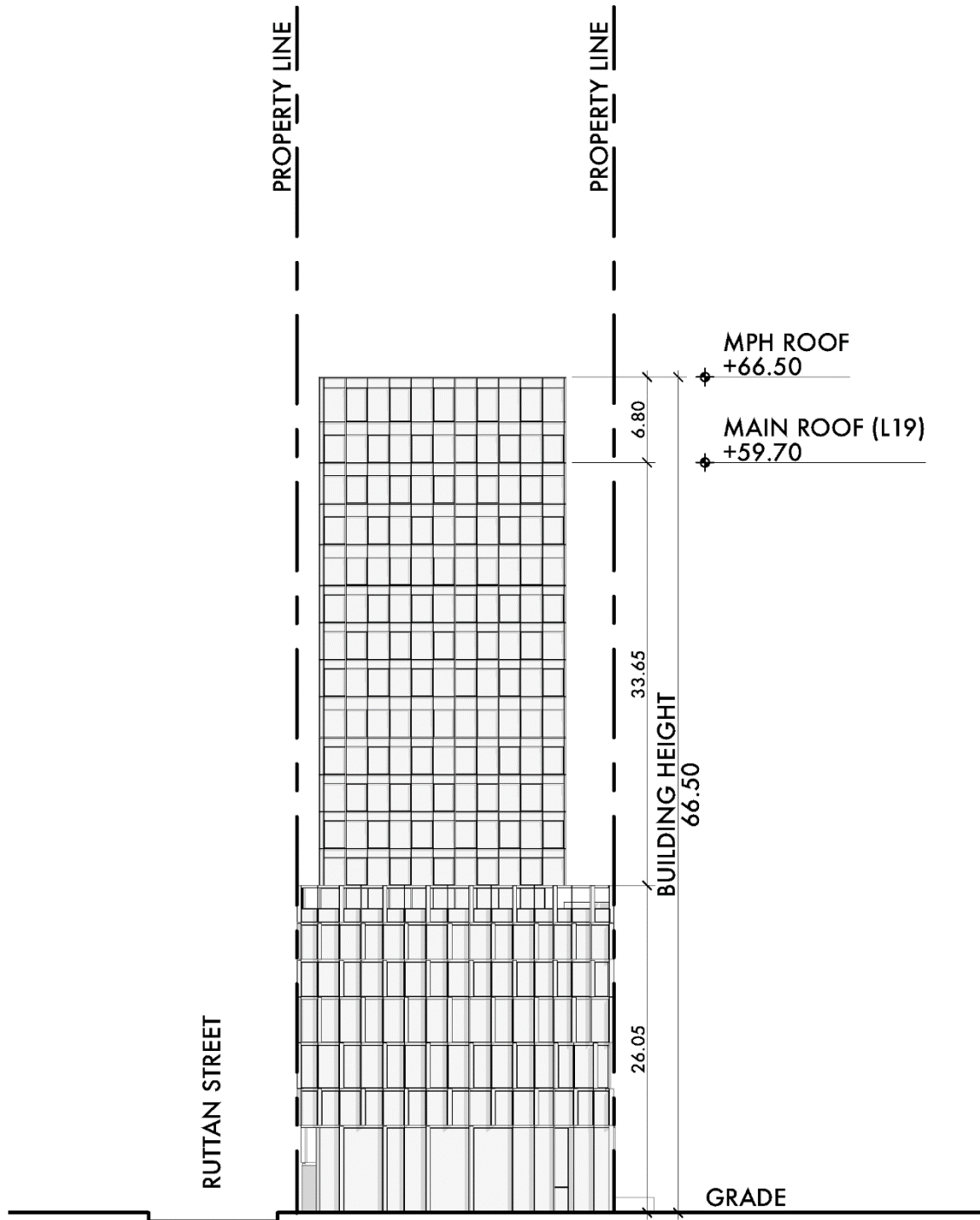
11/09/2020



Attachment 4: Site Plan

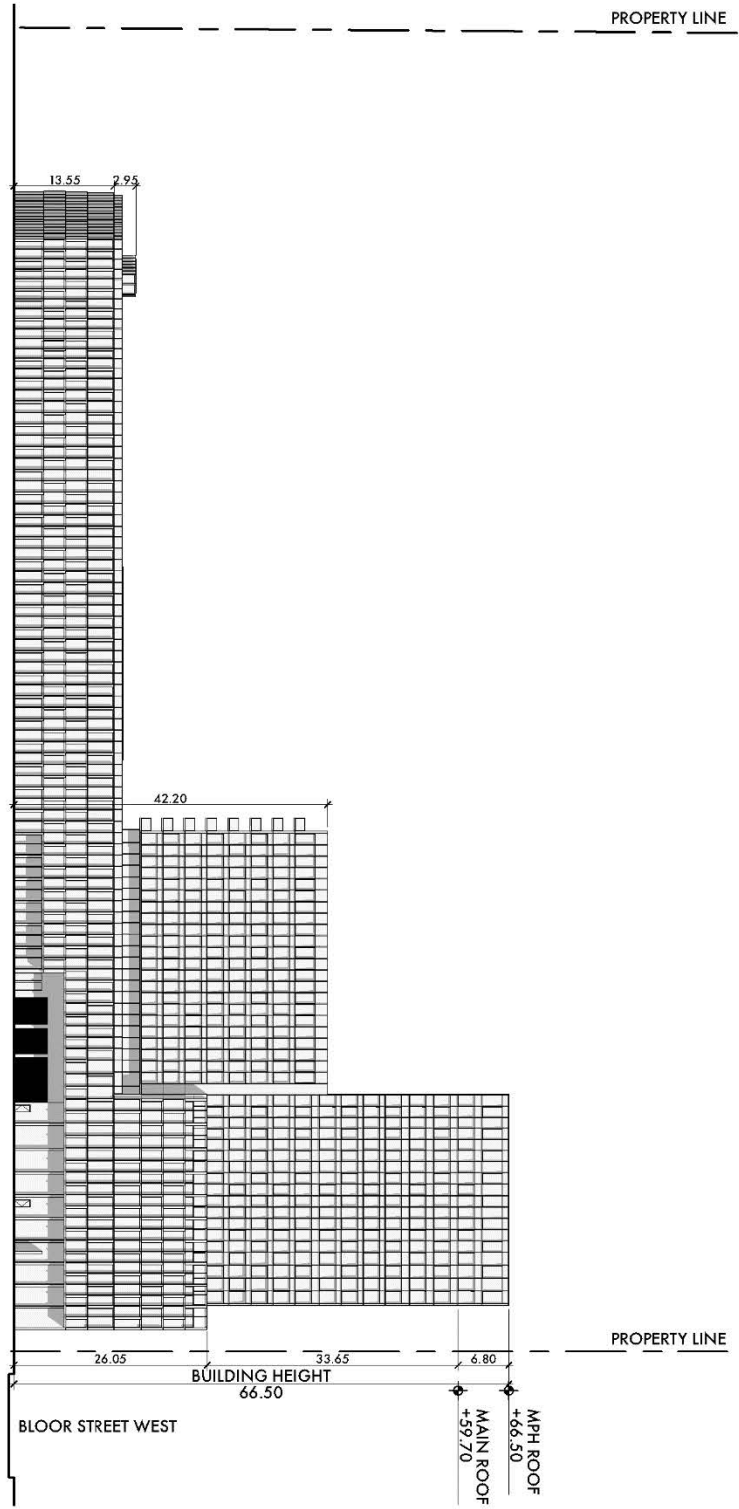


Attachment 5: North Elevation



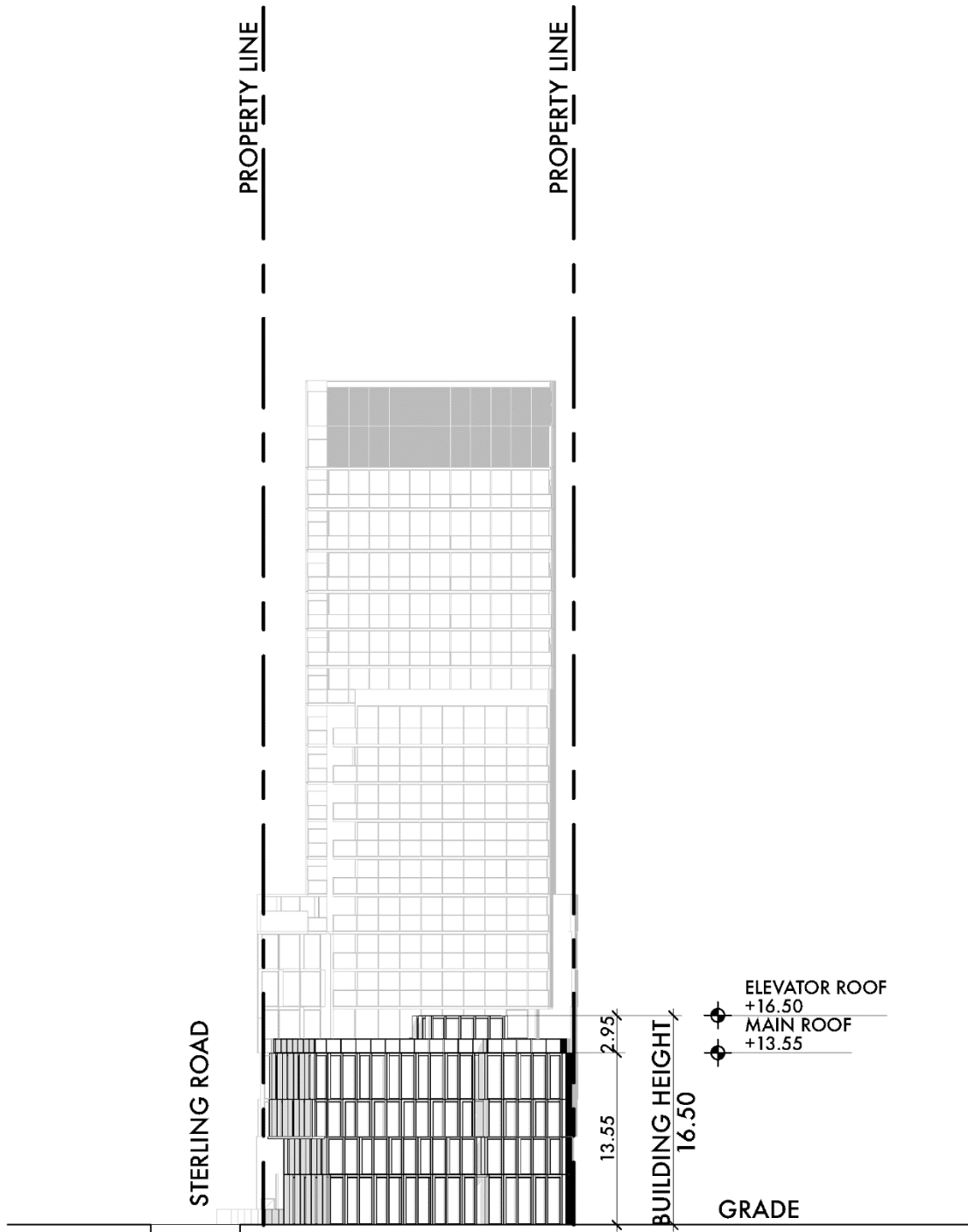
North Elevation

East Elevation



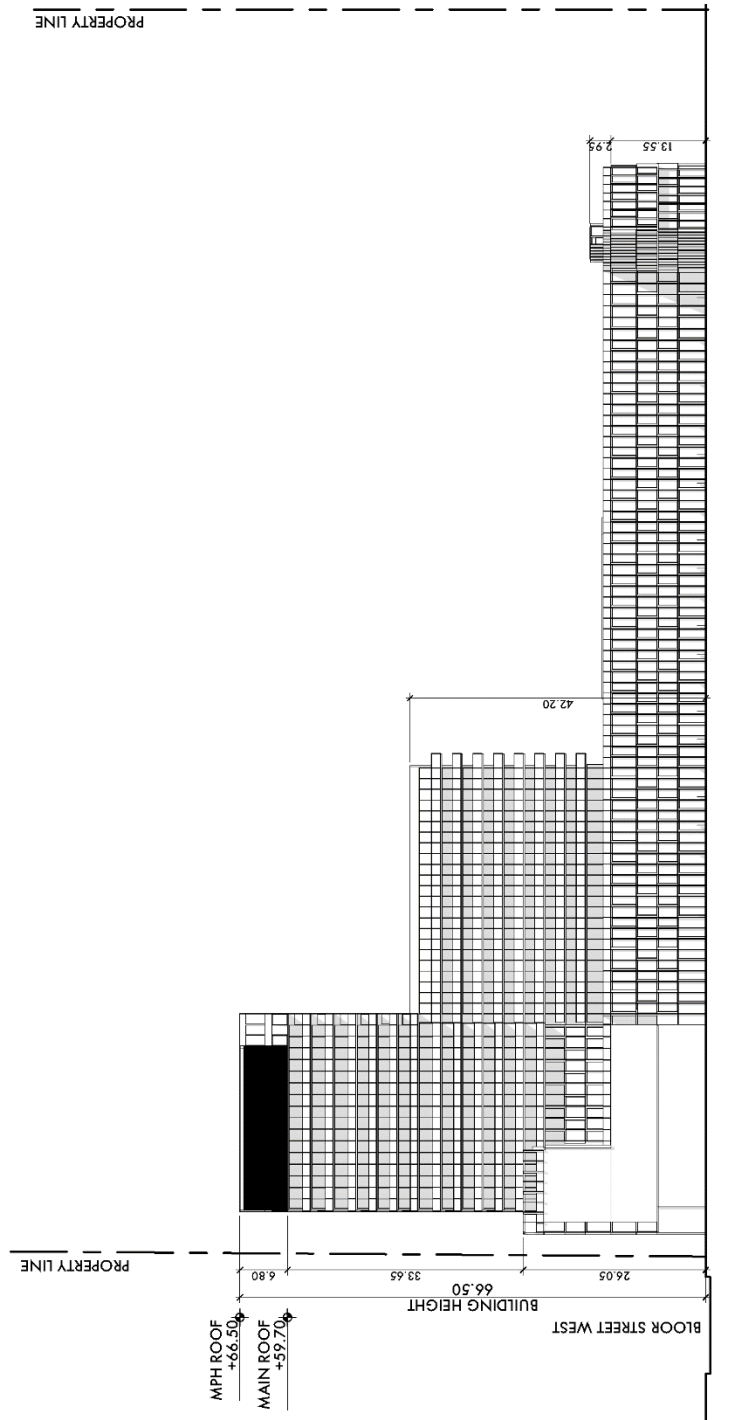
Attachment 6: East Elevation

Attachment 7: South Elevation



South Elevation

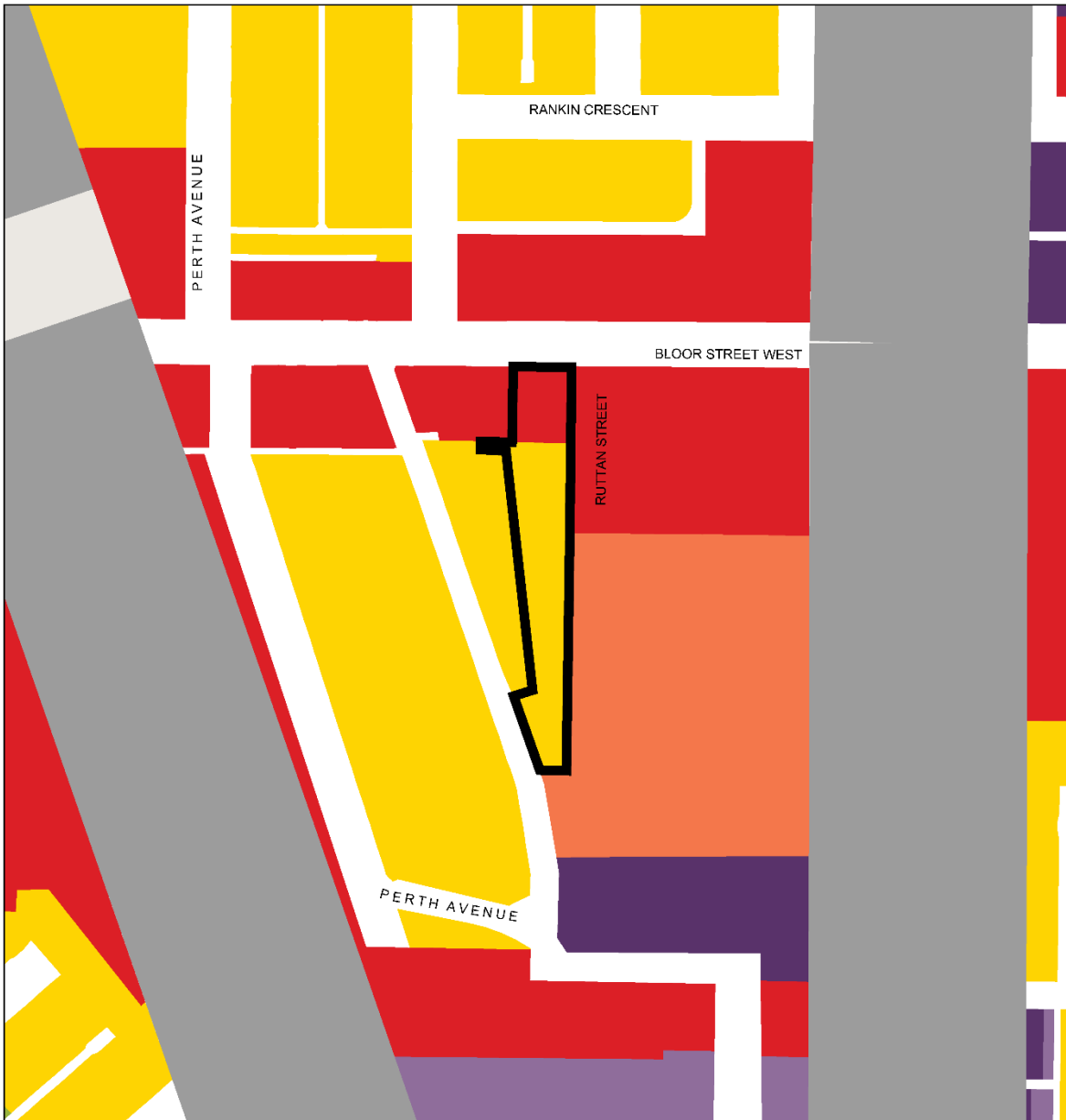
Attachment 8: West Elevation



West Elevation










Attachment 9: Official Plan Land Use Map





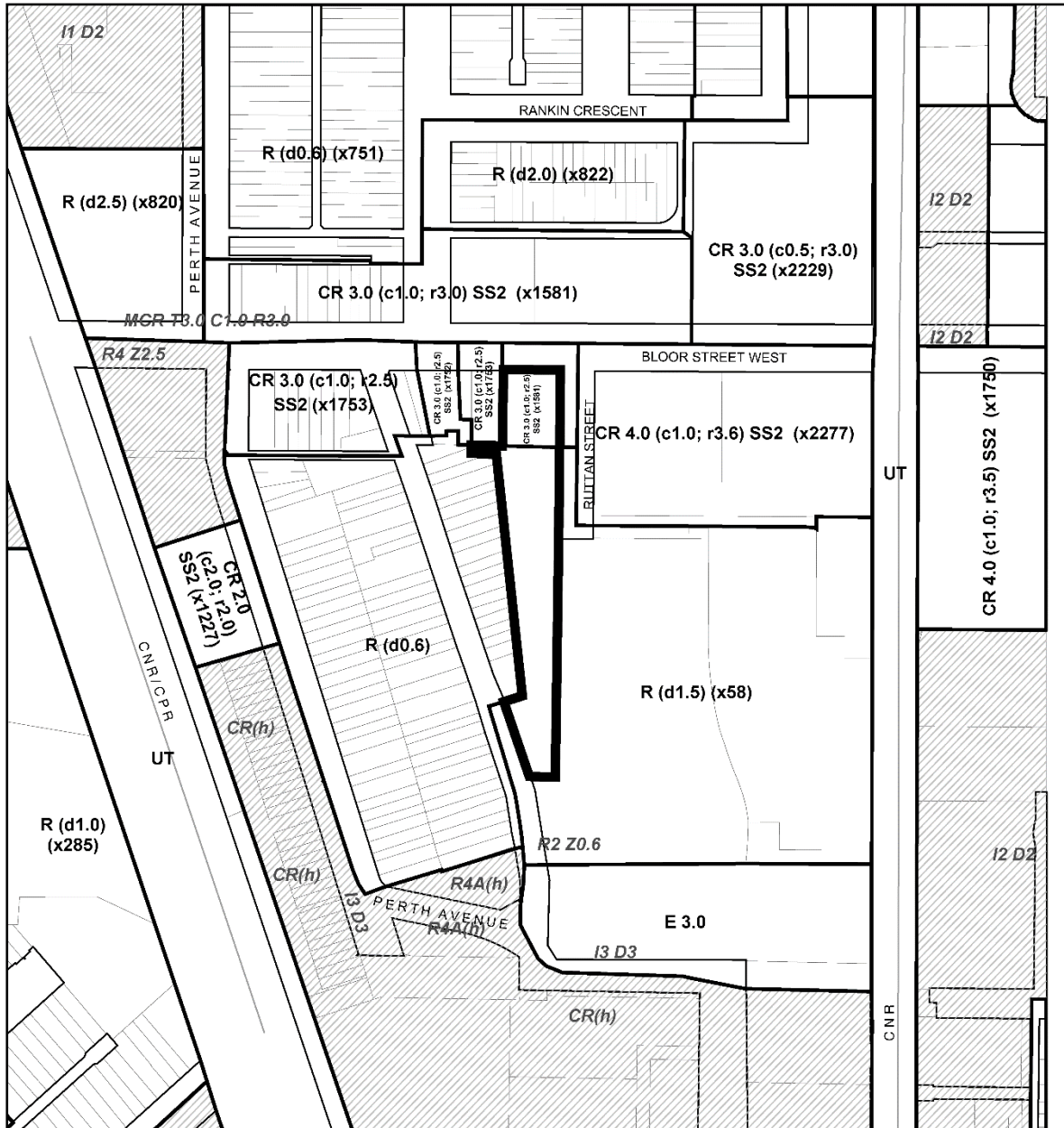
Official Plan Land Use Map #18

1405, 1407, 1409 And 1409a Bloor Street West  
and 229, 231 and 231A Sterling Road  
File # 20 199975 STE 09 0Z

|  |  |  |
|--|--|--|
|  Location of Application  |  Parks & Open Space Areas |  Corridor                 |
|  Neighbourhoods           |  Parks                    |  General Employment Areas |
|  Apartment Neighbourhoods |  |  Core Employment Areas    |
|  Mixed Use Areas          |  |  |

↑  
Not to Scale  
Extracted: 10/27/2020

Attachment 10: Zoning By-law 569-2013 Map



**Zoning By-law 569-2013**

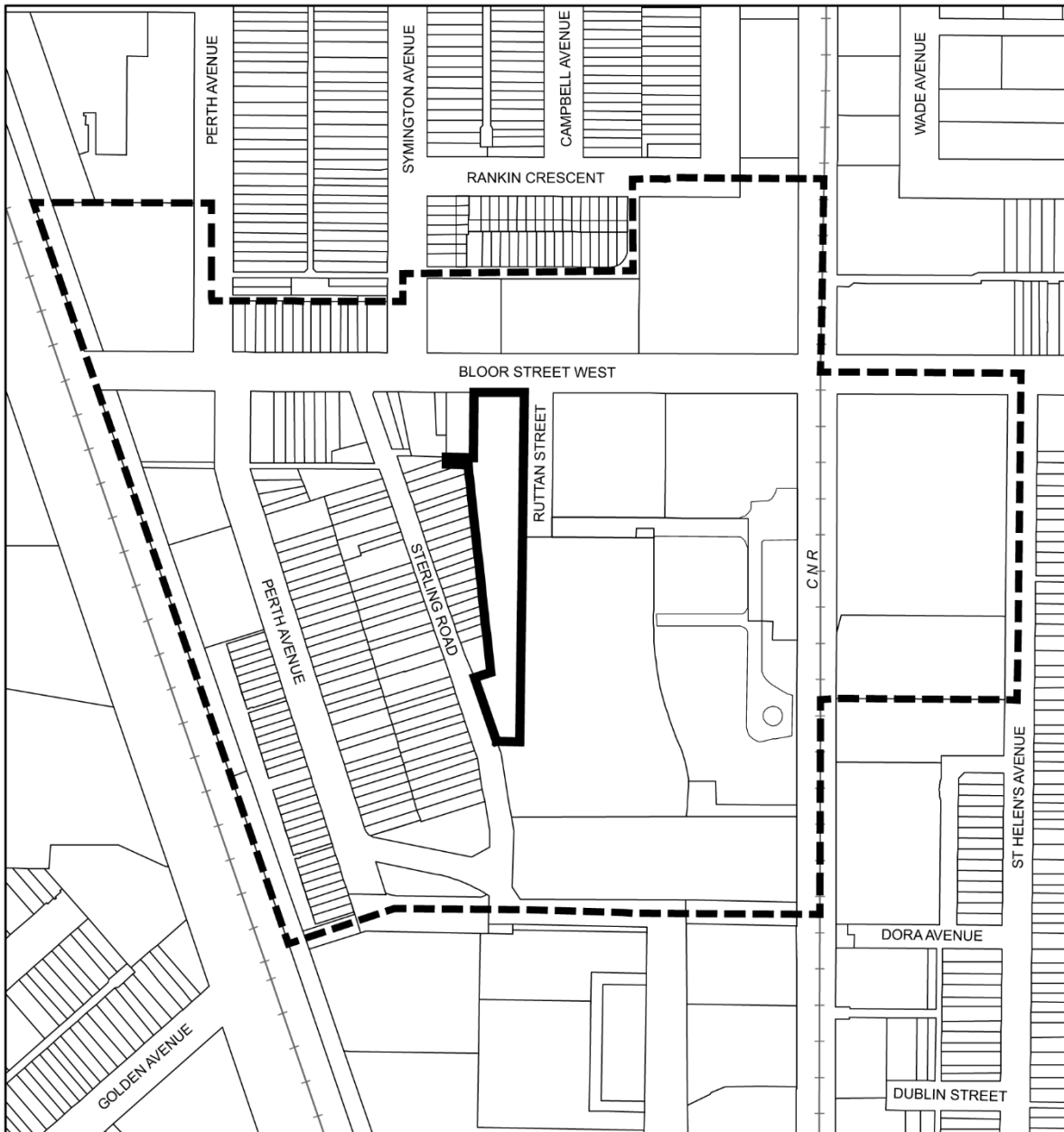
1405, 1407, 1409 And 1409a Bloor Street West  
and 229, 231 and 231A Sterling Road  
File # 20 199975 STE 09 0Z

- 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: 10/27/2020


Attachment 11: Bloor Street Study Boundary Map



**Bloor Perth Sterling Study Map**

**1405, 1407, 1409 and 1409A Bloor Street West  
and 229, 231 and 231A Sterling Road**

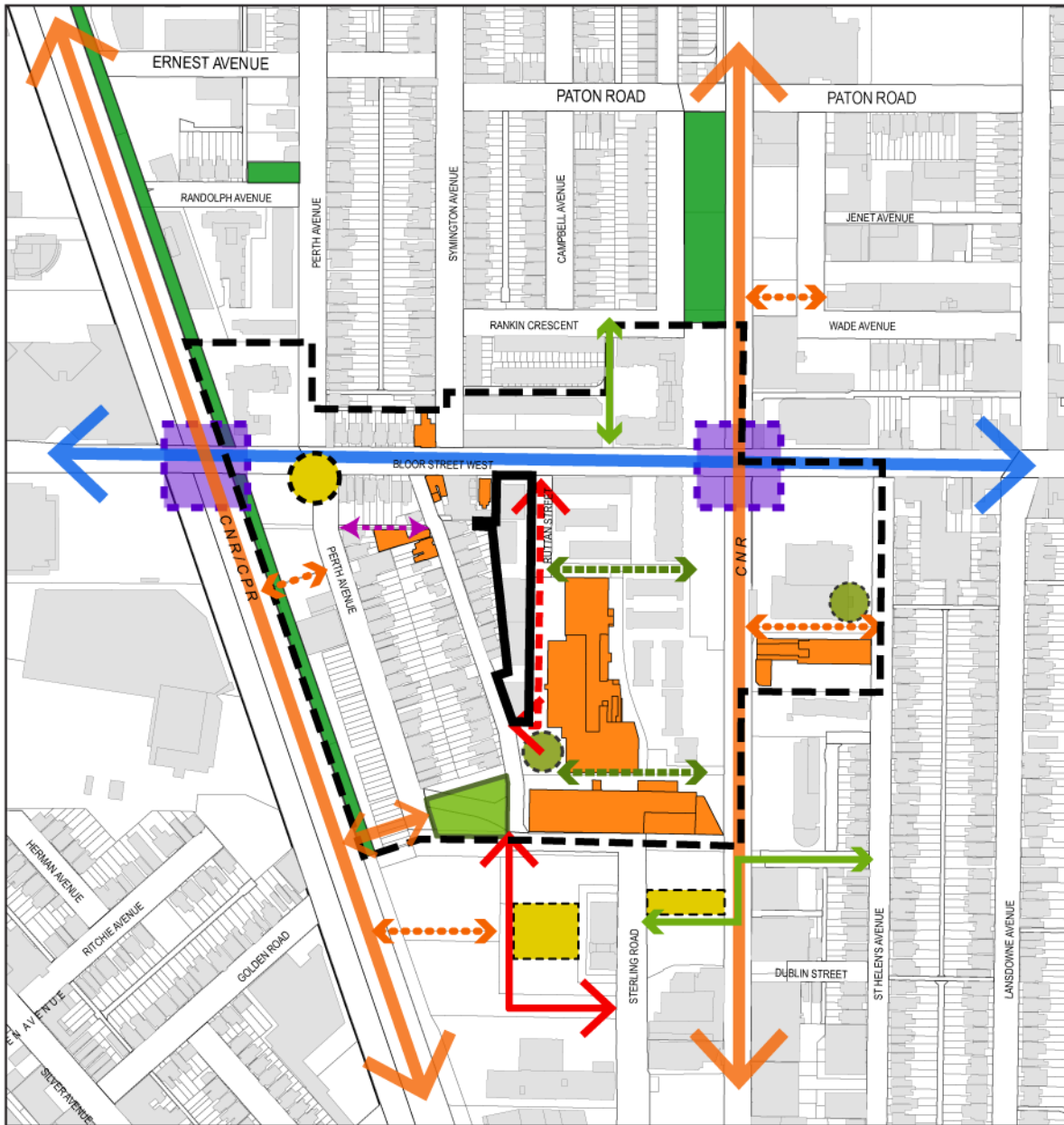
File # 20 199975 STE 09 0Z

 Location of Application



Not to Scale  
Extracted: 11/30/2020

Attachment 12: Bloor Street Study Public Realm Network Plan



1405, 1407, 1409 and 1409A Bloor Street West  
and 229, 231 and 231A Sterling Road  
File # 20 199975 STE 09 02

Public Realm Network Plan (Extracted from Bloor Street Study)

- |                         |                                 |                                 |  |
|-------------------------|---------------------------------|---------------------------------|--|
| Location of Application | Bloor Street Study Boundary     | Cycling Connections             | Existing / Planned Multi-Use Connections |
| Existing Parks          | Potential New Park              | Pedestrian Connections          |  |
| Proposed Parks          | Potential New POPS              | Potential Pedestrian Connection |  |
| Proposed POPS           | Proposed New Street             | Potential Enhanced Laneway      |  |
| Underpass Improvements  | Potential Widening / New Street | Potential Multi-Use Connections |  |

Not to Scale  
Extracted: 09/08/2021

Attachment 13: Application Data Sheet

**APPLICATION DATA SHEET**

**Municipal Address:** 1405-1409A BLOOR ST W & 229-231A STERLING RD  
**Date Received:** September 29, 2020

**Application Number:** 20 199975 STE 09 OZ

**Application Type:** OPA / Rezoning, OPA & Rezoning

**Project Description:** The site is proposed to be redeveloped with a mixed-use, predominately residential development having a height of 18 storeys along Bloor Street West then stepping down to 12 and 4 storeys to the south. Below grade parking is proposed under the 12 and 8 storey building component accessed by two car elevators facing Ruttan Street. 326 residential dwelling units and 237 m2 of grade related retail gross floor area is proposed.

| <b>Applicant</b>                                      | <b>Architect</b>   | <b>Owner</b>   |
|---|--|--|
| NATHAN TRACEY<br>778 KING ST W<br>TORONTO, ON M5V 1N6 | architectsAlliance<br>205-317 ADELAIDE ST W<br>TORONTO, ON M5V 1P9 | LAMB STERLING CORP<br>778 KING ST W<br>TORONTO, ON M5V 1N6 |

**EXISTING PLANNING CONTROLS**

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 97  
 Zoning: CR3.0 (c1.0; r2.5) SS2 (x1581) Heritage Designation:  
 Height Limit (m): 16, 14 Site Plan Control Area: Y

**PROJECT INFORMATION**

Site Area (sq m): 4,000 Frontage (m): 25 Depth (m): 179

| <b>Building Data</b>        | <b>Existing</b> | <b>Retained</b> | <b>Proposed</b> | <b>Total</b>  |
|-----------------------------|-----------------|-----------------|-----------------|---------------|
| Ground Floor Area (sq m):   |                 |                 | 2,459           | <b>2,459</b>  |
| Residential GFA (sq m):     | 529             |                 | 21,147          | <b>21,147</b> |
| Non-Residential GFA (sq m): |                 |                 | 237             | <b>237</b>    |
| <b>Total GFA (sq m):</b>    | <b>529</b>      |                 | <b>21,384</b>   | <b>21,384</b> |
| Height - Storeys:           | 2               |                 | 18              | <b>18</b>     |
| Height - Metres:            |                 |                 | 68              | <b>68</b>     |

Lot Coverage Ratio (%): 61.48 Floor Space Index: 5.35

| <b>Floor Area Breakdown</b> | <b>Above Grade (sq m)</b> | <b>Below Grade (sq m)</b> |
|-----------------------------|---------------------------|---------------------------|
| Residential GFA:            | 21,147                    |                           |
| Retail GFA:                 | 237                       |                           |
| Office GFA:                 |                           |                           |
| Industrial GFA:             |                           |                           |
| Institutional/Other GFA:    |                           |                           |

| <b>Residential Units by Tenure</b> | <b>Existing</b> | <b>Retained</b> | <b>Proposed</b> | <b>Total</b> |
|------------------------------------|-----------------|-----------------|-----------------|--------------|
| Rental:                            | 2               |                 |                 |              |
| Freehold:                          |                 |                 |                 |              |
| Condominium:                       |                 |                 | 326             | <b>326</b>   |
| Other:                             |                 |                 |                 |              |
| <b>Total Units:</b>                | <b>2</b>        |                 | <b>326</b>      | <b>326</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:           |              | 49              | 197              | 43               | 37                |
| <b>Total Units:</b> |              | <b>49</b>       | <b>197</b>       | <b>43</b>        | <b>37</b>         |

**Parking and Loading**

Parking Spaces: 101      Bicycle Parking Spaces: 330      Loading Docks: 1

**CONTACT:**

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