

1319 Bloor Street West – Zoning Amendment Application – Final Report

Date: May 9, 2022
To: Toronto and East York Community Council or City Council
From: Director, Community Planning, Toronto and East York District
Wards: 9 - Davenport

Planning Application Number: 20 230587 STE 09 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit a mixed-use development with two residential towers with heights of 27 and 31-storeys atop a "C-shaped" base building ranging in height between two and 12-storeys. The base building would include retail uses at-grade and a community agency space. The proposed development would include a 1,077 square metre public park located towards the southeastern limit of the subject site, a privately-owned publicly accessible open space (POPS) located within the centre of the subject site, and a 465 square metre community agency space within levels one and two of the base building fronting Bloor Street West. The owner has also entered a commercial agreement with Metrolinx under the Province of Ontario's and Metrolinx's Transit-Oriented Communities Program and the future Bloor-Lansdowne SmartTrack station would be integrated within the proposed development.

A total of 60,439 square metres of gross floor area (GFA) is proposed, of which 59,238 square metres is residential GFA, 291 square metres is retail GFA, 465 square metres is community agency space GFA, and 445 square metres for the SmartTrack station. The development would also contain 799 residential units, 268 vehicular parking spaces, and 800 bicycle parking spaces.

The proposed development is consistent with the Provincial Policy Statement (2020), conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), conforms to the relevant policies of the Official Plan, the Council endorsed Planning Framework for the Bloor Street Study: St. Helen's Avenue to Perth Avenue, and incorporates direction from the applicable design guidelines.

This report reviews and recommends approval of the application to amend the Zoning By-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 1319 Bloor Street West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the May 9, 2022 report from the Director, Community Planning, Toronto and East York District.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows:
 - a) Prior to the earlier of condominium registration or first residential use on site, the owner shall design, construct, finish and convey to the City, in an acceptable environmental condition, for nominal consideration and at no cost to the City, a minimum 5,000 square feet (465 square metres) Community Agency Space located on levels one and two of the podium fronting Bloor Street West and subject to the following:
 - i. The Community Agency Space shall be delivered to the City in accordance with the City's Community Space Tenancy Policy and finished to Base Building Condition, with the terms and specifications to be secured in the Section 37 Agreement, all satisfactory to the Executive Director, Social Development, Finance and Administration, the Executive Director, Corporate Real Estate Management, the Chief Planner and Executive Director, City Planning and the City Solicitor;
 - ii. Prior to the issuance of the first above grade building permit for residential development, the owner shall provide a letter of credit in the amount sufficient to guarantee 120 percent of the estimated cost of the design, construction, and conveyance of the Community Agency Space complying with the specifications and requirements of the Section 37 Agreement, to the satisfaction of the Executive Director, Corporate Real Estate Management, the Executive Director, Social Development, Finance and Administration, the Chief Planner and Executive Director, City Planning and the City Solicitor;
 - iii. Prior to the conveyance of the Community Agency Space to the City, the owner shall provide a one-time cash contribution in the amount of \$500,000.00 for total finishing costs of the community agency space; and
 - iv. Concurrent with or prior to, the conveyance of the Community Agency Space to the City, the owner and the City shall enter into, and register on title to, the appropriate lands an Easement and Cost Sharing Agreement for nominal consideration and at no cost to the City, that is in a form satisfactory to the City Solicitor. The Easement and Cost Sharing

Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement, and reconstruction of certain shared facilities, and the sharing of costs, in respect thereof, of portions of the subject lands to be owned by the City and the owner as they pertain to the Community Agency Space.

- b) The owner shall provide and maintain 15 new affordable rental dwelling units on the lands at 1319 Bloor Street West for a minimum period of ninety-nine (99) years beginning from the date that each such unit is first occupied, in accordance with the following:
 - i. At least one (1) of the new affordable rental dwelling units shall be a three-bedroom rental unit with an average unit size of approximately 90 square metres;
 - iii. At least four (4) of the new affordable rental dwelling units shall be two-bedroom rental units with an average unit size of approximately 70 square metres;
 - iv. At least ten (10) of the new affordable rental dwelling units shall be one-bedroom rental units with an average unit size of approximately 50 square metres;
 - vi. The fifteen (15) new affordable rental dwelling units shall be provided in vertically and/or horizontally contiguous groups of six (6) or more dwelling units within the development;
 - vii. The location and layouts of the new affordable rental dwelling units within the development shall be to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - viii. The owner shall provide and maintain all fifteen (15) new affordable rental dwelling units as secured rental housing at affordable rents, as currently defined in the Official Plan, for a minimum period of ninety-nine (99) years beginning from the date that each such unit is first occupied. During such ninety-nine (99) year period, the rent (inclusive of utilities) charged to any tenant of a new affordable rental dwelling unit shall not exceed one (1) times the average rent for the same bedroom type in the City of Toronto, as reported by the Canada Mortgage and Housing Corporation in its most recent Rental Market Survey, and no application shall be made to demolish any affordable rental dwelling unit or to convert any affordable rental dwelling unit to a non-residential rental purpose;
 - ix. Notwithstanding Part 3.b.viii. above, after the first year of occupancy of an affordable rental dwelling unit, the rent (inclusive of utilities) charged to any first tenant or new tenant of a new affordable rental dwelling unit may be escalated annually by not more than the annual provincial rent guideline, irrespective of whether such guideline is applicable to the unit

under the *Residential Tenancies Act, 2006* or any successor legislation governing residential tenancies in Ontario, until the tenancy ends;

x. At least six (6) months in advance of any new affordable rental dwelling unit being made available for rent, the owner shall develop and implement a Tenant Access Plan in consultation with, and to the satisfaction of, the Executive Director, Housing Secretariat to ensure the affordable rental units are rented to eligible households;

xi. The fifteen (15) new affordable rental dwelling units shall be made ready and available for occupancy no later than the date by which seventy percent (70%) of the new dwelling units erected on the lands are available and ready for occupancy;

xii. The owner shall provide all tenants of the affordable rental dwelling units with access to, and use of, all indoor and outdoor amenities in the development at no extra charge and on the same terms and conditions as any other resident of the building without the need to pre-book or pay a fee, unless specifically required as a customary practice for private bookings; and

xiii. The owner shall provide all tenants of the affordable rental dwellings units with laundry facilities on the same basis as other residents of the development at no extra charge.

4. City Council also direct that the following be secured in the Section 37 Agreement as a legal convenience to secure matters required to support the development. These matters will be delivered or secured through the Site Plan review process, and prior to Site Plan approval:

- a) The owner shall prepare all documents and convey a Pedestrian Clearway Easement to the City to secure a 6.0 metre corner rounding, at a minimum height of 3.0 metres above finished grade, at the northeast corner of 1319 Bloor Street West (southwest corner of Bloor Street West and St. Helen's Avenue), together with rights of support, such lands to be free and clear of all other physical and title encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public pedestrian clearway purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor;
- b) The owner shall submit to the Chief Engineer and Executive Director, Engineering and Construction Services, a draft Reference Plan of Survey in metric units and integrated into the Ontario Coordinate System, with coordinate values shown on the face of the plan and delineating thereon, by separate PARTS, the lands to be conveyed to the City for corner rounding purposes as, the remainder of the site, and any appurtenant

right-of-way, for review and approval, prior to depositing it in the Land Registry Office;

- c) The owner shall prepare all documents and convey a Pedestrian Clearway Easement to the City to secure a 2.5 metre wide minimum pedestrian clearway, to a minimum height of 3.0 metres above finished grade, along the Bloor Street West frontage of the subject site, together with rights of support, such lands to be free and clear of all other physical and title encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public pedestrian clearway purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor;
- d) The owner shall submit a comprehensive Construction Management Plan for each stage of the construction process, to the satisfaction of the General Manager, Transportation Services, the Chief Building Official and Executive Director, Toronto Building and the Ward Councillor. The Construction Management Plan will include, but not be limited to the following construction-related details: noise, dust, size and location of staging areas, location and function of gates, dates of significant concrete pouring, lighting details, vehicular parking and queuing locations, street closures, parking and access, refuse storage, site security, site supervisor contact information, and a communication strategy with the surrounding community, and any other matters requested by the General Manager, Transportation Services, in consultation with the Ward Councillor;
- e) The owner shall submit a financial security in the form of a letter of credit or certified cheque (amount to be determined) for the traffic control signals to be installed at the intersection of Bloor Street West and St. Helen's Avenue, and any subsequent timing card/programming costs, as required by the General Manager, Transportation Services;
- f) The owner shall submit a payment in the form of a certified cheque (amount to be determined) for the pavement marking and signage additions and modifications required within the frontage of the site and at the Bloor Street West and St. Helen's Avenue intersection, to the satisfaction of the General Manager, Transportation Services;
- g) The owner shall submit a payment of \$85,513.01 for a five year maintenance fee for the required new traffic signal at Bloor Street West and St. Helen's Avenue;
- h) The owner shall submit financial contributions/payments in the form of a letter of credit or certified cheques and/or provide additional documentation for the implementation of a Transportation Demand Management (TDM) plan. These provisions include, but are not limited to:

- i. A payment of \$100,000 for bike-share station implementation on-site or in the area surrounding the subject site;
 - ii. A minimum of three (3) publicly accessible car-share spaces on-site;
 - iii. One (1) car-share and/or bike-share membership per unit, offered for the first year of occupancy; and
 - iv. A minimum of one (1) bike repair station/area provided on-site.
- i) The owner shall submit a revised Functional Servicing and Stormwater Management Report, Hydrogeological Report and supporting documents, including confirmation of water and fire flow, sanitary and storm capacity, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water;
 - j) The owner shall address all outstanding engineering issues set out in the memoranda dated March 28, 2022, as well as any other comments that may arise from further review of materials to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Transportation Services;
 - k) The owner shall design and submit the provision of financial securities for any upgrades or required improvements to the existing municipal infrastructure and/or new municipal infrastructure identified in the accepted Engineering Reports to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that improvements or upgrades and/or new infrastructure are required to support the development;
 - l) The owner shall submit a Rail Safety Assessment for peer review, at the owner's sole expense, to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - m) The shall submit a revised Noise and Vibration Impact Study for peer review, at the owner's sole expense, to the satisfaction of the Chief Planner and Executive Director, City Planning;
 - n) The shall submit a revised Compatibility Mitigation Study for peer review, at the owner's sole expense, to the satisfaction of the Chief Planner and Executive Director, City Planning; and
 - o) The owner shall provide to the City for nominal consideration Privately-Owned Publicly Accessible Open Space (POPS) easements for the on-site POPS of approximately 304 square metres located within the centre of the subject site, for public access and provisions for rights of support if necessary, encumbrances and insurance, and indemnification of the City

by the owner, to the satisfaction of the Director, Real Estate Services, the Chief Planner and Executive Director, City Planning, and the City Solicitor in consultation with the Ward Councillor. The owner shall own, operate, maintain, and repair the POPS and install signage in a location to be determined through the Site Plan review process, at its own POPS at any time, 365 days a year. The final design and program of the POPS will be determined through the Site Plan review process and secured in a Site Plan Agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning.

5. In accordance with Section 42 of the *Planning Act*, prior to the first above grade building permit, the owner shall convey to the City, a parkland dedication, having a minimum size of 1,077 square metres located towards the southeastern limit of the subject site, which includes a 193 square metre off-site dedication from the site at 1423-1437 Bloor Street West and 278 Sterling Road (Application Number 21 139658 STE 09 OZ), to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.

6. City Council approve the acceptance of an on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.

7. In the event the owner elects to design and construct Above Base Park Improvements, City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Park, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

FINANCIAL IMPACT

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

DECISION HISTORY

The Bloor-Lansdowne Avenue Study was initiated in 1999 as a pilot Avenue Study under the new Toronto Official Plan and was approved by City Council in November 2002. The subject site is included in the study area. City Council's decision can be found at the following link:

<https://www.toronto.ca/legdocs/2002/agendas/council/cc021126/yk13rpt/cl005.pdf>

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

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

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

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

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

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

On July 28, 2020, City Council adopted a motion directing staff to undertake a study of the area generally bounded by Bloor Street West, St. Helen's Avenue, Kitchener GO Rail corridor, and Sterling Road, and to prepare a comprehensive plan to ensure that growth in the area occurs in a well-planned and coordinated manner. The subject site is located within the area outlined by City Council. City Council's motion can be found at the following link:

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

A pre-application meeting was held with the applicant on October 26, 2020 and follow up communications from Planning staff were issued. Issues identified during the pre-application meeting included the effective integration of the future SmartTrack station, a cohesive site and building organization, building and streetwall heights, built form, massing, building setbacks, floorplate size, transition and adjacency to *Neighbourhoods*, potential shadow impacts, request for angular plane study, treatment and animation of the Bloor Street West commercial frontage, on-site parkland dedication and other open space on-site, provision of a generous public realm to

support anticipated pedestrian activity, site porosity for desirable pedestrian and cycling networks within and beyond the site, affordable housing, grading constraints, landscaping treatment, configuration and location of the rear driveway, appropriate vehicular parking supply, multi-use trail, and the incorporation of environmental sustainability measures.

On February 2, 2021, City Council considered EX20.2, Advancing the SmartTrack Stations Program, recommending that Council authorize the City Manager to negotiate and enter into agreements with the province on the SmartTrack program subject to the terms and conditions specified in the report. The revised SmartTrack Program included five SmartTrack Stations (Bloor-Lansdowne, Finch-Kennedy, East Harbour, King-Liberty and St. Clair-Old Weston). City Council's decision can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX20.2>. The revised Agreement in Principle (AIP) terms approved in this decision were finalized through the signed agreement between the City and the Province in August 2021. The signed [Revised Ontario-Toronto Agreement in Principle](#) marked the full endorsement of the project and the beginning of the procurement process.

In July 2021, Executive Committee received a status update on Metrolinx transit expansion projects:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX25.5>. This report provided an update from City staff to report back to Executive Committee on the next steps to ensure Metrolinx delivers and funds the following four connections as part of the Bloor-Lansdowne station scope, prior to Metrolinx's issuance of the Request for Proposals, including:

- The connection from the Bloor-Lansdowne Station to the north part of the public realm of the Davenport Diamond;
- The connection from the Bloor-Lansdowne Station to the Junction area through Dora Avenue and Sterling Road;
- The connection from the Bloor-Lansdowne Station to the West Toronto Rail Path; and
- The connection from the public realm by bridge over the Davenport Diamond to Earlscourt Park.

Metrolinx has agreed in principle to fund and deliver the first three connections subject to design development and requisite agreements. Staff in both organizations are currently working to refine the technical requirements.

A Preliminary Report on the application was adopted by Toronto and East York Community Council on February 24, 2021 and directed staff conduct community consultation. The Preliminary Report and Community Council's decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE23.40>

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 at the following link:

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

SITE AND SURROUNDING AREA

The subject site is located on the south side of Bloor Street West, west of Lansdowne Avenue. The site is generally rectangular in shape, has an area of 9,893 square metres, a frontage of 87.7 metres along Bloor Street West, and a depth of 113.4 metres along St. Helen's Avenue. The site is located directly east of the Metrolinx Barrie GO rail corridor. The existing building on-site, which is developed with a single-storey large format retail store, is proposed to be demolished.

Land uses that surround the subject site include:

North: A single-storey building occupied by a roofing supply company, on the north side of Bloor Street West at 1360-1364 Bloor Street West. Further north, along Wade Avenue and backing onto the rail corridor at 77 Wade Avenue, is a vacant site that has been re-zoned to permit a seven-storey office building.

South: 284 St. Helen's Avenue, a three-storey, 64-unit residential building, located directly south of the subject site. The building was formerly a mattress factory that was converted in 2004 and on February 2, 2022, the property was added to the City's Heritage Register.

East: 1313 Bloor Street West, a two-storey commercial building, located at the southeast corner of Bloor Street West and St. Helen's Avenue. On the east side of St. Helen's Avenue, south of Bloor Street West, are a mix of two and 2.5-storey dwellings.

West: Metrolinx's Barrie GO rail corridor, located at track mile 3.9 of the Newmarket Subdivision. This rail corridor is a principal main line operating daily GO passenger service. West of the rail corridor, at 1369 Bloor Street West, is a 15-storey residential building.

APPLICATION

Proposal

The subject application, when originally submitted, proposed two residential towers with heights of 31 and 33-storeys atop a "C-shaped" mixed-use base building, 58,089 square metres of GFA, a 867 square metre public park, and a 421 square metre POPS.

The revised application proposes to amend the City of Toronto Zoning By-law 569-2013 to permit two residential towers with heights of 27 and 31-storeys atop a "C-shaped" mixed-use base building that would range in height between two and 12-storeys and would include a total of 60,439 square metres of GFA. A 1,077 square metre public park

is located towards the southeastern limit of the subject site, a 304 square metre POPS is located within the centre of the subject site, and a 465 square metre community agency space will be provided within levels one and two of the base building fronting Bloor Street West. The proposed development would also integrate the future Bloor-Lansdowne SmartTrack station, with components of the station being delivered on-site through the Province of Ontario's and Metrolinx's Transit-Oriented Communities Program.

A summary of the application's statistics can be found in the below table and in Attachment 2: Application Data Sheet:

Site Area	9,893 square metres
Site Frontage/Site Depth	Bloor Street West: 87.7 metres St. Helen's Avenue: 113.4 metres Metrolinx Rail Corridor: 122.3 metres
Base Building Height	Bloor Street West: 5-storeys St. Helen's Avenue: 3 to 6-storeys Metrolinx Rail Corridor: 2 to 12-storeys
Residential Tower Height	North Tower: 27-storeys, 93.3 m South Tower: 31-storeys, 105.3 m
Tower Floorplate/ Tower Separation	North and South Tower Floorplate: 850 m ² Tower Separation: 27.97 m
Gross Floor Area	Residential: 59,238 m ² Retail: 291 m ² Community Agency Space: 465 m ² Bloor-Lansdowne SmartTrack Station: 445 m ² Total: 60,439 m²
Density	6.1 times the area of the lot
Ground Floor Setbacks	Bloor Street West: min. 10 m (curb to building face) St. Helen's Avenue: min. 6.1 m (curb to building face)
Residential Units	Studio: 54 units (6.8%) One-bedroom: 344 (43%) Two-bedroom: 321 units (40.2%) Three-bedroom: 80 units (10%) Total: 799 units (100%)
Vehicular Parking	Resident: 211 spaces Commercial/Visitor: 47 spaces Total: 268 spaces

Bicycle Parking	Short-term: 80 spaces Long-term: 720 spaces Total: 800 spaces
Loading	1 Type "C" 1 Type "G"
Amenity Space	Indoor Amenity Space: 1,598 m ² (2 m ² per unit) Outdoor Amenity Space: 1,598 m ² (2 m ² per unit)
Parkland Dedication	1,077 m ² (includes off-site dedication from 1423-1437 Bloor Street West & 278 Sterling Road)
POPS	POPS: 304 m ²

The north tower (27-storeys) would be oriented parallel to Bloor Street West, would have a tower floorplate of 850 square metres, and would be located towards the northeastern limit of the site with frontage on both Bloor Street West and St. Helen's Avenue. The tower would be setback 3 metres from the base building on Bloor Street West and 4.2 metres from the base building on St. Helen's Avenue. The south tower (31-storeys) would be oriented parallel to the rail corridor, would have a tower floorplate of 850 square metres, and would be located towards the southwestern limit of the site, adjacent to the rail corridor. The tower would be setback 3 metres from the western limit of the base building and 5 metres from the eastern limit of the base building. The north and south towers would have a tower separation of 27.97 metres. The proposed base building would range in height between two and 12-storeys, with streetwall heights that respond to its adjacent context. Within the proposed base building, a range of uses are proposed at-grade, including residential uses, retail uses, the community agency space, and the Bloor-Lansdowne SmartTrack station entrance.

Components of the proposed Bloor-Lansdowne SmartTrack station would be integrated within the proposed development, including the station box and pick-up and drop-off area. The station would have a side platform located along the rail corridor, with the southbound platforms on the west side of the rail corridor and the northbound platforms on the east side, adjacent to the proposed development. The station entrance would be constructed on the east side of the rail corridor at Bloor Street West, providing pedestrian access to the station. Stairs and elevators at the entrance would provide access to a passageway under the rail corridor, also connecting to the north end of the platforms above with additional stairs and elevators. A 10 metre wide strip of land, along the subject site's western limit, is proposed to be conveyed to Metrolinx, which would include the northbound station platform, waiting area, and a multi-use path that would function as a connection to the West Toronto Rail Path.

Vehicular access is proposed off St. Helen's Avenue, towards the southern limit of the subject site, and would lead to the underground garage and enclosed servicing area. The underground garage would have two levels of parking and the SmartTrack station pick-up and drop-off area would be located within the first level of the underground. In addition to the vehicular parking spaces, the two levels of the underground garage would also contain various servicing areas.

The proposed POPS and public park would be located centrally within the subject site and would be partially surrounded by the proposed base building. The POPS would have a size of 304 square metres and would be located between the base building fronting St. Helen's Avenue and the base building the south tower would sit atop. The proposed public park would be located to the south of the POPS and would have a size of 1,077 square metres, with 22.8 metres of frontage on St. Helen's Avenue. In an effort to maximize the size of the proposed public park, the park would be comprised of the subject application's on-site parkland dedication requirement of 858.2 square metres as well as an off-site dedication of 193 square metres from the development at 1423-1437 Bloor Street West and 278 Sterling Road (Application Number 21 139658 STE 09 OZ).

To facilitate connectivity and porosity through the subject site, a breezeway, with a width of 8.6 metres, is proposed within the base building fronting Bloor Street West, and would provide pedestrian access to the centre of the subject site, where the POPS and public park would be located. In addition, a multi-use path is proposed along the southern property line, connecting St. Helen's Avenue to the rail corridor.

Due to the subject site's adjacency to the Metrolinx Barrie GO rail corridor, various mitigation measures have been incorporated into the proposed development, including a minimum 25 metre setback to residential units at-grade and a minimum 30 metre setback to residential units on levels two through 31, achieved through a combination of horizontal and vertical measures. In addition to the proposed setbacks, a 7 metre tall continuous crash wall, measured from the top-of-rail, would be integrated within the western elevation of the proposed development.

Refer to Attachment 7 for the proposed site plan, Attachments 8 and 9 for a 3D model of the proposed development in context, and Attachments 10 through 13 for the proposed building elevations.

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Planning Rationale;
- Compatibility and Mitigation Study;
- Avenue Segment Study;
- Energy Efficiency Report;
- Noise and vibration Impact Study;
- Geotechnical Study;
- Hydrogeological Report;
- Archaeological Assessment;
- Landscape and Lighting Plans;
- Pedestrian Level Wind Study;
- Sun and Shadow Study;
- Functional Servicing Report;
- Stormwater Management Report;
- Toronto Green Standard Checklist;

- Transportation Impact Study;
- Rail Safety Assessment;
- Arborist Report and Tree Preservation Plan;
- Public Consultation Strategy Report; and
- Community Services and Facilities Report.

Reasons for Application

A Zoning By-law Amendment application is required to vary performance standards, such as the proposed height, floor space index, and building setbacks.

Site Plan Control

The subject site and proposed development are subject to Site Plan Control and a site plan application has been submitted.

Agency Circulation Outcomes

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 and to formulate appropriate Zoning By-law standards.

POLICY CONSIDERATIONS

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 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 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."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019.

The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR) which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;

- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe (GGH) region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. 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 contains policies pertaining to minimum population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. This work is currently underway as part of the Council approved work plan of the MCR. Protected MTSAs (PMTSA) will become a subset of the MTSAs in the City. Policy 2.2.4.5 of the Growth Plan states the City may delineate MTSAs before the MCR is completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. The subject site is located within the PMTSA delineation for the Bloor-Lansdowne GO station and Lansdowne station.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, provides direction for managing the size, location and built form compatibility of different land uses, and the provision of municipal services and facilities. Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

Chapter 2 – Shaping the City

The subject site is located along an *Avenue*, as shown on Map 2 – Urban Structure of the Official Plan.

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

Policies of the Official Plan protect the integrity of the City's transportation network, and steers future growth to areas that are well served by transit, including the *Avenues*. The integration of transportation and land use planning is critical in achieving the overall aim of increasing accessibility throughout the City.

The Official Plan directs growth to the *Avenues*, among other areas, in order to use municipal land, infrastructure and services efficiently; concentrate jobs and people in areas well served by surface transit and rapid transit stations; promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips; and facilitate social interaction, public safety and cultural and economic activity.

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

Avenues are "important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job 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 configuration, street width, existing uses, neighbouring uses, transit service, and streetscape potential." The *Avenues* policies direct development in *Mixed Use Areas* on an *Avenue* to support and promote the use of transit, contribute to the creation of a range of housing options, contribute to an attractive, safe and comfortable pedestrian environment, provide universal physical access to all publicly accessible spaces and buildings, and be served by adequate hard and soft services.

Section 2.3.1 Healthy Neighbourhoods

The Official Plan contains principles for steering growth and change to some parts of the City, while protecting neighbourhoods and green spaces from development pressures. By focusing most new residential development along the *Avenues*, among other areas, the shape and feel of the neighbourhoods can be preserved. At the boundary points between the neighbourhoods and growth areas, development in growth areas will have to demonstrate a transition in height, scale, and intensity as necessary to ensure that the stability and general amenity of the adjacent neighbourhood areas are not adversely affected.

The Official Plan, through policy 2.3.1.5, outlines that developments in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will be compatible with those *Neighbourhoods*; provide a gradual transition of scale and density through the stepping down of buildings towards and setbacks from those *Neighbourhoods*; maintain adequate light and privacy; orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*; locate, screen or enclose service areas and any surface parking and access to underground and structured parking so as to minimize impacts on adjacent

land in those *Neighbourhoods*; and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets.

Chapter 3 – Building a Successful City

Section 3.1.1 The Public Realm

The Public Realm policies provide guidance on the roles and key relationships between elements of the public realm as well as direction on the expansion, enhancement, and maintenance of the public realm through development review and capital projects.

The Official Plan states that the public realm will provide the organizing framework and setting for development; foster complete, well-connected walkable communities that meet daily needs of people and support a mix of activities; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and social interaction; contribute to the identity and physical character of the City and its neighbourhoods; be functional and fit within a larger network; and contribute to the City's climate resilience.

Through policies 3.1.1.13 and 3.1.1.16, the Official Plan directs that sidewalks and boulevards be designed to provide safe, attractive, interesting, and comfortable spaces for uses of all ages and abilities and that development will prioritize the preservation, long-term growth and increase the amount of healthy trees.

Policies 3.1.1.19 and 3.1.1.20 provide direction on the location, design, and accessibility of new parks and open spaces, including POPS, to ensure they are prominent, visible, functional, and accessible; designed for users of a variety of ages and abilities; provide for a range of amenities; and are well integrated into the broader public realm.

Section 3.1.2 Built Form

The Built Form policies provide principles on key relationships of the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form, and ensure that new buildings will promote and achieve the overall objectives of the Official Plan.

The Official Plan directs that development will be located and organized to fit with its existing and planned context and provides guidance on how this is achieved. Development is expected to frame and support adjacent streets, lanes, parks, and open spaces to promote civic life and the use of the public realm; provide additional setbacks or open spaces at street intersections; and provide ground floor uses, clear windows, and entrances that allow views from and, where possible, access to adjacent streets, parks, and open spaces. Policy 3.1.2.2 states that development will provide accessible open space, where appropriate, and policy 3.1.2.3 states that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Through policy 3.1.2.4, the Official Plan states development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public

realm, the site and surrounding area by using shared service areas; consolidating and minimizing the width of driveways and curb cuts across the public sidewalk; providing underground parking, where appropriate; and limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk. In addition, policy 3.1.2.5 states that development will be located and massed to fit within the existing and planned context, 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 by providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context and stepping back building mass and reducing building footprints above the streetwall height.

New indoor and outdoor shared amenity spaces are to be provided as part of multi-unit residential development that are high quality, well designed, and consider the needs of the residents of all ages and abilities over time and throughout the year.

Section 3.1.3 Built Form - Building Types

This section of the Official Plan provides policy direction for three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise, and Tall – for residential, office and mixed-use intensification. The Official Plan recognizes tall buildings are an intensive form of growth that comes with both opportunities and challenges that play a role in achieving residential and employment growth objectives in some parts of the City. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration, and context allows for the appropriate design criteria to be met.

The Official Plan encourages a mix of building types on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that provide parcels of appropriate size and shape for the mix of building types; define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales; ensure appropriate spacing of buildings; and ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

Tall buildings are defined as buildings that are generally greater in height than the width of the adjacent right-of-way and designed to consist of three parts: a base, tower, and a top. The base portion should respect and reinforce good street proportion and pedestrian scale and be lined with active, grade-related uses. The tower portion should be designed to reduce the physical and visual impacts of the tower from the public realm; limit shadow impacts on the public realm and surrounding properties; maximize access to sunlight and open views of the sky from the public realm; limit and mitigate pedestrian level wind impacts; and provide access to daylight and protect privacy in interior spaces within the tower. The top portion should be designed to integrate roof top mechanical systems; limit and shape the size of tower floorplates; provide appropriate separation distances; and locate and shape balconies to limit shadow impact.

Section 3.2.1 Housing

The Official Plan provides direction to encourage the provision of a full range of housing, in terms of form, tenure and affordability. Policy 3.2.1.4 states assistance will be provided to encourage the production of affordable housing either by the City or in combination with senior government programs and initiatives.

Chapter 4 – Land Use

Section 4.5 Mixed Use Areas

The City's Official Plan designates the subject site as *Mixed Use Areas*, as shown on Attachment 3: Official Plan Land Use Map.

The City's *Mixed Use Areas* are made up of a broad range of uses and "will absorb most of the anticipated increase in retail, office, and service employment in Toronto in the coming decades, as well as much of the new housing." The Official Plan does not foresee all *Mixed Use Areas* experiencing the same scale or intensity of development and identifies the development criteria for development in *Mixed Use Areas*, through policy 4.5.2, which includes:

- Creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- Locating and massing new buildings to provide transition between areas of different development intensity and scale;
- Locating and massing new buildings to limit shadow impacts on adjacent *Neighbourhoods*;
- Taking advantage of nearby transit services;
- Providing an attractive, comfortable, and safe pedestrian environment;
- Providing good site access and circulation and an adequate supply of parking for residents and visitors;
- Locating and screening service areas, ramps, and garbage storage to minimize the impact on adjacent streets and residences; and
- Providing indoor and outdoor recreation space for building residents.

Chapter 5 Implementation: Making Things Happen

Section 5.1.1 Height and/or Density Incentives

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

The City of Toronto Official Plan can be found at the following link:
<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

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

The subject site is located at the eastern limit of the Bloor Street Study area where City Council endorsed a Planning Framework to guide future development and ensure growth occurs in a well-planned and coordinated manner.

The public realm network plan which forms part of the Planning Framework, identifies public realm improvements within and around the study area, including new parks, POPS, cycling connections, pedestrian connections, streets, and underpass improvements. Within and around the subject site, the public realm network plan identifies a potential new park towards the southeastern limit of the site, a potential multi-use path connection along the southern property line, existing cycling infrastructure along Bloor Street West, and the planned multi-use path connection along the Barrie GO rail corridor which will function as a connection to the West Toronto Rail Path. Refer to Attachment 5: Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework Public Realm Network Plan.

A character analysis also formed part of the Planning Framework, which responds to the varying conditions, character, and underlying land use designations within the study area. Five character areas were developed and associated guiding principles were created to establish the planned context, built form character, setbacks and transition patterns between areas of varying scale and intensity, and opportunities for open spaces and connections. The subject site is located within Character Area A due, in part, to the site's size and *Mixed Use Areas* designation in the Official Plan. The Planning Framework directs that development in this Character Area will be of the highest densities and heights in the study area due to proximity to existing and future transit infrastructure. The Framework requires that generous setbacks be required along Bloor Street West to allow for public realm improvements and the establishment of new open spaces. The Framework also directs that development in Character Area A transition towards the low-scale residential areas to the east and south.

As part of the Bloor Street Study, a CS and F study was initiated and comprised of a demographic analysis and inventorying of CS and F within the area surrounding the Study Area. The CS and F study also assessed development activity to determine the approximate population increase.

The CS and F study assessed a range of CS and F including childcare, libraries, parks, recreation and community facilities, and schools. Using the demographic analysis, pipeline data, and sector inventory and analysis, staff determined the priority needs of the CS and F study area include childcare facilities, parkland, and community agency space. The identified CS and F needs form part of the Planning Framework and development applications within the study area are expected to respond to the identified needs through the provision of new facilities and parkland and/or dedicating monetary contributions to the provision of CS and F, where possible.

The Planning Framework also prioritizes the provision of affordable housing within the study area. Without other tools in place to require the provision of affordable housing, mainly inclusionary zoning, the Framework identifies that applications meeting the threshold for Section 37 contributions, may have those contributions directed towards affordable housing.

Zoning

Zoning By-law 569-2013 zones the site Commercial Residential 'CR' 4.0 (c1.0; r3.5) SS2 (x1750) with height maximums of 30 metres for the majority of the site and 12 metres for a portion of the site along the east with frontage on St. Helen's Avenue permitting a range of uses such as apartment buildings, townhouses, eating establishments, retail, financial institutions, and offices. The development Standard Set 2 includes a range of performance standards such as, but not limited to a rear lot line building setback and an angular plane. Refer to Attachment 4 for the Zoning By-law Map.

Zoning By-law 569-2013 can be found at the following link:

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

SmartTrack Station Program and Transit-Oriented Communities

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

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

Since then, Metrolinx and Infrastructure Ontario have developed a Transit-Oriented Communities Program to deliver new GO stations and subway stations in Toronto. Currently some new stations or upgrades to existing stations, including Parklawn GO, Woodbine GO, Mimico GO, and Scarborough GO Stations, are intended to be delivered through this program. As well, the Bloor-Lansdowne and East Harbour SmartTrack stations will be delivered in whole, or in part, under the TOC program. The Province recently approved a number of Minister's Zoning Orders (MZOs) for some of the Ontario Line TOCs and East Harbour and Mimico GO. These by-laws are deemed approved without City Council approval or having supporting agreements for infrastructure and community benefits.

City staff have reviewed the subject application to ensure its consistency with the City's commitments in the MOU with the Province on Transit-Oriented Communities.

Design Guidelines

Policy 5.3.2.1 of the Official Plan states that guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban design guidelines are intended to provide a more detailed framework for built form and public improvements. The following design guidelines have been reviewed in the evaluation of this application:

- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities Guidelines;
- Retail Design Manual; and
- Pet Friendly Design Guidelines.

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.

Growing Up: Planning for Children in New Vertical Communities Guidelines

On July 28, 2020, City Council adopted the updated Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines (the "Growing Up Guidelines"). The update was based on the continued review and assessment from the draft guidelines adopted by Council in July 2017. The objective of the Growing Up Guidelines is to increase the livability of new residential and mixed-use developments for larger households, including families with children at the neighbourhood, building, and unit scales.

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.

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

The purpose of these guidelines are 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 needed pet amenities for high density residential communities.

The City's Design Guidelines can be found at the following link:
<https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-guidelines/>

COMMUNITY CONSULTATION

A virtual community consultation meeting was held on April 14, 2021. City staff, the Ward Councillor, the applicant, and approximately 165 members of the public attended the meeting virtually.

Comments and areas of concern identified by the community, during the meeting, and through written correspondence include:

Built Form, Height, Massing and Building Design

- Concerns with the scale and density of the proposed development, in particular the height of the two towers and their proximity to the low-rise dwellings on St. Helen's Avenue;
- Concerns with shadow and wind impacts;
- Concerns that the approval of tall buildings on this site would set a precedent in the surrounding area;
- A comment that more brick and stone should be added to the building design because it was suggested that glass and cladding do not age well;
- Concerns that there was no consideration of existing residents, to the west and east, when designing the podium and towers; and
- Concerns with the location and orientation of the proposed towers.

Site Connectivity

- Concerns with the porosity of the proposed building and that it should be made more porous allowing for public access to the courtyard directly from Bloor Street West and the transit station.

Servicing and Infrastructure

- Concerns that existing servicing infrastructure (sewage and water) will not have the capacity to handle the proposed development which may lead to flooding and impact water pressure.

Traffic and Transportation

- Concerns that the proposed development will significantly worsen traffic in the surrounding area;
- Concerns that there is insufficient resident and visitor parking proposed;
- A comment in relation to the need for follow-up traffic studies, after developments are built and occupied, to confirm traffic analysis accuracy; and
- Concerns with the design of the driveway and its impact on 284 St. Helen's Avenue.

Bloor-Lansdowne SmartTrack Station

- Concerns that the configuration of the proposed pick-up and drop-off area associated with the station will lead to pick-up and drop-off taking place on St. Helen's Avenue, creating traffic and congestion;
- Concerns that the bells and announcements associated with the station will be disruptive; and
- Comments requesting clarification related the rail path extending north and south of the site, along the Barrie GO rail corridor.

Parks and Open Space

- A comment that the internal courtyard should be made available to the public, not just residents of the proposed development;
- Concerns that the proposed development will shadow the private open space at 1369 Bloor Street West;
- Comments related to the programming of the proposed park, including the need for pet relief areas and off-leash dog areas;
- A comment suggesting that a linear park along the rail corridor be proposed rather than the proposed park within the site;
- A comment that the amount of public open space needs to be increased; and
- Concerns that the POPS and park will be in shadow for most of the day.

Affordable Housing and Section 37 Benefits

- Concerns that the proposed development will not be affordable and concerns that there is no obligation for the applicant to provide affordable housing; and
- Concerns that Section 37 benefits will be used to by-pass existing zoning permissions.

In addition to the above, a letter from the St. Helen's Neighbourhood Coalition was submitted which identified the following comments and concerns:

- Concerns with the proposed development's impact to the character of St. Helen's Avenue;
- Concerns with the proposal's excessive height and density, shadow and wind impacts, and the design and configuration of the site; and
- Concerns that there is no plan in the broader area for green spaces and community services and facilities including community spaces, school, libraries, and cultural amenities.

Suggestions from the St. Helen's Neighbourhood Coalition to improve the proposed development included:

- Incorporation of affordable housing and new community amenities;
- Connection to Lansdowne subway station;
- Bloor Street West streetscape improvements, including weather protection;
- Increase in the number of two and three-bedroom units;
- Consideration of geothermal energy;
- Removal of the proposed park and redistribute the proposed height and massing over that portion of the site; and

- Require the applicant to fund and construct the multi-use path along the Barrie GO rail corridor, to the north and south of the site, and a station tunnel, south of the site, which would connect Dora Avenue to Sterling Road.

A petition in opposition of the proposed development was circulated to Planning staff which garnered 521 signatures.

Staff worked closely with the applicant to address those issues that could be resolved through revisions to the design of the proposed development.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

Design Review Panel

The original site design and massing was reviewed and considered by the City's Design Review Panel on April 8, 2021. Comments from the Panel included:

- **Site Porosity and Courtyard Design:** The panelists were concerned that the courtyard was too enclosed and needed to incorporate additional connections to Bloor Street West and St. Helen's Avenue. Scaling back the extent of the base building and servicing areas was suggested to substantially increase the size of the park and courtyard and open the view and access to the park and create a more open space. Other comments on the courtyard design included the need to analyze the circulation, flow, and access points; carefully defining what will happen within the space; and extending the courtyard south to the walkway along the southern property line where the subject site abuts 284 St. Helen's Avenue.
- **Courtyard as Perceptually Private Space:** Various panelists commented that the courtyard read as a privatized space that would act as a forecourt for residents and users of the public park should not feel like outsiders invading a private space. It was suggested that more porosity from Bloor Street West and active at-grade uses could enhance and improve pedestrian flow.
- **Response to Bloor Street:** Many members acknowledged that the proposed changes to this stretch of Bloor Street would be a big improvement. To further increase the porosity from Bloor Street West as well as the retail and upper base building, it was suggested that the building be set further back to increase the sidewalk width, introduce more street trees and planters, and better announce the entrance of the SmartTrack station from Bloor Street West.
- **Station Platform Area, Connections and Station Plaza:** Panelists felt additional connections to the transit platform were needed, particularly from Bloor Street West, as well as a more generous open space at the entrance. Some panelists suggested enhancing the public nature of the station by creating a public realm horseshoe around the station and creating opportunities for productive landscaping and non-sensitive active uses within the open space at track level.

Many panelists felt the open space at track level could function as a connection to the West Toronto Rail Path, to the north and south of the subject site.

- **Built Form, Height and Massing:** Many panelists felt that two towers worked on the site and the transit integration would make the site a landmark. Of the panelists that felt the proposal was slightly over scale, they recommended bringing it down to 90% of its current scale.
- **Tower Location and Articulation:** The panelists recommended adjustments to the north tower to improve its transition to the residential neighbourhood, including shifting the tower further west. Panelists thought the building was stately and elegant and the architectural expression was appreciated but the towers could be vertically broken to appear more slender.
- **Base Building Height and Massing:** The panel thought the height and massing of the base building needed further consideration, particularly in relation to its scale along Bloor Street West and St. Helen's Avenue. Opinions differed as to whether more height should be directed towards the rail corridor as it was thought it might impact light access into the courtyard. Some panelists advised further study of where the different architectural expressions of the base building meet.
- **Landscape Strategy:** The panel advised of a more substantial and beautifully landscaped east-west pedestrian connection to make a strong public realm link between the station platform, the connection along the rail corridor, the street, and the surrounding neighbourhood. The panel suggested locating this connection along the southern property line, to interface with the abutting 284 St. Helen's Avenue.

The panel voted in support of the proposal and recognized the project was a potential exemplar for sensitively executed transit-oriented development on a complex site and as a permeable civic hub/portal to a vibrant neighbourhood. The aforementioned comments from the panel would help to realize the potential further.

Planning staff are satisfied that the revised proposal achieves the objectives identified by the Design Review Panel. Staff are of the opinion the proposed site layout, organization, porosity, and integration of the station and courtyard and public park is appropriate. Further matters pertaining to sustainable design, landscaping, and architectural expression will be refined through the Site Plan review process.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan, as noted below.

Provincial Policy Statement

The policy direction of the PPS states that healthy, liveable and, safe communities are to be sustained by:

- Promoting efficient development and land use patterns;

- Accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and
- Promoting the integration of land use planning, growth management, transit supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption, and servicing costs.

The PPS, through policy 1.1.3.2, directs that land use patterns shall be based on densities and a mix of land uses which:

- Efficiently use land and resources;
- Are appropriate for and efficiently use infrastructure which are planned or available; and
- Are transit supportive and support active transportation.

Furthermore, policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. In identifying opportunities and promoting intensification, the PPS directs that appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety should be promoted.

Policy 1.2.6.1 provides that major facilities (including industries) and sensitive land uses (including residences) should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities. Sensitive land uses are defined in the PPS as "buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment."

As it relates to housing, policy 1.4.3 of the PPS directs planning authorities to provide a range of housing types and densities to meet projected housing needs of current and future residents. The objective for healthy, livable, and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs; facilitating all forms of residential intensification and redevelopment; promoting densities for new housing which efficiently use land, resources, infrastructure and public services; and support the use of public transit.

With respect to parks and open space, policy 1.5.1 provides that healthy and active communities should be promoted by planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including parklands, public spaces, and open space areas.

Section 1.6 of the PPS includes policies on infrastructure and public service facilities. Policy 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities. With respect to transit and transportation systems, policy 1.6.7.4 promotes a land use pattern, density, and mix of uses that minimizes the length and number of vehicle trips, and supports current and future use of transit and active transportation.

The subject application would provide for the creation of a mixed-use development and complete and livable community that would have an appropriate mix of residential unit types, a new public park and POPS, community agency space, integration of the Bloor-Lansdowne SmartTrack station, and retail uses at-grade. The proposed development provides for an appropriate level of intensification, in a built form that is compact and would efficiently use land, resources, infrastructure and public services, and support the use of future and existing public transit.

As it relates to land use compatibility, the applicant has submitted Noise and Vibration and Compatibility Mitigation Studies, which assess the potential for impact from adjacent and nearby industrial and transportation facilities that may be a source of pollutants and/or noise and vibration on the subject site. The details and recommendations of the Noise and Vibration and Compatibility Mitigation Studies are discussed in greater detail further in this report but the studies do conclude that sensitive land uses within the subject site are feasible and any impacts can be appropriately mitigated.

In the opinion of staff, the proposed development and implementing draft Zoning By-law are consistent with the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The subject site is located within a “strategic growth area” pursuant to the Growth Plan, which are urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service may also be identified as strategic growth areas. The Growth Plan defines “frequent transit” as “a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week”.

The policies of the Growth Plan, regarding how land is developed, resources are managed and protected, are based on principles, which include:

- Supporting the achievement of complete communities that are designed to support healthy and active living;
- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and
- Supporting a range and mix of housing options.

The Growth Plan states that applying the policies of the Growth Plan will support the achievement of complete communities through, among other matters:

- A diverse mix of land uses, including residential and employment uses;
- A diverse range and mix of housing options to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes;
- Expanding convenient access to a range of transportation options, public service facilities, and safe and accessible publicly-accessible open spaces;
- A more compact built form and a vibrant public realm, including public open spaces; and Integrate green infrastructure and appropriate low impact development.

Policy 2.2.4.10 of the Growth Plan states that lands adjacent to, or near frequent transit, should be planned to be transit-supportive and supportive of active transportation. The Growth Plan requires that transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines. The guidelines state that new development should contribute to a pedestrian-friendly public realm by scaling buildings to match their specific context and ensuring mid-block connections are direct, well-lit and fronted by, or visible from, adjacent uses to enhance pedestrian safety and comfort.

The proposed development advances the policy objectives of the Growth Plan as it would provide a compact built form, contribute to a range of housing options, be transit-supportive and supportive of active transportation, contribute to a pedestrian-friendly public realm, provide new and enhanced open spaces and public facilities, and contribute to the achievement of a complete community with a mix of residential and non-residential uses, transit infrastructure, and new public space.

In the opinion of staff, the proposed development and implementing draft Zoning By-law conform to the Growth Plan.

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

The subject application was assessed against the Council endorsed Planning Framework and staff are of the opinion that the proposed development advances the objectives of the Framework.

The Framework directs that Character Area A will have the highest heights and densities in the study area, given its proximity to existing and future transit infrastructure. The proposed development, in particular, is expected to be the tallest and most dense development within the study area, due in large part to the size of the subject site and the development's integration of the Bloor-Lansdowne SmartTrack station.

In relation to transition, the subject site's adjacency to the low-scale residential area on the east of St. Helen's Avenue informed design considerations of the proposed development including the streetwall height and the height of the base building that would front St. Helen's Avenue, the orientation of the north tower, and the setbacks along St. Helen's Avenue. On St. Helen's Avenue, grade-related units are proposed that would have an 11.5 metre streetwall which would represent an appropriate increase

from the as-of-right height permissions of 10 metres for those properties on the east side of St. Helen's Avenue. From there, the upper three levels of this portion of the base building would be setback an additional 2.5 metres. The north tower would be oriented parallel to Bloor Street West, extending west along Bloor Street West, rather than extending south along St. Helen's Avenue, which would reduce the visual impact of the tower from St. Helen's Avenue. Generous setbacks are proposed along St. Helen's Avenue, which would measure 6.1 metres from the curb to building face, allowing for an enhanced public realm with a generous pedestrian clearway, space for tree planting and landscaping, and private access to the grade-related units.

In response to the Framework's direction for generous setbacks along Bloor Street West, the proposed development would provide a setback of 10 metres, measured from the curb to building face, allowing for an enhanced public realm with a generous pedestrian clearway, space for tree planting, and spill out space for the at-grade retail uses.

In relation to the public realm network plan, the proposed development would deliver or help facilitate all identified public realm components within the subject site, including the public park, multi-use path along the southern property line, and the multi-use path along the Barrie GO rail corridor where a 10 metre strip of land would be conveyed to Metrolinx.

The proposed development would be subject to Section 37 contributions, which is discussed in greater detail later in this report. The proposed contributions would address both CS and F priority needs and the delivery of affordable housing units. A 465 square metre community agency space is proposed within levels one and two of the base building that would front Bloor Street West. This space will be dedicated to the City, post-construction, and will be leased to a non-profit organization to deliver programming and services that meet a community need. In addition, a total of 15 affordable rental dwelling units are proposed with an affordability period of 99 years, beginning from the date that each unit is first occupied, as described in the Section 37 section below.

Bloor-Lansdowne SmartTrack Station

The Bloor Lansdowne station design has been advanced through 2021 and 2022 with construction planned to begin by Q1 2023. Neighbourhood connections that were part of previous Metrolinx project commitments are now being delivered through Bloor-Lansdowne station or other area projects. These connections, which had been de-scoped, were identified as important to station access and for the larger community. The multi-use path bridge over Bloor Street West that will connect Bloor-Lansdowne station to the north part of the public realm of the Davenport Diamond is in design. The north-south connection from Bloor-Lansdowne station to the West Toronto Rail Path is being advanced and agreements finalized. The connection from Bloor-Lansdowne station to the Junction area through Dora Avenue and Sterling Road has been included in the RFP as a provisional item. Design options are being developed and further coordination with station delivery will be discussed with the project proponent.

City staff have reviewed the subject application consistent with the City's commitments in the MOU with the Province on Transit-Oriented Communities. This application's integration of Bloor-Lansdowne station supports a number of the “shared objectives” identified in the MOU. The proposed development and station would support increased transit ridership where easily accessible transit is a primary mode of transportation for new residents. The integrated development and improved station connections provide direct access to rapid transit. The overall proposal and integration of station elements is part of the strategy to help offset the cost of building transit and developing communities that provide residents and workers with new places to live, work and play

The MOU also recognizes that Province and the City have shared objectives to appropriately integrate new transit facilities into development, and ensure due consideration for the surrounding neighbourhoods, in order to realize the potential associated benefits accruing to each party and to the public. Bloor-Lansdowne station will provide direct access to transit and improved connections for the surrounding area to the WTRP and Davenport Diamond Public Realm. The station and coordination with adjacent development will also provide an important connection between the east and west sides of the rail corridor from Dora Avenue to Sterling Road; this improves overall neighbourhood accessibility, access to transit and active transportation networks.

In addition to the above, the subject application will also achieve the Province's and City's joint objectives related to Transit-Oriented Communities, including:

- The creation of complete and accessible communities, with employment and residential densities that support higher-order transit in a manner consistent with good land use planning and city-building principles;
- An increase in the housing supply, with a range and mix of types, including affordable housing and other types;
- Increased transit access for residents to employment areas; and
- An offset of the costs of building and/or operating transit.

The urban integration and connectivity of the 1319 Bloor Street West development proposal and integrated SmartTrack station supports the high level design principles of the new Transit Design Guide. City Planning launched work on the Transit Design Guide in 2019 as a tool and resource to aid in the design and development of rapid transit projects. On April 27, 2022, Planning and Housing Committee adopted a report providing background on the Guide, an overview of the current contents of the Guide, how the Guide has and will continue to be used to Transit Design Guide support the City in its dialogue with the Province and transit agencies, and an outline of next steps in its continued development:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.12>. Further review and support of the Transit Design Guide objectives will continue to be reviewed through the development and station site plan review process.

Station procurement has been underway and will continue to be advanced in 2022 with the selection of a design-builder. Key station elements are to be implemented through the implementing draft Zoning By-law and future site plan review process. The station elements on Metrolinx lands are also being reviewed for zoning compliance and will eventually go through a site plan review for the transit facilities.

Height and Massing

The subject application has been reviewed against the Official Plan and design guidelines described in the Policy Considerations section of this report.

The Official Plan's Built Form policies direct new development to be designed to fit within its existing and/or planned context, frame and support adjacent streets, parks and open spaces, and limits its impact on neighbouring streets and properties.

A review of the existing and planned context illustrates significant mixed-use growth along both Bloor Street West and within the surrounding large, former industrial sites, such as the subject site. The existing context also includes stable residential areas, such as those properties that front St. Helen's Avenue, to the east and south of the subject site.

Planning staff acknowledge that the proposed development varies significantly from the existing context of St. Helen's Avenue but it reflects the planned context outlined in the Council endorsed Bloor Street Study: St. Helen's Avenue to Perth Avenue Planning Framework which identified the subject site as being the tallest and most dense in the study area. In addition, given the subject site's integration of the Bloor-Lansdowne SmartTrack station, more intense built forms and larger-scale densities are directed. To respond to the existing context of St. Helen's Avenue, specific design considerations were incorporated in the design of the base building and towers.

Base Building

The development criteria for *Mixed Use Areas* requires that buildings are located and massed to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*. The varying heights of the "C" shaped base building was thoughtfully designed and would respond to its adjacent context.

Along Bloor Street West, the base building would be five-storeys and 19 metres in height which is appropriately-scaled in comparison to Bloor Street West's right-of-way width.

Along the rail corridor, the base building would be nine-storeys and 33.5 metres in height. This portion of the base building would be setback approximately 7.3 metres from the five-storey portion of the base building that would front Bloor Street West. The base building would increase in height again to 12-storeys and 44 metres, approximately 12.6 metres from the five-storey portion of the base building that would front Bloor Street West. This portion of the base building would directly abut the platform and multi-use path that would run along the east side of the rail corridor. In order to maintain a pedestrian-scale, this portion of the base building would incorporate a two-storey and nine metre streetwall. Given this portion of the base building's adjacency to the rail corridor, the additional height was thought to be appropriate due to the proposed

stepbacks from Bloor Street West and because there is no impact generated from the additional height to adjacent properties.

Along St. Helen's Avenue, the base building would have a total height of six-storeys and 23.5 metres, however, there would be a three-storey and 11.5 metre streetwall expression. The proposed streetwall height appropriately responds to the existing context of St. Helen's Avenue which is largely comprised of a mix of two and 2.5-storey dwellings. Levels four to six of this portion of the base building would be setback approximately 2.5 metres from the three-storey streetwall.

Facing the internal courtyard, the heights of the base building would be stepped to maintain a pedestrian-scale and to allow access to light and sky views.

Staff are of the opinion that the design of the proposed base building achieves the Official Plan's built form objectives for development within *Mixed Use Areas* and would be appropriately massed to transition to areas of different intensity and scale while still maintaining a density that is transit-supportive. Further, the base building would be lined with active, grade-related uses which would promote a safe and animated public realm.

Towers

The Official Plan directs that tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration, and context allows for the appropriate design criteria to be met. Further, the Tall Building Design Guidelines establish that tall buildings are to fit the existing and planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks, and open spaces.

Due to the size and configuration of the subject site, two towers can sit comfortably atop the base building while maintaining a separation of 27.9 metres, which would exceed the Tall Building Design Guidelines' recommended separation distance of 25 metres. The proposed tower separation would allow for adequate privacy, sunlight, and sky views for the dwelling units within the towers.

The north tower would have a height of 27-storeys and 93.3 metres and would be oriented parallel to Bloor Street West. The north tower would step back 3 metres from the base building fronting Bloor Street West and 4.1 metres from the base building fronting St. Helen's Avenue. The tower's orientation and proximity to Bloor Street West would limit its visual impact on St. Helen's Avenue. The southern limit of the north tower generally aligns with the extent of the *Mixed Use Areas* designation along Bloor Street West, east of St. Helen's Avenue, which would further mitigate the tower's visual impact on the *Neighbourhoods* properties on the east side of St. Helen's Avenue

The south tower would have a height of 31-storeys and 105.3 metres and would be oriented parallel to the rail corridor. The south tower would step back 3 metres from the base building fronting the rail corridor and 5 metres from the base building fronting the internal courtyard. The south tower's proximity to the western property line would provide transition to the *Neighbourhoods* designated properties on the east side of St.

Helen's Avenue through a separation distance of more than 54 metres, measured to the eastern property line of the subject site.

The floor plates of both towers would be 850 square metres, measured from the exterior of the main walls. While the Tall Building Design Guidelines recommend a tower floor plate size of 750 square metres, the Guidelines recognize that flexibility in the maximum floor plate size may be considered on a site-specific basis. Given that the proposed towers achieve adequate tower separation, setbacks, and stepbacks a larger floor plate was thought to be acceptable, particularly since the larger floor plate would not further worsen shadow impacts. In addition, flexibility in the maximum floor plate size resulted in flexibility in the height of the towers which resulted in improved shadow impacts on nearby parks, open spaces, and properties.

Staff are of the opinion that the proposed height, location, massing, and design of the north and south towers are appropriately scaled and incorporate appropriate transition to adjacent lower-scale properties, on the east side of St. Helen's Avenue, and fit the planned context. To ensure these objectives are brought forward through the Site Plan review process, the implementing draft Zoning By-law would secure and limit the proposed building heights, setbacks, stepbacks, tower separation, and tower floor plate size.

Shadow Impacts

Shadow impacts affect the thermal comfort and enjoyment of being outside as well as the provision of adequate light. Shadows are impacted by the size, location, and shape of building floor plates, building height, building setbacks, as well as the time of year and angle of the sun.

The Official Plan contains a number of policies that address appropriate sun and shadow impacts that direct the adequate provision of light and adequately limiting shadows on streets, properties, and open spaces. The *Mixed Use Areas* development criteria, also require that development locate and mass buildings to adequately limit impacts, such as shadows, on adjacent *Neighbourhoods*, streets, parks and open spaces, and to frame the edges of streets and parks, with a focus on generating comfortable conditions through adequate sunlight provision. Additionally, new development is to maintain good proportion and sunlight for pedestrians by providing an attractive, enjoyable, safe pedestrian environment on adjacent parks, streets, and open spaces.

The City-wide Tall Building Design Guidelines contain performance standards intended to assist in the design and orientation of buildings to minimize their shadow impact on publicly accessible parks, open space, natural and other shadow sensitive areas.

The applicant prepared and submitted a shadow analysis that illustrates the extent of shadowing that would result from the proposed development in March, June, and September. A reduction in the height of the towers, from 31 and 33-storeys to 27 and 31-storeys, improved all shadow impacts and eliminated any incremental shadow on Erwin Krickhahn Park, which is located to the northwest of the subject site.

The shadow analysis shows there would no incremental shadow on the *Neighbourhoods*, on the east side of St. Helen's Avenue, until 15:18 during the Spring and Fall equinoxes and not until 17:18, when the front yard of the properties are shadowed, during the Summer solstice.

Residents of the nearby community have expressed concern with potential shadow impacts from the proposed development on existing private outdoor amenity spaces, particularly at 1369 Bloor Street West. The shadow analysis demonstrates that almost all shadow is moved off the property by 11:18 during the Spring and Fall equinoxes and by 12:18 during the Summer solstice.

Staff are of the opinion the shadow impacts from the proposed development would be adequately limited as directed in the Official Plan and Tall Building Design Guidelines.

Streetscape and Public Realm

The Official Plan requires that new development enhance the existing streetscape by massing new development to define the edges of streets with good proportion. The Official Plan also requires that attention be given to the streetscape by ensuring that these areas are attractive, comfortable, and function for pedestrians through landscaping and setbacks and create attractive transitions from the public to private realms. The Tall Building Design Guidelines recommend that along the primary street frontages of a tall building site that a sidewalk zone, of at least 6 metres, be secured to provide sufficient space for pedestrians, trees, and other amenities such as seating, bicycle parking, public art, and spill out areas for retail activity such as patios. To achieve an appropriate sidewalk width, the base of a tall building may need to be set back farther from the property line.

Through the review of the application, staff worked closely with the applicant to enhance the Bloor Street West and St. Helen's Avenue streetscape through the provision of more generous setbacks and improved and enhanced the public realm through the incorporation of a larger public park, POPS, and multi-use path.

Along Bloor Street West, the setback of the ground floor would result in a minimum space of 10 metres, measured from the curb to building face, allowing for an enhanced public realm with a generous pedestrian clearway, space for tree planting, and spill out space for the at-grade retail uses. The entrance to the community agency space and station would incorporate larger ground floor setbacks which would lend to greater prominence of these entrances. Staff consider the increased setback a positive element of the subject application.

The enhanced ground floor setback along Bloor Street West, would continue along St. Helen's Avenue for the first 28.5 metres of frontage, south of Bloor Street West. The continuation of the enhanced setback would create a prominent corner condition and also allow for a generous pedestrian clearway, space for tree planting, and spill out space for the at-grade retail uses. Further south along St. Helen's Avenue, at-grade residential units are proposed which would be setback a minimum of 3.4 metres from the property line, which would measure 6.1 metres from the curb to building face. This setback would allow for an enhanced public realm with a generous pedestrian clearway,

space for tree planting and landscaping, and private access to the grade-related units. Staff consider the design of the St. Helen's Avenue streetscape a positive element of the subject application.

A further improvement to the Bloor Street West streetscape would be the removal of existing retaining walls which are required as a result of the significant change in grade across the site's frontage. The proposed development would respond to the change in grade between the subject site and the Bloor Street West right-of-way by grading the proposed base building so that it is flush up to the Bloor Street West curb, however, the cycling lanes and vehicular travel lanes would still be grade separated. This change, coupled with active ground floor uses including the Bloor-Lansdowne station entrance, would result in a more animated public realm that is no longer constrained by retaining walls. Staff recommend that the detailed streetscape and public realm designs be determined and secured through the Site Plan review process.

In addition to the enhancements of the Bloor Street West and St. Helen's Avenue streetscapes, the subject application proposes additional public connections within the subject site including a linear POPS that would connect the proposed breezeway to the public park and multi-use path along the southern property line that would connect St. Helen's Avenue to the rail corridor where a north-south multi-use path would be located. These additional connections would be secured through the draft implementing Zoning By-law and/or the Site Plan review process. Easements, registered between the landowner and City and Metrolinx, would guarantee public access.

Traffic Impact, Access, Parking and Loading

The applicant has submitted a Transportation Considerations Report and Addendum which assess the existing traffic levels and future traffic levels, as well as proposed site access, vehicular parking, and loading.

Traffic Impact

The Transportation Consideration Report estimates that the proposed development will generate approximately 110 and 95 two-way trips during the morning and afternoon peak hours, respectively. The report estimates that the existing use at the subject site generates 35 and 145 two-way trips during the morning and afternoon peak hours, respectively. After the existing trips are deducted from the number of trips generated by the proposed development, there will be an increase of 25 two-way trips during the morning peak hour and 25 less two-way trips during the afternoon peak hour. The applicant's transportation consultant concludes that the new net site traffic associated with the proposed development would have an acceptable impact on the surrounding road network. Transportation Services staff accepted the methodology of the submitted report.

After additional consultation with the local community and other commenting partners, Transportation Services staff have determined the applicant be required to design and install a traffic control signal at Bloor Street West and St. Helen's Avenue. In order to address pedestrian and cycling crossings and safety, as well as the operational concerns at the intersection.

Staff recommend that prior to Site Plan Approval, the owner submit the provision of financial securities for the installation of the traffic control signal at Bloor Street West and St. Helen's Avenue, the provision of financial securities for pavement markings and signage to be installed at the intersection of Bloor Street West and St. Helen's Avenue, and the payment of maintenance fees for the traffic signal at Bloor Street West and St. Helen's Avenue to the satisfaction of the General Manager, Transportation Services. Staff recommend these requirements be secured, as a legal convenience, in the Section 37 Agreement.

Access

Vehicular access is proposed off St. Helen's Avenue, towards the southern limit of the subject site, and would lead to an enclosed servicing area and underground garage, where the SmartTrack station pick-up and drop-off area would be located. The proposed access would bisect the proposed public park and multi-use path along the southern property. Staff worked closely with the applicant to develop alternative vehicular access options that would integrate the site driveway in the building massing and reduce its visual impact, however, Metrolinx required an access that extended westwards through the subject site to the rail corridor for maintenance in association with the Bloor-Lansdowne SmartTrack station.

Transportation Services staff generally accept the proposed access, however, additional comments will be provided through the Site Plan review process.

Vehicular Parking

The parking provisions of Zoning By-law 569-2013 require 740 parking spaces, whereas the subject application proposes 271 parking spaces within two levels of underground parking, of which 219 spaces would be for residents, 49 space would be for visitors, and three spaces would be dedicated for car-share purposes. An additional two spaces would be located at-grade and dedicated to short-term pick-up and drop-off and delivery activity. The applicant's transportation consultant notes the reduced parking supply is appropriate given the site's proximity to transit and active transportation, parking demand trends, approvals of other parking supply reductions, and the transportation demand management (TDM) measures proposed.

Transportation Services staff have accepted the parking supply justification subject to the following TDM measures:

- The payment of \$100,000 for bike-share station implementation on-site or in the surrounding area;
- A minimum of three car-share spaces on-site;
- One car-share and/or bike-share membership per unit, offered for the first year of occupancy; and
- A minimum of one bike repair station/area provided on-site.

Staff recommend that prior to Site Plan Approval, the owner submit financial securities for the aforementioned TDM measures. Staff recommend this requirement be secured, as a legal convenience, in the Section 37 Agreement.

Loading

The subject applications proposes one Type G and one Type C loading space. The Type G loading space is proposed to be located in the southwest corner of the subject site and integrated within the building massing. The Type C loading space is proposed to be located within the first level of the underground garage. Transportation Services staff have reviewed vehicle manoeuvring diagrams for both loading spaces and have determined the proposed layouts to be acceptable.

Additional comments in relation to the location and layout of the proposed loading spaces will be provided through the Site Plan review process.

Servicing

Functional Servicing, Stormwater Management, and Hydrogeological Reports were submitted with both the initial and revised submissions and were reviewed by Engineering and Construction Services. Engineering staff have indicated, through their memo dated March 28, 2022, further information and revisions to the reports are required.

As a result of the outstanding comments, staff recommend that prior to Site Plan Approval, further revised Functional Servicing, Stormwater Management, and Hydrogeological Reports as well as supporting documents, including confirmation of water and fire flow, sanitary and storm capacity, be submitted to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water. Additionally, should it be determined that improvements or upgrades and/or new infrastructure are required to support the development, the owner design and submit the provision of financial securities. Staff recommend these requirements be secured, as a legal convenience, in the Section 37 Agreement.

Amenity Space

The Official Plan requires that significant new multi-unit residential development provide indoor and outdoor amenity space for new residents. In addition, City of Toronto Zoning By-law 569-2013 requires a total of four square metres of amenity space per unit, with two square metres per unit dedicated to indoor amenity space and two square metres per unit dedicated to outdoor amenity space. The subject application proposes 799 residential units and 1,598 square metres of both indoor and outdoor amenity space, satisfying this requirement.

The indoor amenity space is distributed throughout the base building as well as throughout the north and south towers. The outdoor amenity is proposed on the roof of the base building that fronts St. Helen's Avenue and on a portion of the roof of the base building that extends along the rail corridor. Some indoor amenity space is also

proposed adjacent to these outdoor spaces, which is a requirement of the Zoning By-law.

The programming and design of these amenity spaces will be finalized during the Site Plan review process and staff have requested the applicant incorporate child and pet friendly spaces in the programming and design of these spaces.

Rail Safety Assessment

The movement of people and goods by rail continues to be an important component of the transportation network that supports Toronto's economic health. It is the City's responsibility to balance the interests of protecting public health, transportation corridors, and the viability of transportation corridors, while supporting intensification.

The Federation of Canadian Municipalities - Rail Proximity Guidelines (the "FCM-RAC"), last updated in 2013, was established to provide best practices and mitigation measures for development in proximity to rail corridors. Informed by the FCM-RAC, City Planning initiated the Guidelines for Development Close to Rail Corridors and Yards Study in 2017 (the "Rail Study"), and established terms of reference for the submission of a Rail Safety and Risk Mitigation Study as part of a development application in proximity to rail infrastructure. On March 9, 2022, City Council adopted an amendment to the Official Plan to formally identify the Rail Safety and Risk Mitigation Report as part of a complete application. City Council's decision can be found at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH31.1>.

The subject site is located directly to the east of the Metrolinx Barrie GO rail corridor and this segment of the rail corridor is within the Newmarket Subdivision, at mile 3.9. A Rail Safety Assessment, dated November 27, 2020 and a revised Rail Safety Assessment, dated December 20, 2021, prepared by Hatch were submitted in support of the subject application. The reports assess the risk profile of the adjacent rail corridor to the subject site and summarize the mitigation measures that are proposed as part of the subject application to ensure compatibility between the rail corridor and the proposed development.

The subject application proposes a reduction to the established FCM-RAC setback requirement of 30 metres for residential development, and any other high-occupancy, sensitive land uses. A 30 metre setback combined with a 2.5 metre high earthen berm is considered the most effective way to minimize the potential impacts associated with nearby rail operations. As it relates to the proposed development, the recommended safety measures are not practical or feasible given the context of the subject site and the scale of the proposed development. The alternative approach proposed would allow for non-sensitive, low-occupancy uses within the setback area and a safety barrier, in the form of a continuous concrete crash wall, to provide derailment protection.

The 10 metre strip of land proposed between the face of the crash wall and the rail corridor property line is proposed to be conveyed to Metrolinx. The northbound station platform, waiting area, and multi-use path that would function as a connection to the West Toronto Rail Path, would be located within the 10 metre horizontal setback.

The City retained a third party professional consultant, Dillon Consulting Limited, to peer review the applicant's Rail Safety Assessment, with the cost borne by the applicant. In addition to the City's peer review, the Rail Safety Assessment, has and will continue to be, reviewed by Metrolinx's Third Party Projects Review. Following Dillon's second review of the Rail Safety Assessment, they determined four review comments remain outstanding which pertain to site-specific design elements. Despite these outstanding comments, the peer reviewer has found the proposed setbacks to be appropriate, subject to the mitigation measures described above.

Staff recommend that prior to Site Plan Approval, a further revised Rail Safety Assessment be submitted and further peer reviewed, to the satisfaction of the Chief Planner and Executive Director, City Planning. Staff recommend this requirement be secured, as a legal convenience, in the Section 37 Agreement. The final design of the proposed mitigation measures would be secured through the Site Plan Agreement.

Noise and Vibration Impact Study

The Official Plan requires that development adjacent to, or nearby, transportation corridors will be appropriately designed, buffered, and/or separated from transportation sources, as necessary, to mitigate any adverse impacts of these sources on the new development, and vice versa. The Ministry of Environment, Conservation and Parks (MECP) have established noise guidelines and air quality regulations to achieve these objectives. In 2013, new provincial noise guidelines were introduced, which replaced and consolidated previous guidelines. Among other matters, the guidelines provide advice on sound level limits and guidance that may be used when land use planning decisions are made under the *Planning Act*. The guidelines are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions.

A Noise and Vibration Impact Study, dated December 14, 2020 and a revised Noise and Vibration Impact Study, dated December 20, 2021, prepared by RWDI were submitted in support of the subject application. The studies note the sources of noise surrounding the subject site are roadways (Bloor Street West, St. Helen's Avenue, and Lansdowne Avenue), railways (Barrie GO rail corridor), and stationary sources (cooling equipment on surrounding buildings). As a result of these noise sources, the Study provided several mitigation recommendations for the proposal, including:

- Upgraded suite bedroom window glazing with sound isolation performance;
- Upgraded bedroom balcony doors with sound isolation performance;
- Installation of central air-conditioning;
- Installation of noise barriers along the outdoor amenity areas; and
- The inclusion of noise warning clauses in Purchase and Sale Agreements in relation to transportation sound levels at the building façade and proximity to the rail corridor.

Due to the subject site's proximity to the Barrie GO rail corridor, vibration impacts were assessed and the Studies conclude that vibration associated with passenger trains are within acceptable levels, however, freight levels exceed vibration level limits. The studies conclude that any vibration associated with freight trains is expected to be fully

mitigated by the future Bloor-Lansdowne SmartTrack station and will be further reviewed in consultation with Metrolinx during detailed design.

The City retained a third party professional consultant, Arcadis, to peer review the applicant's Noise and Vibration Impact Study, with the cost borne by the applicant. Arcadis' review confirms the studies were prepared in accordance with applicable guideline documents and generally agrees with the methodology and approach undertaken in the noise and vibration assessments. Following their review of the revised study, all issues with the exception of one, have been resolved. The outstanding issue requests RWDI justify the exclusion of noise from 1360 Bloor Street West and address the discrepancy regarding the sound level due to stationary noise at one of the outdoor amenity areas.

Staff recommend that prior to Site Plan Approval, a further revised Noise and Vibration Impact Study be submitted and further peer reviewed, to the satisfaction of the Chief Planner and Executive Director, City Planning. Staff recommend this requirement be secured, as a legal convenience, in the Section 37 Agreement. The final design and applicable warning clauses would be secured through the Site Plan Agreement.

Compatibility and Mitigation Study

In order to determine the compatibility of the proposed sensitive land use, a Compatibility Mitigation Study, dated September 21, 2021 and a revised Compatibility Mitigation Study, dated December 20, 2021, prepared by RWDI were submitted in support of the subject application. The purpose of the study is assess the potential for impact from adjacent and nearby industrial facilities that may be a source of pollutants within the subject site. In order to investigate the potential for impact from nearby industrial facilities, the following work was undertaken:

- Review of the proposed development and planning and regulatory framework;
- Search of public available information to determine any potential sources of air emissions at existing industrial facilities within one kilometre of the subject site; and
- Review of wind data for the subject site.

The City retained a third party professional consultant, Arcadis, to peer review the applicant's Compatibility Mitigation Study, with the cost borne by the applicant. Arcadis' review confirms the studies were prepared in accordance with applicable guideline documents and generally agrees with the methodology and approach undertaken in the assessment of air quality and odour impact. Following their review of the revised study, two issues remain. Arcadis has requested RWDI conduct further evaluation to ensure that all activities and permits associated with nearby industrial uses and facilities have been assessed.

Staff recommend that prior to Site Plan Approval, a further revised Compatibility Mitigation Study be submitted and further peer reviewed, to the satisfaction of the Chief Planner and Executive Director, City Planning. Staff recommend this requirement be secured, as a legal convenience, in the Section 37 Agreement. Any required mitigation measures would be secured through the Site Plan Agreement.

Parkland

The City of Toronto Parkland Strategy is a 20-year strategic City-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the City. According to the Strategy's methodology, the subject site is currently in an area with 12 - 28 square metres of parkland per person, which is less than the City-wide average provision of 28 square metres of parkland per person, as of 2016. Given the future expected growth, on both the subject site and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

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 11,000 square metres or 128.5 percent of the site area. However, for sites that are less than 1 hectare in size, a cap of ten percent of the development site is applied to the residential use while the non-residential use is subject to a two percent parkland dedication. In total, the parkland dedication requirement is 858.2 square metres and this dedication requirement is to be satisfied through an on-site dedication.

The subject application proposes an on-site parkland dedication of 1,077 square metres, which includes an off-site dedication of 193 square metres from the development at 1423-1437 Bloor Street West and 278 Sterling Road (Application Number 21 139658 STE 09 OZ). The park is proposed towards the southeastern limit of the site and would have 22.8 metres of frontage on St. Helen's Avenue. The proposed size, location, and configuration of the parkland dedication is generally acceptable to Parks staff. However, in an effort to limit potential conflict between park users and residents and visitors of the proposed development, staff request the applicant relocate the proposed building entrance that directly abuts the park, further north. In addition, in order to improve the interface between the proposed park and site driveway, limit the visual impact of the site driveway, and to ensure the safety of park users, staff will work with the applicant to incorporate safety and landscape measures during the Site Plan review process.

Conveyance of the proposed on-site parkland dedication and off-site parkland dedication from the development at 1423-1437 Bloor Street West and 278 Sterling Road will be required prior to the issuance of the first above grade building permit associated for the proposed development.

Courtyard and Privately-Owned Publicly Accessible Open Space (POPS)

The subject application proposes a 304 square metre linear privately-owned publicly accessible open space (POPS) within the centre of the subject site, which would connect the proposed breezeway to the public park.

Staff consider the POPS to be a positive element of the proposal and further advances porosity through the site, connecting Bloor Street West to the public park. The POPS will be supplemented by the courtyard, located within the centre of the base building. The proposed courtyard is contiguous open space element that would abut the public park to the north.

Staff recommend that the POPS be secured as a legal convenience, in the Section 37 Agreement. The final design of the POPS would be secured through the Site Plan Agreement.

Growing Up Guidelines

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

Guideline 2.1 of the guidelines states that a building should provide a minimum of 25% large units (10% of the units should be three-bedroom units and 15% of the units should be two-bedroom units). The application proposes to provide 321 (40.2%) of the 799 new dwelling units as two-bedroom units and 80 (10.0%) of the new units as three-bedroom units, which satisfies the unit mix objectives of guideline 2.1 of the Growing Up Guidelines.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources, also known as archaeological sites. The subject site was identified to have archaeological potential. The applicant submitted a Stage 1 Archaeological Resource Assessment dated November 19, 2020, prepared by ASI which determined that there is no potential for the presence of significant archaeological resources. Heritage Planning staff reviewed the submitted report and agree with the conclusions of the assessment.

Tree Preservation

The proposed development is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'. The applicant submitted an Arborist Report, Tree Preservation Plan, and Landscape Plans which were reviewed by Urban Forestry staff.

There are ten existing trees that are subject to the provisions of the City's Street Tree and Private Tree By-laws. Six are City trees located along St. Helen's Avenue and the remaining four trees are private trees located along the subject site's southern property line. The proposed removal of the ten existing trees requires the replacement of ten large-growing shade trees, of which six are to be planted within City property fronting the site and four are to be planted within the subject site. If it is determined that there is insufficient space to satisfy the planting requirements, as demonstrated through a landscape plan, Urban Forestry staff will consider a cash-in-lieu payment for each tree that cannot be planted.

In addition to the planting of replacement trees, staff are looking to secure trees along Bloor Street West, St. Helen's Avenue, and within the landscape buffer of the multi-use path along the southern property line of the subject site. In order to secure sufficient planting space within the landscape buffer of the multi-use path, staff worked with the applicant to increase the width of the multi-use path and landscape buffer to 4.75 metres.

Through the Site Plan review process, the applicant will be required to address all outstanding comments from Urban Forestry, which include increasing the tree planting areas and soil volumes and submitting the required tree permit applications.

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. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the Zoning By-law process including automobile infrastructure, cycling infrastructure, and the storage and collection of recycling and organic waste. Other applicable TGS performance measures will be reviewed further during the Site Plan review process and secured in the Site Plan Agreement.

Community Agency Space

CS and F are an essential part of vibrant, strong, and complete communities. CS and F are the lands, buildings, and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards, and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services, and employment services.

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

In response to the CS and F priority needs identified in the Bloor Street Study Planning Framework, the proposed development would dedicate a portion of the Section 37

contribution to a 465 square metre community agency space within levels one and two of the base building that would front Bloor Street West. The space would be conveyed to the City, post-construction, at no cost, and tenanted to an eligible community agency under the City's Community Agency Tenancy policy. The entry on Bloor Street West is recessed from the adjacent retail unit, which would allow for a plaza-type entry that is weather protected and would lead to a dedicated vestibule and elevators. As currently conceptualized, the portion of the space on level two could be flexibly designed and configured by a future tenant.

Social Development, Finance and Administration staff have noted that due to the proximity of the proposed space to transit infrastructure, it would be one of the most transit-accessible community spaces in the community space portfolio. Details related to how this space would be secured are listed in greater detail in the Section 37 section of this report.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the PPS, conforms to the Growth Plan, and is consistent with the objectives and policies of the Official Plan, thus constituting good planning.

A comprehensive Section 37 benefits package was negotiated between staff and the applicant, in consultation with the Ward Councillor. The recommended package includes contributions from both the subject application and the application at 1423-1437 Bloor Street West and 278 Sterling Road. The combined contribution includes:

- A 465 square metre community agency space in accordance with the City's standard terms and delivered at base building conditions to be delivered in 1319 Bloor Street West; and
- A one-time cash contribution in the amount of \$500,000.00 for total finishing costs of the community agency space at 1319 Bloor Street West; and
- Fifteen (15) new affordable rental dwelling units to be delivered in 1319 Bloor Street West.

The 15 affordable rental dwelling units would have an average size of 620 square metres and are to be comprised of ten one-bedroom units, four two-bedroom units, and one three-bedroom unit, and would be secured at affordable rents (no more than the average market rent (AMR) by bedroom type for the City of Toronto) for 99 years beginning from the date each unit is first occupied. During the affordability period, rents could be escalated annually by not more than the provincial guideline, irrespective of whether such guideline applied to the units under the *Residential Tenancies Act, 2006*.

The owner will also be required to develop and implement a Tenant Access Plan and use the City's system for filling affordable housing units to ensure the units are rented to households in need of affordable housing.

In order to simplify the securing of the proposed Section 37 benefits package, it is recommended that the Section 37 Agreement for 1319 Bloor Street West secure all the aforementioned in-kind and cash contributions.

Should 1319 Bloor Street West not pull building permits and proceed with redevelopment of the subject site, then the owner of 1423-1437 Bloor Street West and 278 Sterling Road would be required to provide a cash contribution equal to the value of a portion of the aforementioned benefits package. The Final Report associated with the application at 1423-1437 Bloor Street West and 278 Sterling Road will be considered by Toronto and East York Community Council in June of 2022 and will detail the terms of this requirement.

The following matters are also recommended to be secured in the Section 37 Agreement for 1319 Bloor Street West as a legal convenience to support development, which will be delivered or secured through the Site Plan review process, and prior to Site Plan approval:

- A Pedestrian Clearway Easement to secure a 6.0 metre corner rounding, at a minimum height of 3.0 metres above finished grade, at the northeast corner of 1319 Bloor Street West (southwest corner of Bloor Street West and St. Helen's Avenue);
- A Pedestrian Clearway Easement to secure a 2.5 metre wide minimum pedestrian clearway, to a minimum height of 3.0 metres above finished grade, along the Bloor Street West frontage of the subject site;
- Comprehensive Construction Management Plans for each stage of the construction process;
- A financial security for the traffic control signals to be installed at the intersection of Bloor Street West and St. Helen's Avenue, and any subsequent timing card/programming costs;
- The payment for the pavement marking and signage additions and modifications required within the frontage of the site and at the Bloor Street West and St. Helen's Avenue intersection;
- The payment of \$85,513.01 for a five year maintenance fee for the required new traffic signal at Bloor Street West and St. Helen's Avenue;
- The payment and additional documentation for the implementation of a Transportation Demand Management (TDM) plan;
- The submission of a revised Functional Servicing and Stormwater Management Report, Hydrogeological Report and supporting documents, including confirmation of water and fire flow, sanitary and storm capacity, that address all outstanding engineering issues set out in the memoranda dated March 28, 2022;
- The design and issuance of financial securities for any upgrades or required improvements to the existing municipal infrastructure and/or new municipal infrastructure identified in the accepted Engineering Reports to support the development;
- The peer review of the revised Rail Safety Assessment, Noise and Vibration Impact Study, and Compatibility Mitigation Study at the Owner's sole expense, to the satisfaction of the Chief Planner and Executive Director, City Planning; and

- Privately-Owned Publicly Accessible Open Space easements for the on-site POPS of approximately 304 square metres located within the centre of the subject site.

Conclusion

The subject application has been reviewed against the policies of the PPS, the Growth Plan, the Official Plan, the Bloor Street Study: St. Helen's Avenue to Perth Avenue Planning Framework, the applicable design guidelines, and the shared objectives of the Transit-Oriented Communities MOU. Staff are of the opinion that the proposed development is consistent with the PPS and does not conflict with the Growth Plan. The proposal is also in keeping with the objectives of the Official Plan, particularly as it relates to development within *Mixed Use Areas* and the planned context outlined in the Council endorsed Planning Framework for the Bloor Street Study: St. Helen's Avenue to Perth Avenue. Staff worked closely with the applicant to address and resolve concerns related to the site porosity and connectivity, the provision and location of publicly-accessible open spaces, integration of the Bloor-Lansdowne SmartTrack station, height of the proposed towers, and the provision of community space. The proposed development would contribute positively to the surrounding area through the delivery of Bloor-Lansdowne SmartTrack station and the provision of a new public park, a new POPS, community agency space, and affordable housing units on-site. In addition, the proposed development would provide a mix of uses as well as an appropriate mix of unit types. Staff recommend that City Council approve the subject application and the implementing draft Zoning By-law, subject to the recommendations identified in the Recommendations section of this report.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Location Map

Attachment 2: Application Data Sheet

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework Public Realm Network Plan

Attachment 6: Draft 569-2013 Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 7: Site Plan

Attachment 8: 3D Model of the Proposal in Context Looking Northwest

Attachment 9: 3D Model of the Proposal in Context Looking Southeast

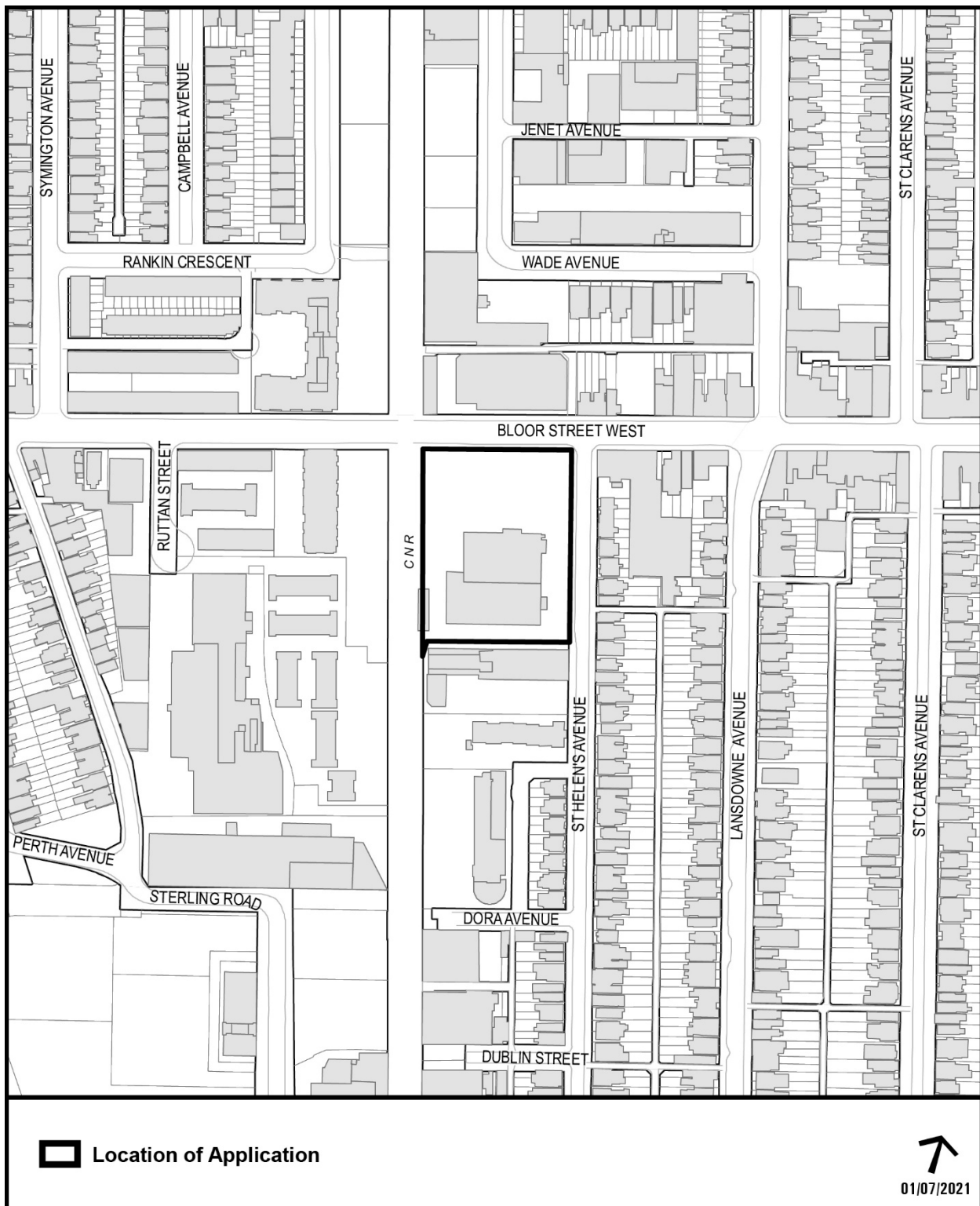
Attachment 10: North Elevation

Attachment 11: South Elevation

Attachment 12: East Elevation

Attachment 13: West Elevation

Attachment 1: Location Map



APPLICATION DATA SHEET**Municipal Address:** 1319 BLOOR ST W **Date Received:** December 18, 2020**Application Number:** 20 230587 STE 09 OZ**Application Type:** OPA / Rezoning, Rezoning**Project Description:** Proposal for the development of 31-storey and 33-storey towers atop a podium which varies in height from 4-7storeys. The proposed non-residential gross floor area is 1,200 square metres, and the proposed residential gross floor area is 59,238 square metres.

Applicant	Agent	Architect	Owner
KS 1319 BLOOR STREET WEST HOLDINGS INC. 5075 YONGE ST SUITE 900 TORONTO, ON M2N 6C6	ADAM J. BROWN 40 HOLLY ST SUITE 404 TORONTO, ON M4S 3C3	HARIRI PONTARINI ARCHITECTS 235 CARLAW AVE SUITE 301 TORONTO, ON M4M 2S1	KS 1319 BLOOR STREET WEST HOLDINGS INC. 5075 YONGE ST SUITE 900 TORONTO, ON M2N 6C6

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR4.0 (c1.0; r.3.5) SS1 (x1750)	Heritage Designation:
Height Limit (m):	30	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m):	9,893	Frontage (m):	88	Depth (m):	113
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	2,825		2,198	2,198
Residential GFA (sq m):			59,238	59,238
Non-Residential GFA (sq m):	2,825		1,200	1,200
Total GFA (sq m):	2,825		60,438	60,438
Height - Storeys:	1		31	31
Height - Metres:			105	105

Lot Coverage Ratio (%): 26.59

Floor Space Index: 6.23

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	59,238	
Retail GFA:	291	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		909

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			799	799
Other:				
Total Units:			799	799

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		54	344	321	80
Total Units:		754	344	321	80

Parking and Loading

Parking Spaces: 268 Bicycle Parking Spaces: 640 Loading Docks: 2

CONTACT:

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

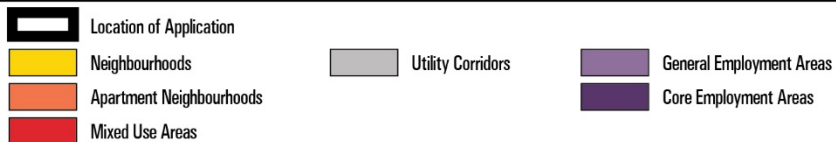
Attachment 3: Official Plan Land Use Map



1319 Bloor Street West

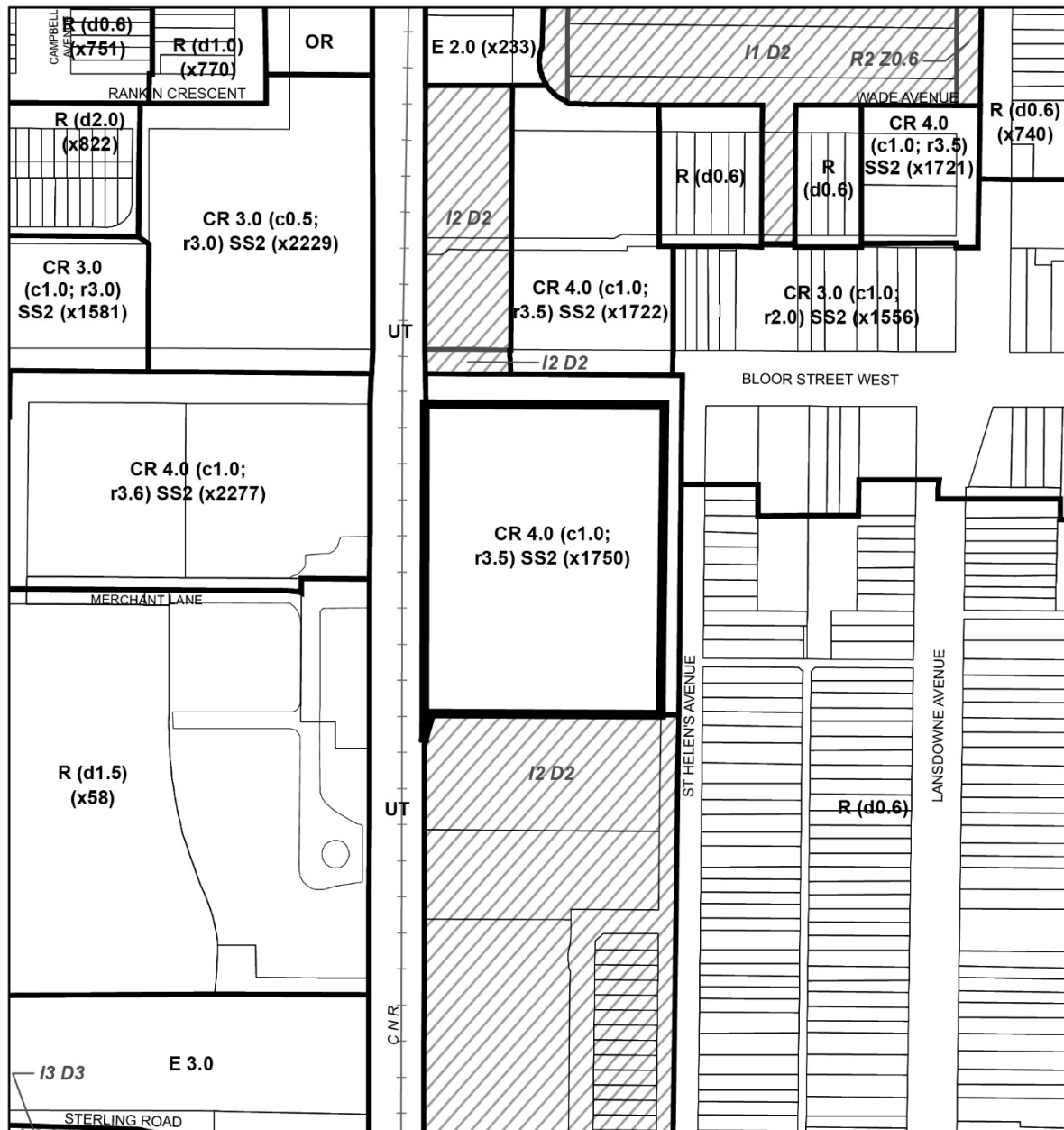
Official Plan Land Use Map #18

File # 20 230587 STE 09 0Z



↑
Not to Scale
01/08/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1319 Bloor Street West

File # File # 20 230587 STE 09 02



Location of Application

R
CR

Residential
Commercial Residential

E
OR
UT

Employment Industrial
Open Space Recreation
Utility and Transportation



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

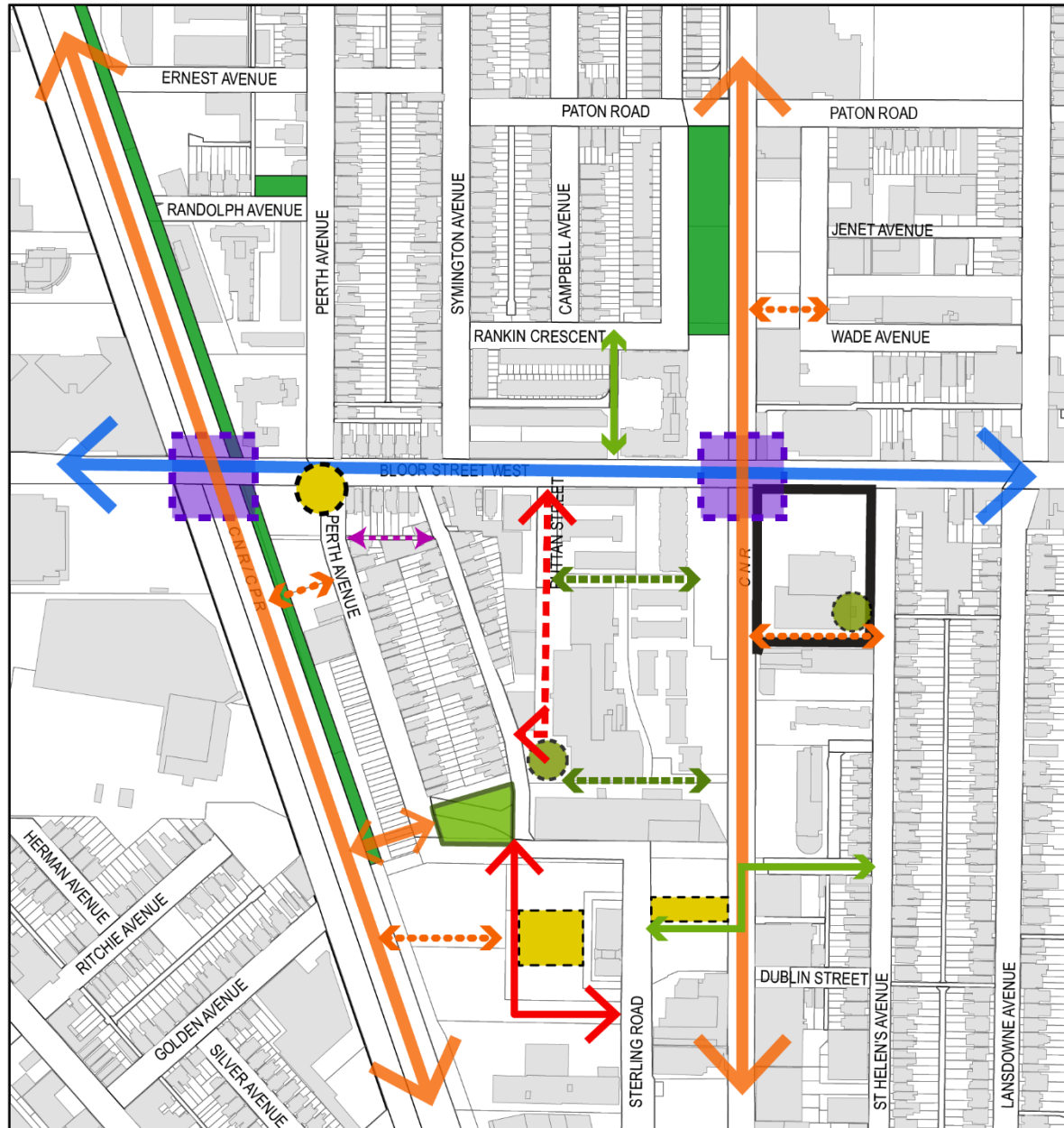
R2
I1
I2
I3

Residential District
Industrial District
Industrial District
Industrial District



Not to Scale
Extracted: 01/07/2021

Attachment 5: Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework Public Realm Network Plan



Public Realm Network Plan

1319 Bloor Street West

File # 20 230587 STE 09 0Z

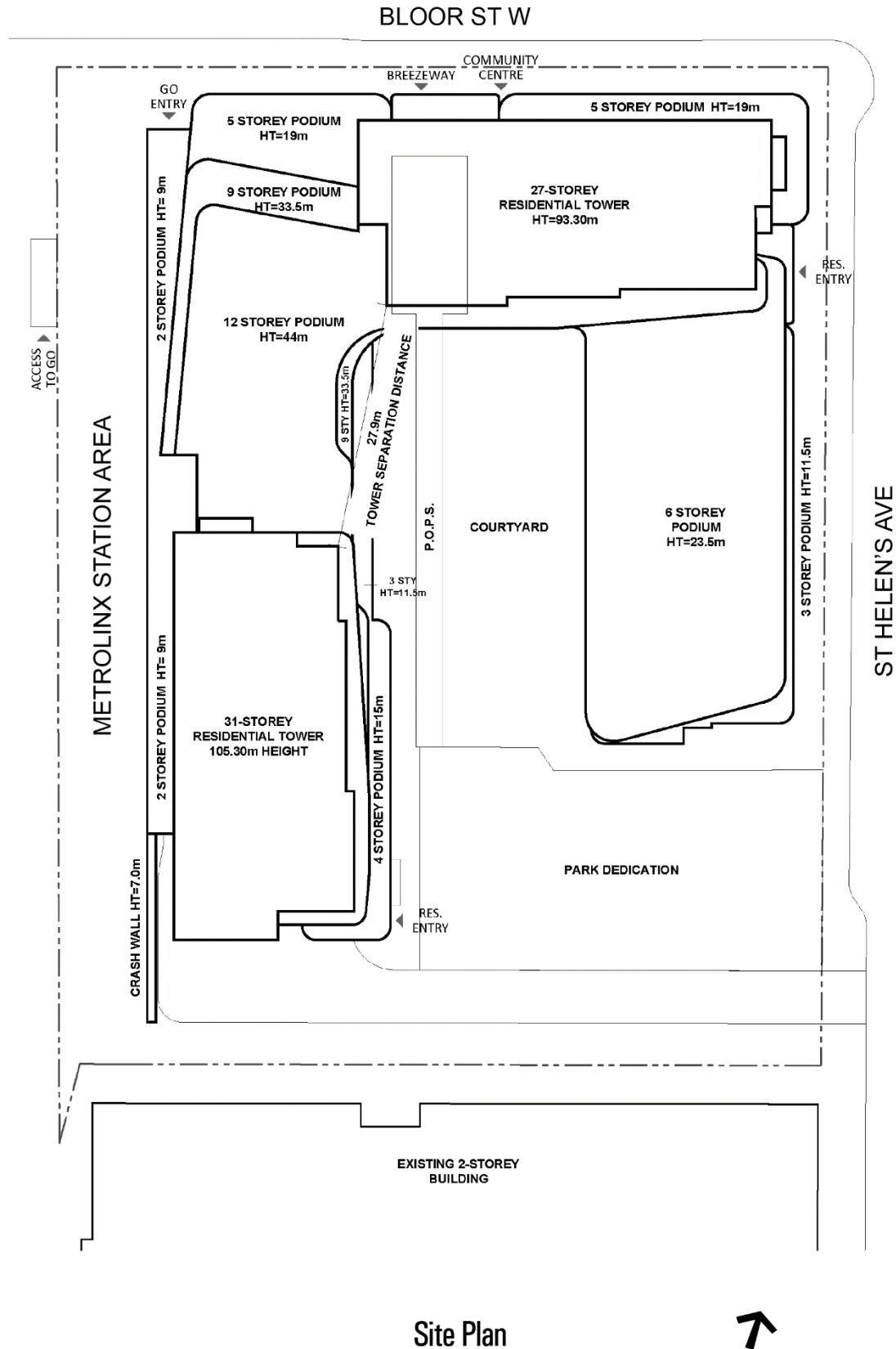
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|-------------------------|-------------------------------|--|
| Location Of Application | Potential New Park | Pedestrian Connections |
| Existing Parks | Potential New POPS | Potential Pedestrian Connection |
| Proposed Parks | Proposed New Street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



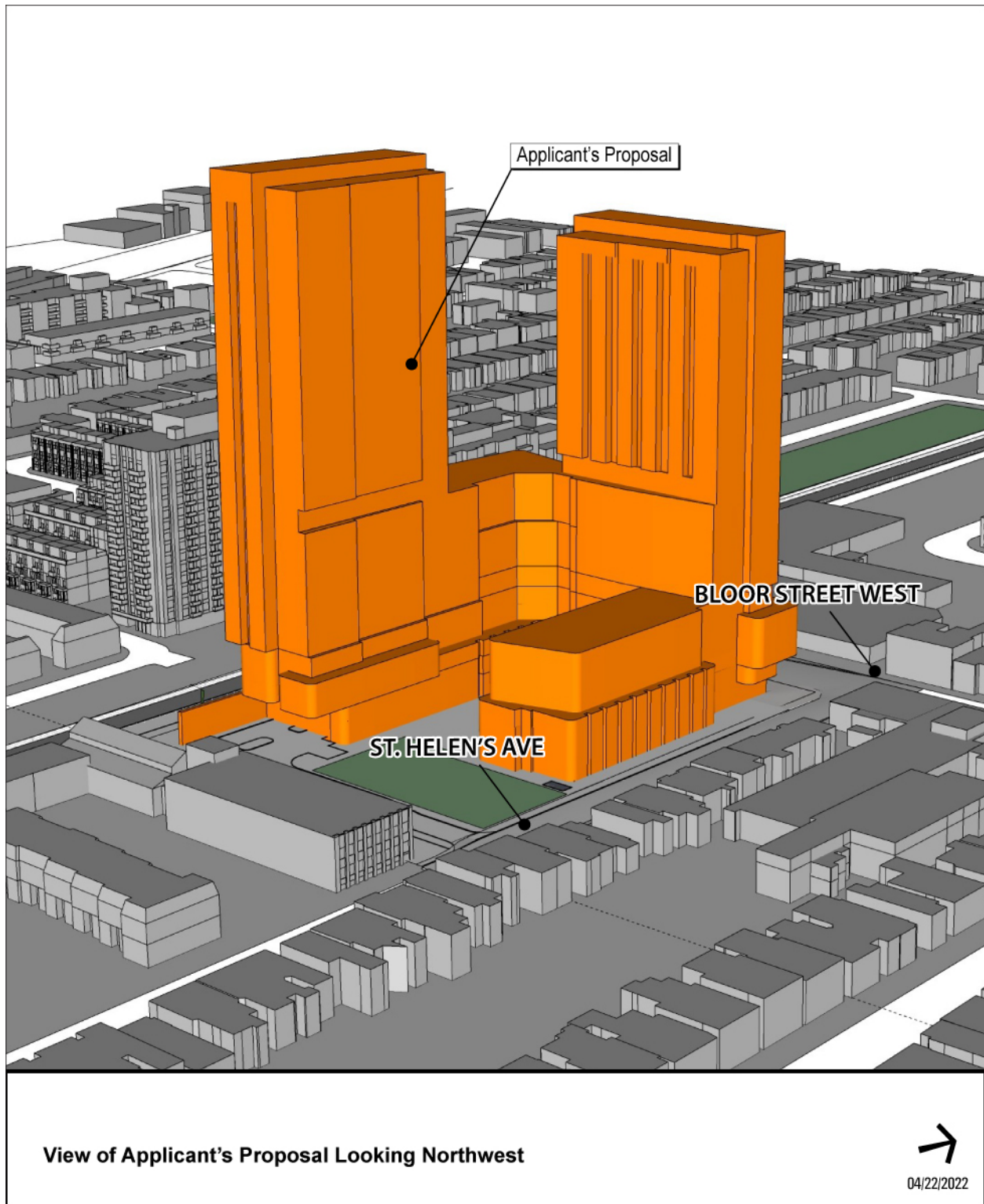
Attachment 6: Draft 569-2013 Zoning By-law Amendment

The draft By-law will be made available on or before the May 26, 2022 Toronto and East York Community Council Meeting.

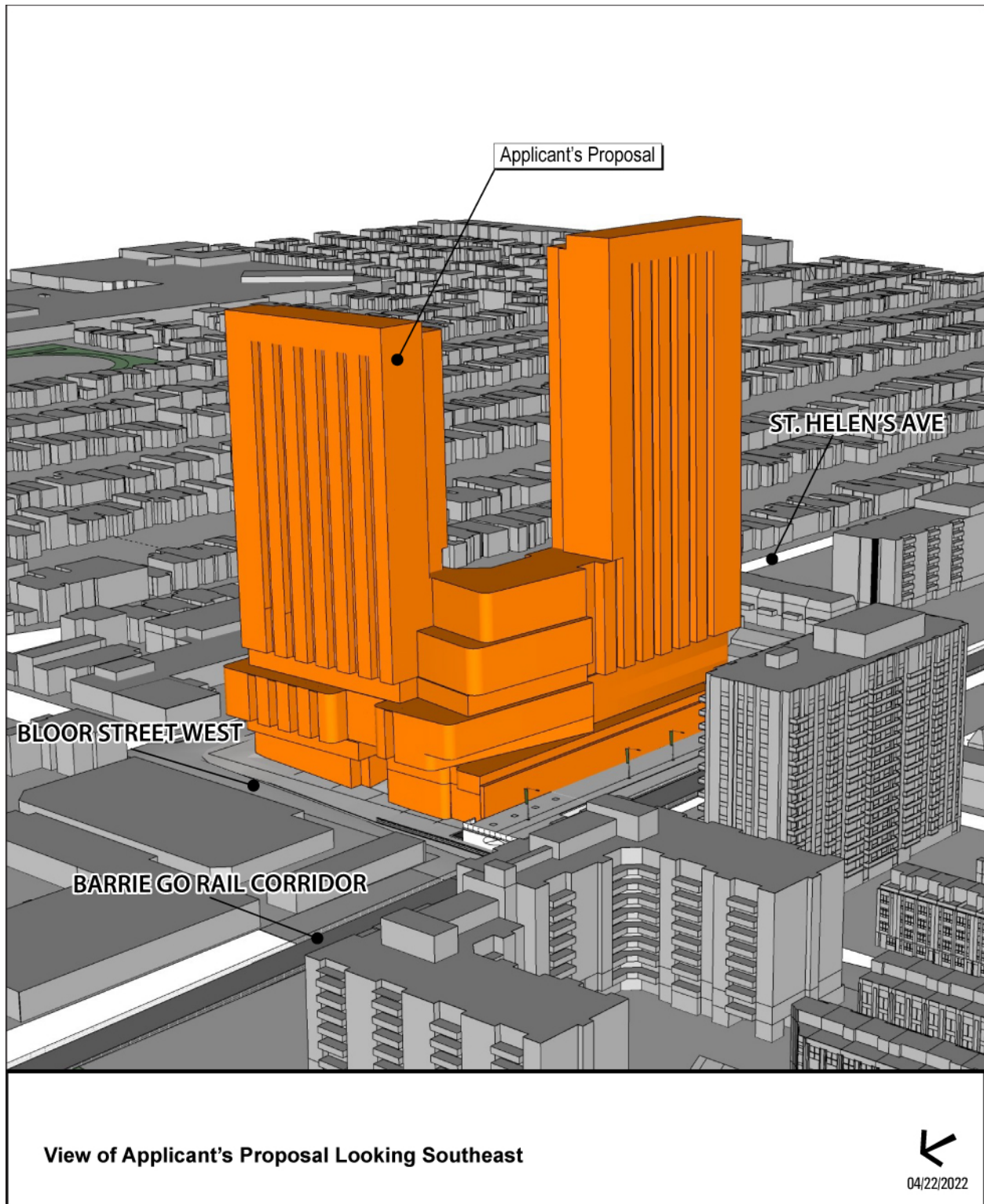
Attachment 7: Site Plan



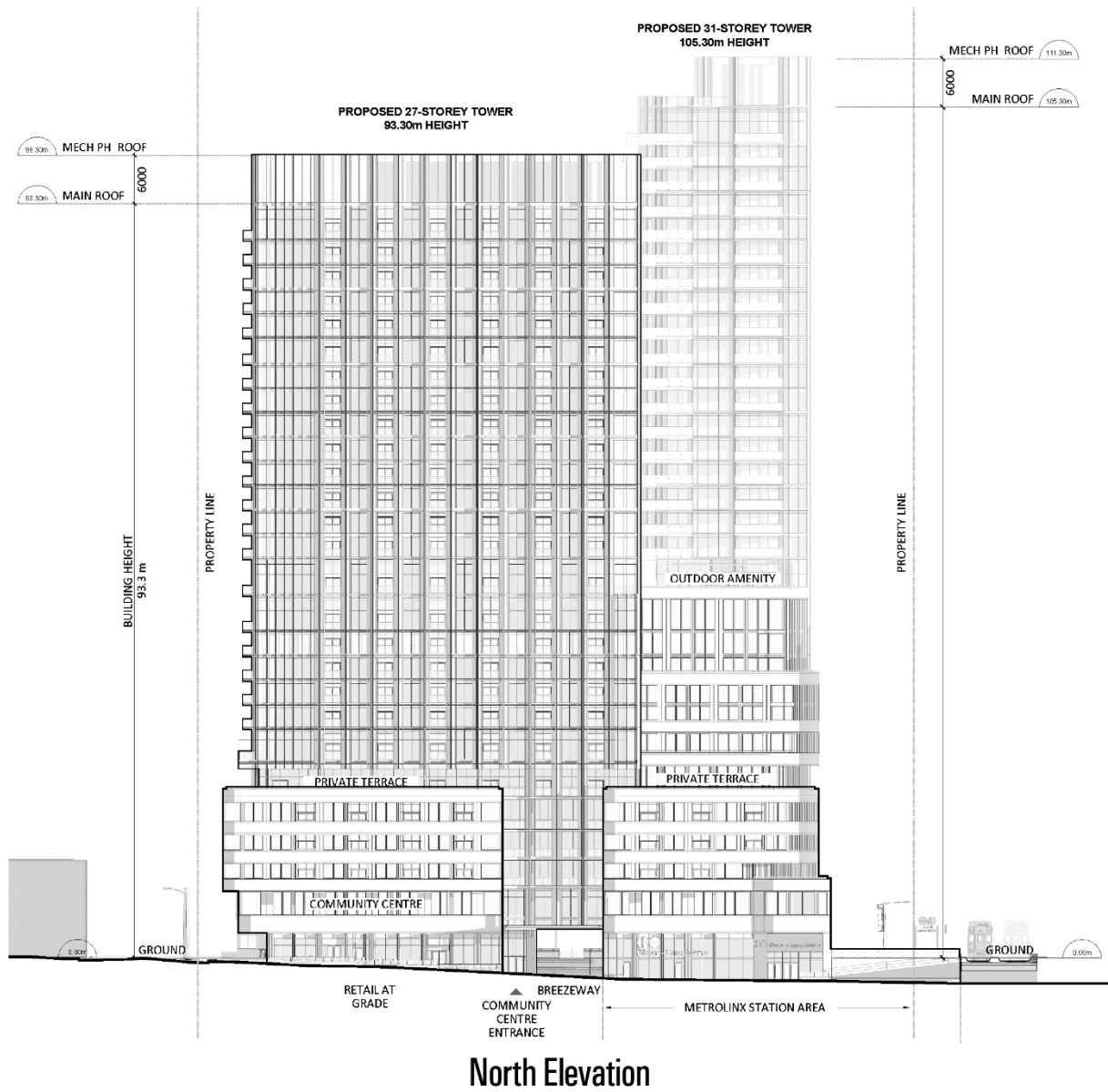
Attachment 8: 3D Model of the Proposal in Context Looking Northwest



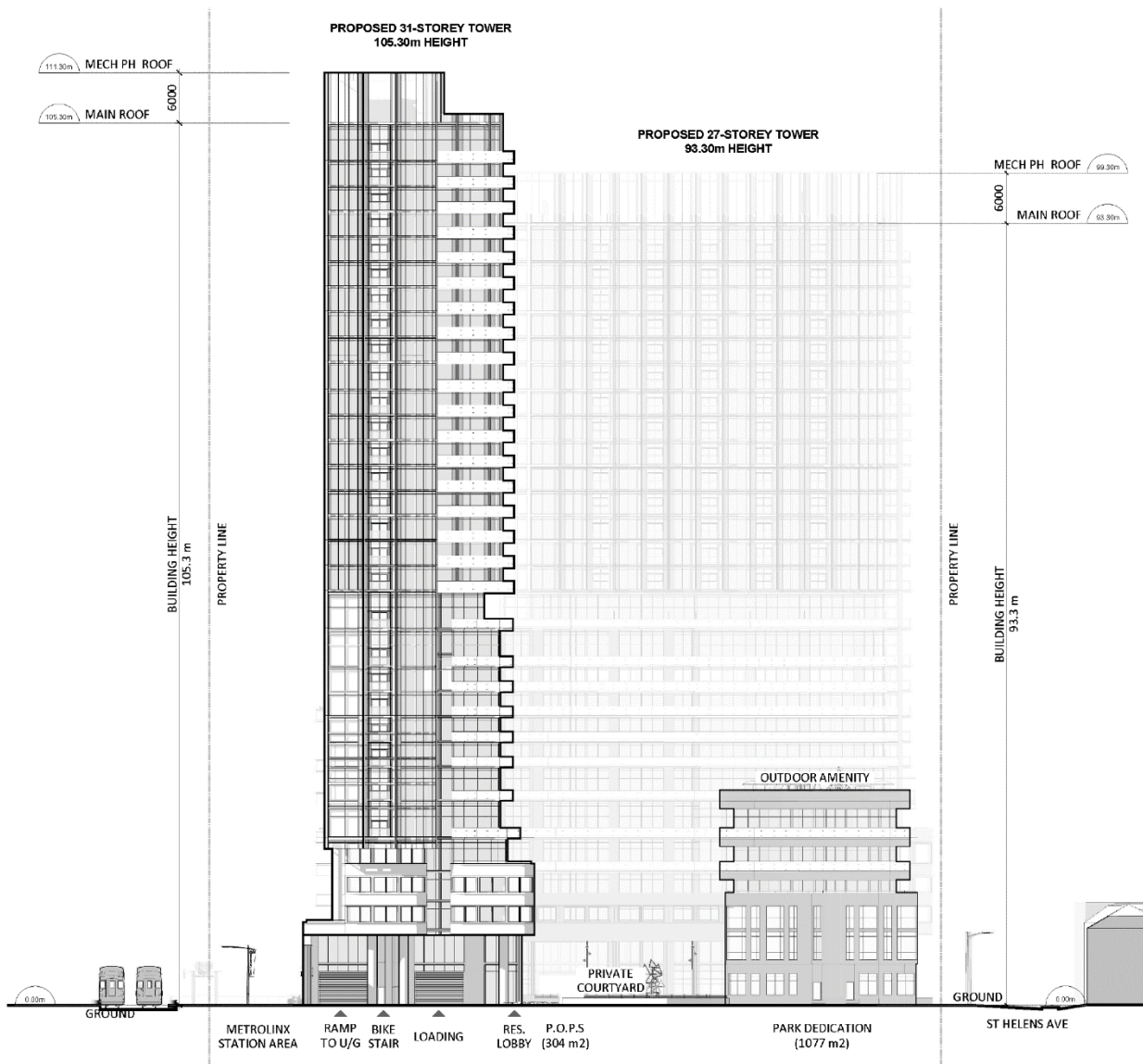
Attachment 9: 3D Model of the Proposal in Context Looking Southeast



Attachment 10: North Elevation

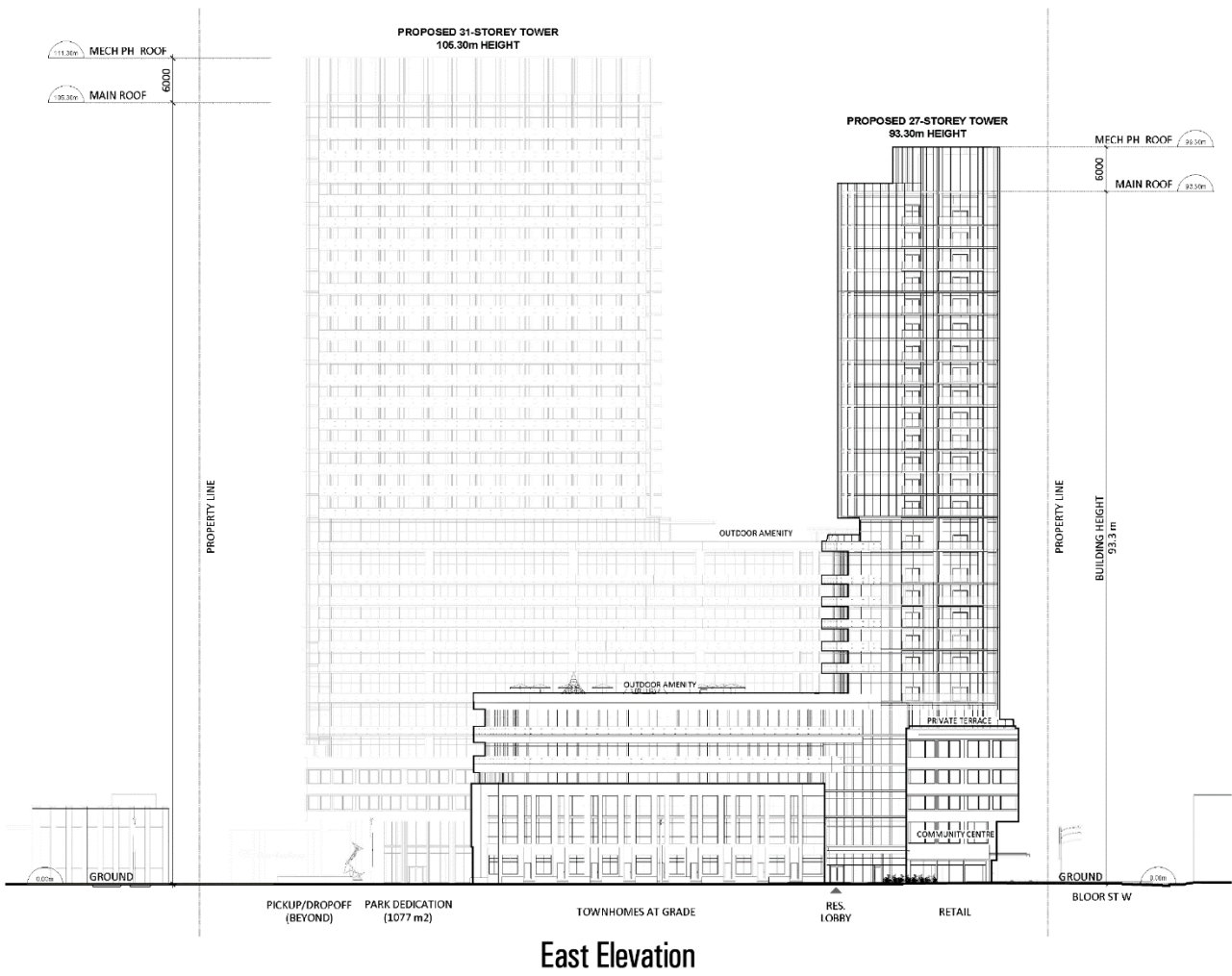


Attachment 11: South Elevation

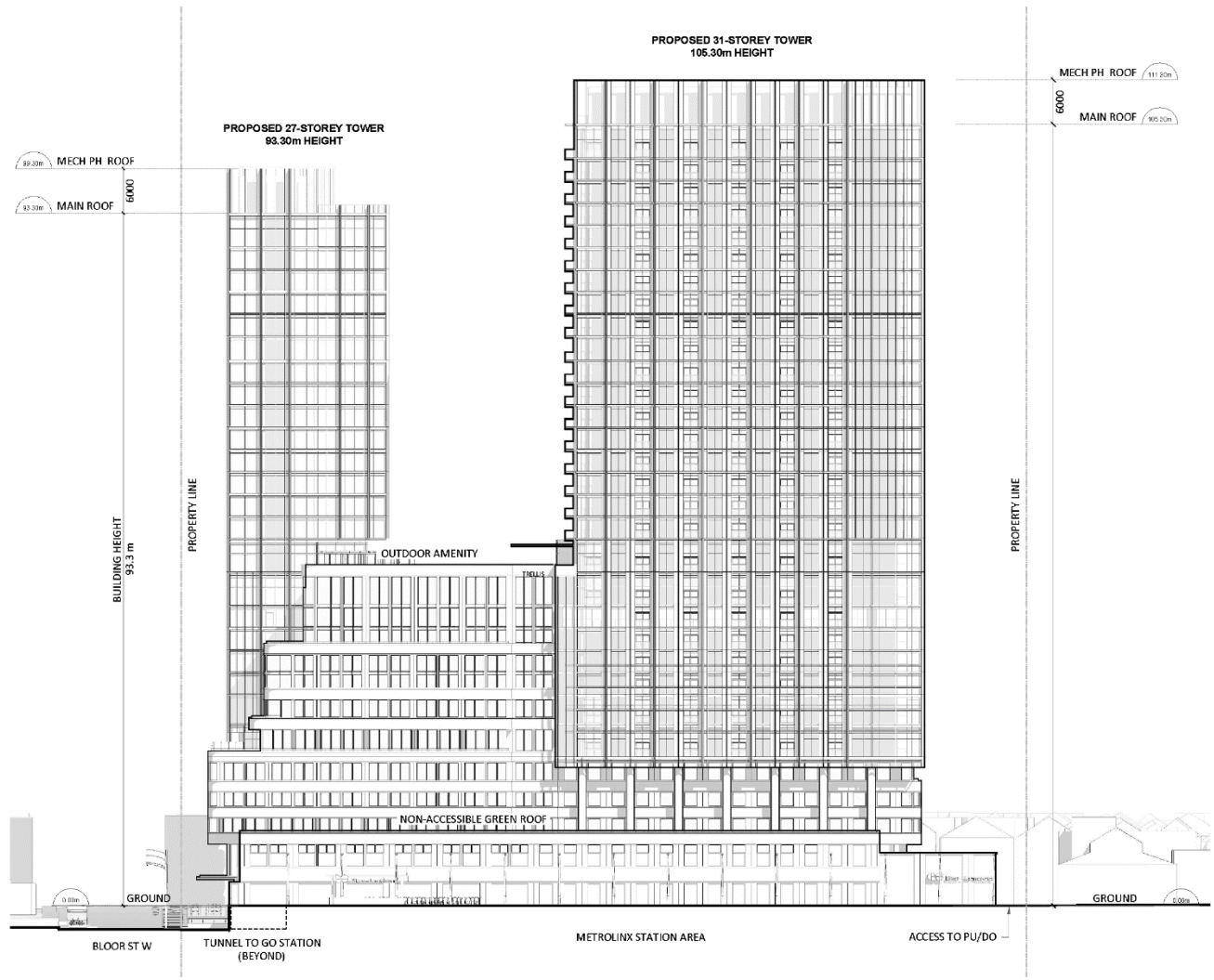


South Elevation

Attachment 12: East Elevation



Attachment 13: West Elevation



West Elevation