

462 Wellington Street West and 489-539 King Street West Zoning Amendment – Final Report

Date: June 13, 2022
To: Toronto and East York Community Council
From: Director, Community Planning, Toronto and East York District
Wards: 10 - Spadina-Fort York

Planning Application Number: 19 133227 STE 10 OZ

SUMMARY

This application proposes to amend the Zoning By-law to permit a 15-storey (50 metres inclusive of mechanical penthouse) mixed-use building with retirement residential uses, including independent, assisted living and memory care units and rooms, office and retail uses at 462 Wellington Street West. There is a designated heritage building on the west portion of the property known as the Northrop and Lyman Company Manufacturing Building that is proposed to be conserved and re-used for office and retail purposes. The proposal includes a total of 137 dwelling rooms and units and 7,561 square metres of non-residential floor area. A 230 square metre Privately Owned Publicly-Accessible Open Space (POPS) is proposed along the north portion of the site. The application also proposes the extension of the below-grade garage onto the adjacent property to the north at 485-539 King Street West to provide for a connection between the two buildings to facilitate a below-grade shared access for parking and loading purposes.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), and conforms with the Official Plan and King-Spadina Secondary Plan.

The proposal conserves a significant heritage building, presents an appropriate built form that is compatible with the surrounding context, provides for retirement housing, and proposes public realm enhancements in keeping with the Official Plan and King-Spadina Secondary Plan. This report reviews and recommends approval of the proposed Zoning By-law Amendment.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Zoning By-law, for the lands at 462 Wellington Street West and 489 - 539 King Street West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 11 to the report (June 13, 2022) from the Director, Community Planning, Toronto and East York District.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

3. City Council authorize the City Solicitor to submit the necessary bill(s) to implement the foregoing recommendation(s) provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will issue until such time as the Section 37 Agreement is executed and registered.

4. City Council require the owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:

a) The community benefits recommended to be secured in the Section 37 Agreement are as follows:

i. Prior to the issuance of the first above-grade building permit, the owner shall make a cash contribution of \$900,000.00 to be allocated, to the following capital improvements, at the discretion of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor:

aa. \$720,000.00 towards the design and construction of the future park at 456 Wellington Street West; and

bb. \$180,00.00 for the provision of new affordable rental housing units in or the capital improvement of existing affordable housing in Ward 10, to be directed towards the City of Toronto's Capital Revolving Fund for Affordable Housing;

ii. All cash contributions referred to in Recommendation 4. a) i. aa. and bb. shall be indexed upwardly in accordance with the Statistics Canada Construction Price Index for Toronto, calculated from the date of the registration of the Section 37 Agreement to the date the payment is made;

iii. in the event the cash contributions referred to in Recommendation 4. a) i. aa. and bb. have not been used for the intended purpose within three (3) years of the By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward councillor, provided that the

purpose is identified in the Toronto Official Plan and will benefit the community in Ward 10;

iv. the owner shall construct, provide and maintain a Privately Owned and Publicly-Accessible Open Space ("POPS") at 462 Wellington Street West with a minimum area of 230 square metres at the northern edge of the property in the location generally identified in the Zoning By-law Amendment, with the specific configuration and design of the POPS to be determined and secured in the context of Site Plan Approval for the development to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor; and

b) The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

i. prior to the commencement of any excavation or shoring work, the owner shall submit a Construction Management Plan to the satisfaction of the Chief Planner and Executive Director, City Planning, General Manager of Transportation Services and the Chief Building Official and Executive Director, Toronto Building, in consultation with the Ward Councillor and thereafter in support of the development, will implement the Plan during the course of construction. 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 Chief Planner and Executive Director, City Planning and General Manager, Transportation Services, in consultation with the Ward Councillor;

ii. prior to site plan approval, the owner shall make satisfactory arrangements with the Chief Engineer and Executive Director, Engineering and Construction Services to pay for and construct any improvements to the municipal infrastructure in connection with the site servicing assessment in the Functional Servicing and Stormwater Management Report(s), as accepted by the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that upgrades and/or improvements are required to such infrastructure to support the development.

5. Before introducing the necessary bills to City Council, that Consent Application File No. 22-159727 STE 10 CO that proposes a permanent below-grade easement from the property at 489 - 539 King Street West to enable the extension of the below grade garage at 462 Wellington Street West to connect to the below-grade garage at 489 - 539 King Street West be approved by the Committee of Adjustment and such decision is final and binding.

6. City Council authorize the General Manager, Parks, Forestry and Recreation, in consultation with the Ward Councillor, to establish a process that promotes design excellence and distinction of the new park secured at 456 Wellington Street West, with the involvement of the Wellington Place Resident's Association, Condo Boards and Tenant Associations from neighbouring buildings, and other community stakeholders.

7. City Council declare, pursuant to subsection 45(1.4) of the Planning Act, R.S.O. 1990, c. P.13 for the purposes of subsection 45(1.3) of the Planning Act, R.S.O. 1990, c. P.13, that the owner, may be permitted to apply to amend the site specific zoning by-law for the lands at 462 Wellington Street West before the second anniversary of the first day on which any part of the site specific by-law comes into

FINANCIAL IMPACT

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

DECISION HISTORY

On October 2, 2017, City Council adopted Item TE26.14, and in accordance with Section 41 of the Ontario Heritage Act, designated under By-law 1111-2017 amended by By-law 1241-2017, the King-Spadina Heritage Conservation District (HCD) and King-Spadina Heritage Conservation District Plan under Part V of the Ontario Heritage Act. The boundaries of the HCD include the subject property. This plan is not currently in force and effect as it is the subject of appeal(s) to the Ontario Land Tribunal (OLT), previously known as the Local Planning Appeal Tribunal (LPAT). Council's Decision may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE26.14>

A Preliminary Report on the application was adopted by Toronto and East York Community Council on October 10, 2019. Toronto and East York Community Council's decision may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE9.34>

On May 11, 2022 City Council stated its intention to designate the property at 462 Wellington Street West under Part IV, Section 29 of the Ontario Heritage Act. Council's decision may be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.CC43.5>

SITE AND SURROUNDING AREA

The site is located on the north side of Wellington Street West between Portland Street and Spadina Avenue. See Attachment No. 1 for the Location Map. The Northrop and Lyman Company Manufacturing Building heritage building is situated on the west

portion of the site and a surface parking lot with 47 parking spaces is situated on the east portion of the site. The existing heritage building is currently used for office purposes.

The surrounding uses include:

North: Adjacent to the north at 489-539 King Street West, is a 12 to 16-storey mixed-use building currently under construction known as King-Toronto. King Street West to the north is characterized by low to mid-rise buildings with office, retail and residential uses.

South: Opposite the site on the south side of Wellington Street West are 2 to 5-storey office and retail buildings and a large mixed-use development currently under construction with buildings ranging from 14 - 44 storeys known as the WELL. The Draper Street Heritage Conservation District is also to the south and includes a series of single to 3-storey historic brick homes that date back to the late 19th century and are designated under Part V of the Ontario Heritage Act.

West: Along Wellington Street West, there are a number of mixed-use buildings with office, residential and ground floor retail uses in 5 to 12-storey buildings, many of which are listed on the City's Heritage Registry. A number of these properties are the subject of development applications with new development approved but not yet constructed on the sites.

East: Immediately east of the site is the location of a planned City park at 456 Wellington Street West, secured in association with the WELL development currently under construction south of the site. Farther east are a number of mixed-use buildings of 2 to 6 storeys with office, residential and retail uses, many of which are listed on the City's Heritage Registry.

THE APPLICATION

The Proposal

This application proposes a 15-storey (50 metres inclusive of mechanical penthouse) mixed-use building with retirement residential uses, including independent, assisted living and memory care units and rooms, office and retail uses. The existing Northrop and Lyman Company Manufacturing heritage building is proposed to be conserved and incorporated into the new development with additions above and to the east of the heritage building. Office and retail uses are proposed within the heritage building. A total of 137 dwellings are proposed comprised of 29 dwelling units and 108 dwelling rooms. A total gross floor area of 22,344 square metres is proposed of which 7,561 square metres is proposed as office and retail floor area.

Access to the site is proposed from a 6.5 metre wide driveway from Wellington Street West near the east edge of the site. A three level below grade garage is proposed with 25 parking spaces and 79 bicycle parking spaces. A shared access and parking arrangement is also proposed with the property to the north at 489-539 King Street West where a new development (King Toronto) is currently under construction. Access

to the new building at 462 Wellington Street West for loading is proposed via the King Toronto property to the north and up to 40 parking spaces within the garage on the King Toronto site will be available for use by the 462 Wellington Street West development. A new 230 square metre Privately Owned and Publicly-Accessible Open Space (POPS) is proposed along the north portion of the site.

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

See Attachment No. 2 for the Application Data Sheet, Attachment No. 3 for the Site Plan and Attachment Nos. 4 - 7 for the Elevations and Attachment 8 for the 3D Models in Context.

Summary of Revisions to Proposal

The application has been revised since the initial submission and the changes to the proposal are summarized in the table below.

	Original Proposal (April 2019)	Revised Proposal (April 2022)
Heritage Building	Full Conservation	Full Conservation
Height – Storeys (metres)	17 (63)	15 (50)
Total GFA	24,080m ²	22,344 m ²
Residential GFA	16,300 m ²	14,782 m ²
Office GFA	6,530 m ²	6,385 m ²
Retail GFA	2,403 m ²	1,176 m ²
Density	10.3 times site area	9.6 times site area
Dwelling Units/Rooms	131	137
Vehicle Parking	108	65
Bicycle Parking	82	79

Application Submission Requirements

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

Survey Plans
Architectural Plans, Elevations and Sections
Landscape Plans
3D-Modelling
Heritage Impact Statement
Archaeological Report
Arborist Report
Tree Preservation Plan
Sun/Shadow Study
Planning Rationale Report
Public consultation strategy
Community Services and Facilities Study
Pedestrian Level Wind Study
Transportation Impact Study
Draft Zoning By-law Amendment
Toronto Green Standard Checklist
Energy Efficiency Report
Noise Impact Study
Vibration Study
Servicing Report
Storm Water Management Report

The information submitted with the application can be found here:

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

Reasons for Application

The proposal requires an amendment to the Zoning By-law to vary performance standards including: to vary performance standards including: an increase in height, setbacks, and parking and loading standards.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control Application was submitted on December 17, 2021 (File No. 21 249660TE 10 SA).

Agency Circulation Outcomes

The application together with the applicable plans and 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.

COMMUNITY CONSULTATION

Prior to the submission of the application the applicant met with the Wellington Park Neighbourhood Association, the Draper Street Residents Association and the Grange Community Association to discuss the application and receive feedback.

An in person community consultation meeting was held on February 6, 2020 that included an open house and presentations by Planning staff and the applicant. Staff from City Planning, the Ward Councillor and approximately 18 people attended. Comments and main issues raised by participants included:

- Concern with the proposed building height of 17 storeys in relation to existing buildings along Wellington Street West, and the future park proposed adjacent to the east;
- Participants were supportive of the retirement uses;
- Some participants commented that office space should be reduced and additional retirement units provided including increasing the height of the building to allow for more housing;
- Transportation and traffic issues including ensuring sufficient parking and emergency service access;
- Participants noted the conservation of the heritage building as a very positive element of the proposal;
- Participants commented that the mix of uses was positive including additional office uses that would provide new jobs in the area;
- Participants requested that the landscaping along Wellington Street West should be very 'rigorous' and high quality;
- Some participants commented that the design of the addition was out of keeping with the heritage building and requested the exterior cladding be more reflective of the heritage building; and
- Ensure that there is a Construction Management Plan secured with the development.

Statutory Public Meeting Comments

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

POLICY CONSIDERATIONS

Official Plan

The site is designated Regeneration Areas on Map 18 of the Official Plan. See Attachment No. 9 - Official Plan Land Use Map 18. A broad mix of commercial,

residential, light industrial, parks and open space, institutional, live/work and utility uses are permitted within Regeneration Areas to promote reinvestment and revitalization.

The site is situated within the King - Spadina Secondary Plan Area. The site is located within the West Precinct of the King-Spadina Secondary Plan and is designated Mixed Use Areas 2 in the updated Secondary Plan (2020). The policies of the Secondary Plan provide that heights within the West Precinct will be significantly lower than the scale of development in the East Precinct (east of Spadina Avenue).

Zoning By-law

The site is zoned Reinvestment Area (RA) by former City of Toronto By-law 438-86, as amended. The RA zone permits a range of residential, commercial, institutional and limited industrial uses. The Zoning By-law permits a maximum building height of 23 metres with an additional 5 metres permitted for rooftop mechanicals. A 7.5 metre setback from the side and rear lot lines is required for portions of the building located farther than 25 metres from the street line.

Additional information

See Attachment 10 for applicable policy documents and implementation guidelines.

COMMENTS

Planning Act

It is staff's opinion that the proposed development has regard for the relevant matters of provincial interest in the Planning Act, including: the orderly development of safe and healthy communities; the appropriate location of growth and development; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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 (2020).

Provincial Policy Statement (PPS) (2020)

- Policies 1.1.1, 1.1.2, 1.1.3.1 and 1.1.3.1 of the PPS promote efficient land use patterns in a settlement area identified in the Official Plan for intensification and a varied mix of land uses. Further, Policy 1.3.1 promotes economic development by encouraging compact mixed use development that incorporates compatible employment uses to support liveable and resilient communities.

The site is located within the Downtown and Central Waterfront which is an area identified in the Official Plan for intensification for both residents and jobs. The site is also designated Regeneration Areas in the Official Plan, a designation intended for growth. The proposal includes a mix of uses including office floor space supporting liveable and resilient communities.

- Policy 1.1.3.3 states planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development accommodating a significant supply and range of housing options through intensification and redevelopment. In addition, 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 application proposes a mix of residential, office, retail and open space uses and has good access to transit, including the Spadina Avenue, Bathurst Street and King Street streetcars and the future GO Station proposed close to the site at the corner of Front Street West and Spadina Avenue.

- Policy 1.5.1(a) of the PPS states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The proposal includes a new POPS at the north portion of the site and a number of public realm enhancements along Wellington Street West. These public realm and open space improvements will enhance connections through the site and to the larger parks and open space system within King-Spadina and provide gathering places for residents in the neighbourhood.

- Policy 1.7.1 e) of the PPS indicates long-term economic prosperity should be supported by among other matters, encouraging a sense of place, promoting well-designed built form and cultural planning, and conserving features that help define character, including built heritage resources and cultural heritage landscapes. In addition, Policy 2.6.1 of the PPS directs that, significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The application proposes the conservation and reuse of the Northrop and Lyman Company Manufacturing Building, a significant heritage resource, consistent with the PPS.

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

- Policy 1.2.1 of the Growth Plan sets out the Guiding Principles for how land is developed, resources are managed and protected and public dollars are invested. The principles support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime. They prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support

transit viability. They also promote a range of housing options and conservation of cultural heritage resources.

- The Policies of Sections 2.2.1, 2.2.3, 5.2.4 and 5.25 provide direction on managing growth within the Greater Golden Horseshoe, including directing growth to areas such as the Toronto Downtown Urban Growth Centre (UGC), and sets out forecasts and targets for levels of growth in these areas.

The subject site is within the Downtown UGC, a strategic growth area defined in the Growth Plan (2020). The Growth Plan provides that the Downtown UGC, encompassing an area generally bordered by Bathurst Street, the midtown rail corridor and Rosedale Valley, Don River and Lake Ontario, will be planned to achieve, by 2031, or earlier, a minimum density target of 400 residents and jobs combined per hectare. The application conforms to the policy direction of the Growth Plan with respect to intensification in the Downtown UGC.

- Policy 2.2.1.4 provides that the Growth Plan will support the achievement of complete communities that: feature a diverse mix of land uses including residential and employment uses and convenient access to local stores, services and public service facilities; provide a diverse range and mix of housing options, and provide for more compact built form and a vibrant public realm including public open spaces.

The proposal provides a mix of residential and employment uses, as well as new open space for the residents of the Wellington Street neighbourhood. The proposal includes retirement residential housing increasing the diversity of housing within the area. The removal of a surface parking lot along Wellington Street West and streetscape enhancements and active uses will promote a vibrant public realm along this significant street.

- Policy 2.2.2.3(b) instructs municipalities to develop a strategy to achieve minimum intensification targets in delineated built-up areas, and identify an appropriate type and scale of development.

The proposal has been modified through the application review process such that an appropriate development type and scale has been achieved.

- Section 2.2.5 sets out policy directions in relation to employment. Policy 2.2.5.3 provides that retail and office uses will be directed to locations that support active transportation and have existing or planned transit. Further, Policy 2.2.5.4 provides that in planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.

The site is well served by transit, cycling and pedestrian infrastructure. The proposal includes employment uses, removes surface parking and adds to the system of pedestrian connections within the area.

- Policy 4.2.7.1 of the Growth Plan provides that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The application proposes the conservation of the heritage building on the site in compliance with this policy.

- Policy 5.2.5.6 states municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.

As such, the City's Official Plan and design guidelines have direct relevance for assessing Growth Plan conformity. It is City Planning staff's opinion that the application conforms with the Growth Plan. The applicable Official Plan policies and relevant guidelines and their link in assessing Growth Plan conformity are examined in the sections below.

Land Use

This application has been reviewed against the Official Plan and King-Spadina Secondary Plan policies described in the Policy Consideration Section of the Report included as Attachment 10, as well as the policies of the Toronto Official Plan as a whole.

The proposed retirement residential, office, retail and open space uses are permitted uses within the Regeneration Areas designation of the Official Plan and Mixed-Use Areas 2 designation in the King-Spadina Secondary Plan for the site. As well, the proposal to restore the existing heritage building for office uses supports the office replacement policies of OPA 231. A large portion of the site is currently occupied by surface parking and the policies of the Official Plan and Secondary Plan encourage the removal of the surface parking lots to support public realm and built form objectives. The proposed land uses conform with the applicable Official Plan and King-Spadina Secondary Plan policies.

Height

The Built Form policies of the Official Plan provide that new development should fit within its existing and planned context, and limit its impact on neighbourhood streets, parks, open spaces and properties. The King-Spadina Secondary Plan (2020) provides that buildings within Mixed Use Area 2 of the West Precinct have a maximum height of 50 metres inclusive of mechanical penthouses. Elevator overruns and stair enclosures are permitted to extend beyond this height limit.

The initial submission proposed a building height of 17 storeys and 63 metres. Through the review of the application Planning staff, as well as area residents, requested that the height of the building be reduced to ensure that the development aligned with the emerging planning framework for the site. While not yet in force, staff encouraged the applicant to reduce the building height to 50 metres to align more closely with this emerging policy direction of the updated King-Spadina Secondary Plan.

The revised application proposes a reduction in height from 63 to 50 metres inclusive of the mechanical penthouse. An elevator overrun is proposed to extend 2.7 metres above the 50 metres on a portion of the roof. Staff consider the reduction in the building height a significant positive change to the proposal. It responds appropriately to Policy 6.11 of the updated Secondary Plan that provides for a height of 50 metres inclusive of mechanicals, with allowance for elevators overruns above this height for this site within the West Precinct.

Building Massing

In addition to the conservation of the heritage building on the site, the development proposes residential uses that include independent, and assisted living and memory care units and rooms. These uses have unique design considerations in relation to corridor widths and specialized services that are provided to support residents within the building that impacts building massing. Wider corridors are needed to accommodate mobility devices, and the design of floors are organized to eliminate dead ends which can be disorienting for residents with memory challenges resulting in additional floor space needed for internal corridors. As well, services such as nursing stations, laundry facilities, washrooms and tub rooms are located in the centre of the floors with rooms and units organized around these service areas. These services, as well as common dining areas, living rooms and recreational spaces are also provided on a number of floors resulting in floorplates that are larger than what would be found in many residential buildings in the city.

Through the review of the application Planning staff worked closely with the applicant on the design of the building massing to address the unique design considerations of the project, along with the full conservation of the heritage building, and ensure that setbacks and step backs are appropriate.

Heritage Building Setbacks

In the initial submission staff recommended that the setback of the new addition above the heritage building be increased to better align with the policies of the Council adopted King-Spadina Heritage Conservation District Plan which recommends a minimum 10 metre setback for new development. The revised submission proposes changes to the massing in relation to the heritage building. Additional development is proposed over the heritage building setback 7 metres from the building edge along Wellington Street West. Most of the upper levels (8-15) are setback over 30 metres from the building edge along Wellington Street West, with the exception of a portion that cantilevers over the southeast corner of the heritage building setback 4 metres from the building edge along Wellington Street West.

Heritage Planning staff have reviewed the revised submission and the proposed setbacks along with the cantilevered element and consider the setbacks acceptable. The setbacks balance the unique design considerations for the residential uses and will be sufficient to mitigate the visual impacts of the new addition at the pedestrian level, and ensure that the heritage building maintains its visual prominence along Wellington Street West. As well, much of the addition is setback over 30 metres from the existing building edge exceeding the requirements of the Heritage Conservation District Plan.

West Side Yard Setback

In the initial submission, the rear portion of the new development was proposed to be setback 1.9 metres from the west property line, aligning with the existing setback of the heritage building. The remaining portion of the new development extending to Wellington Street West was proposed to be setback 11.6 to 15.7 metres from the west property line. Staff recommended that the setback for the rear portion be increased from 1.9 to 5.5 metres to better align with the setbacks recommended in the Mid-Rise Design Guidelines that recommend a minimum setback of 5.5 metres.

In the revised proposal the setback along the rear portion of the building from levels 8 to 15 has been increased to 5 metres. The remaining portion of the new development extending to Wellington Street West is proposed to be setback 10 metres from the west property line. Staff consider the proposed setbacks acceptable. While a minimum setback of 5.5 metres would not be achieved in all locations, a setback of 5.0 metres for the upper levels would help to mitigate impacts on light, view and privacy between the new development and the existing building to the west. As well, a setback of 10 metres is achieved for the south portion of the building addition, along the west side exceeding the 5.5 metre setback recommended in the Mid-Rise Design Guidelines.

East Side Yard Setback

In the initial submission a setback of 1 metre at the ground floor was proposed along the east side of the building adjacent to the future park. Above this, the building extended to the property line for levels 2 - 6 and a setback of 1.9 metres was introduced for levels 7 and above. Staff identified concerns with the setbacks at the ground level and the need for a greater step back above the base building to ensure that the scale of the base building had an appropriate relationship to the adjacent future park.

In the revised proposal the setback at the ground floor has been increased to 1.6 and 2 metres and a setback of 1 metre is proposed from levels 2-6. Above this the 7th level is setback 2.59 metres. A setback of 1 metre is proposed for levels 8 to 15. Planning and Parks staff have reviewed the revised proposal and consider the setbacks acceptable. Given the narrow configuration of the lot, and the full conservation of the heritage building a further setback along the east property line is not achievable without significant impacts on the design of the development including the assisted living and memory care units and rooms, as well as the access ramp to the below grade garage.

The proposed ground floor setback of 1.6 to 2 metres will be sufficient to provide for a walkway along along the east side of the building and address limiting distance requirements from the future park. While a 3 metre setback is not achieved about the base building, the proposed 2.59 metre setback at level 7 will help to define the base building along the future park edge at a more appropriate scale and distinguish it from the taller element above. Careful consideration is needed in the architectural treatment including the materiality of the base building to ensure that the base building is clearly defined at this lower height. Planning staff will continue to work with the applicant on this aspect of the design, including further discussions in relation to building materials, through the review of the site plan application.

Wellington Street West Streetscape

The heritage building is situated at the property line along Wellington Street West and the new development is proposed to be setback approximately 0.8 metres with the main entrance to the building recessed 7 metres between the heritage building and new development on the east portion of the site.

Wellington Street West has a wide right-of-way (45 metres) with the boulevard along the north side of the street over 10 metres wide. Historically, Wellington Street West was considered to be a green linkage between Clarence Square and Victoria Memorial Park. The King-Spadina Public Realm Strategy identifies Wellington Street West as a 'Green Corridor' and envisions significant public realm enhancements along this important street.

The landscape concept plan submitted with the application proposes streetscape enhancements along Wellington Street West including new street trees, enhanced paving treatments, seating and landscape beds. Planning staff recommend that the detailed design for the Wellington Street West streetscape be determined and secured through the site plan approval process including enhancements as envisioned in the King-Spadina Public Realm Strategy.

Privately-Owned Publicly Accessible Open Space (POPS)

The application proposes a Privately Owned Publicly-Accessible Open Space (POPS) on north portion of the site. The POPS space is proposed to be 230 square metres in area.

Staff consider the proposed POPS to be a positive element of the proposal. It will add to the system of parks and open spaces within the area, connecting to the open space and midblock connection proposed on the King Toronto site adjacent to the north that extends north to King Street West, and will connect to the future park proposed adjacent to the east of the site. The POPS will also provide opportunities for a gathering space for the community and visitors with space for amenities such as seating, trees and other landscaping. Planning staff recommend that the POPS be secured in the Section 37 Agreement and its final configuration and design be secured through the site plan approval process.

Housing

The Official Plan, as well as, provincial policies recognize the importance of providing a full range of housing with new development. The provision of affordable, secure, and diverse housing stock to meet housing needs of a wide range of people throughout their life cycle is important to achieving complete communities. The application proposes new retirement housing including independent living, assisted living and memory care dwelling units and rooms. This new housing will add to the diversity of housing in the neighbourhood providing opportunity for residents to age in place consistent with housing objectives of the Official Plan.

Amenity Space

The Built Form policies of the Official Plan provide that new indoor and outdoor amenity spaces are to be provided as part of multi-unit residential developments and are to consider the needs of residents of all ages and abilities over time and throughout the year.

The application proposes 458 square metres of indoor amenity space (3.3 square metres per dwelling unit/room) and 281 square metres of outdoor amenity space (2 square metres per dwelling unit/room). The indoor and associated outdoor amenity spaces provide for a wide range of amenities including a library, games and exercise rooms, art rooms, therapy pool, and a number of common dining and living rooms spaces for gathering. Balconies are also proposed for a number of the dwelling units. Amenities for pets are also proposed within the development. Staff consider the amount of both the indoor and outdoor amenity spaces proposed acceptable. Staff will secure the amenity space in the zoning by-law, and recommend the detailed design of the amenity areas be determined and secured through the site plan approval process.

Heritage Impact and Conservation Strategy

The property at 462 Wellington Street West is listed on the City's Heritage Register. It contains the Northrop & Lyman Company Manufacturing building, a five-storey factory/warehouse type building that was constructed in 1917 for Northrop & Lyman Co. Ltd, one of the largest dealers in patent medicines in the country, according to the designs of Leon S. Yolles and Chapman & McGiffenn, the latter who designed such notable buildings as Knox College at the University of Toronto. At its meeting on May 11, 2022 City Council approved the issuance of a Notice of Intention to Designate this property under Part IV, Section 29 of the Ontario Heritage.

Heritage Planning staff has reviewed the Heritage Impact Assessment submitted in support of the revised proposal prepared by Philip Goldsmith Architects, for conformity with the Planning Act, the Provincial Policy Statement, the Growth Plan and the City's Official Plan heritage policies and the Standards and Guidelines for Conservation of Historic Places in Canada. City Planning staff are satisfied the proposal meets the intent of the Planning Act, the Provincial Policy Statement, the Growth Plan (2020) and the City of Toronto's Official Plan heritage policies.

Heritage Planning staff have prepared an Alterations to a Heritage Property and Authority to enter into an Heritage Agreement Report for the consideration of Council that assesses the proposed alterations to the heritage building on the site. The Report will be considered at the June 29 and 30, 2022 meeting of Toronto and East York Community Council. The Alterations Report recommends that Council approve the alterations proposed to the Northrop & Lyman Co. Manufacturing building under S. 33 of the Ontario Heritage Act and grant authority for the City to enter into a Heritage Easement Agreement with the owner of the property.

Staff support the proposed alterations in the context of the conservation and mitigation strategies proposed for the site and are of the opinion that the proposal has been designed to conserve the cultural heritage values, attributes and character of the

heritage property. The proposal contains a strong conservation program for the subject heritage property at 462 Wellington Street West.

Parkland

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the city. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code. Through the review of the application Parks, Forestry and Recreation staff requested that the applicant provide parkland dedication through cash-in-lieu, in accordance with Chapter 415, Article III of the Toronto Municipal Code.

The applicant has offered to provide a Section 37 contribution for the design and construction of the future park on the adjacent site at 456 Wellington Street West secured in association with the WELL development currently under construction south of the site. The Wellington Place Resident's Association and other community stakeholders have requested that they be involved in the future design process for the future park. Staff recommend that the Wellington Park Resident's Association and well as other community and area stakeholders be involved in the future design process for the park. The proposed Section 37 contribution will contribute to this park design process.

Shadow Impacts

The applicant has submitted a Shadow Study and this has been reviewed by Planning staff. The Study found that the future park adjacent to the east will experience sunny conditions from 11:18 to 1:18 over large areas of the park with the park in full sun at 12:18 p.m. during the Spring and Fall equinoxes. Incremental shadows exclusive to the development extend to the north portion of future park at 1:18 p.m. during the Spring and Fall equinoxes. Portions of the park will experience sunny conditions as the shadow moves through the park during the afternoon. The Study indicates that during the Summer solstice the future park will experience longer periods with full and partial sun between 10:18 a.m to approximately 1:18 p.m. Incremental shadows exclusive to the development extend to the western edge of the park at 1:18 p.m. and move through the park during the afternoon hours during the Summer solstice. Staff consider the shadow impacts from the proposed development to be acceptable.

Wind Study

A Pedestrian Level Wind Study was submitted for the proposal and has been reviewed by staff. The Study concluded that all grade-level areas, including surrounding sidewalks, walkways, building access points are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year. The Study found that wind comfort conditions for the outdoor amenity terraces will be comfortable for sitting year round and no mitigation was recommended. Planning staff reviewed the Study and find the conclusions acceptable.

Traffic Impact, Access, Parking and Loading

The applicant submitted a Transportation Considerations Report and Addendums, which assess existing traffic levels and future traffic levels anticipated to be generated

by the development, as well as proposed site access, loading, and vehicular and bicycle parking for the initial and revised development proposals.

The application proposes that the below grade garage extend onto the property to the north to enable a connection between the garage on site with the garage in the development to the north at 489-539 King Street West (King Toronto). The connection of the garages will enable shared access between the two buildings from either King Street West or Wellington Street West. In order to facilitate the extension of the below-grade garage to the adjacent property, a permanent easement is proposed to be provided from the property at 489-539 King Street West. An application to the Committee of Adjustment is required to facilitate this permanent easement. A application has been submitted to the Committee of Adjustment for the proposed easement (File No. 22 159727 STE 10 CO). Planning staff recommend that prior to enactment of the zoning by-law amendment by Council that the consent application for the permanent easement be approved by the Committee of Adjustment and such decision is final and binding.

Traffic Impact

The Transportation Consideration Report estimates that the proposed development will generate approximately 45 and 45 two-way vehicular trips during the morning and afternoon peak hours, respectively. Net new site traffic is estimated to be in the order of 20 and 20 two way trips during the morning and afternoon peak hours. Given this level of trip generation, the Report concluded that the projected site traffic will have minimal impacts on area intersections and can be acceptably accommodated on the adjacent road network. Transportation Services staff have reviewed the report and find the impacts acceptable.

Access

Access is proposed from a 6.5 metre wide driveway off of Wellington Street West located close to the east boundary of the site. The driveway is proposed to extend north to south through the site and to connect directly to the below-grade garage on the King Toronto development to the north. The ramp is proposed to provide shared access for both the King Toronto development and the 462 Wellington Street West development. Access is also proposed to be available to the site from the driveway off of King Street West proposed with the King Toronto development. Transportation Services staff consider the proposed access arrangement acceptable.

Vehicle Parking

The application proposes a parking supply of 65 spaces with 40 spaces proposed to be located off-site within the commercial parking area of the King Toronto development adjacent to the north. A total of 25 parking spaces are proposed within a four level below grade garage on the site of which 22 are proposed in parking stackers. The proposed parking can be accessed either from King Street West or Wellington Street West. Transportation Services staff reviewed the parking study and have advised that the amount of parking proposed is acceptable and will be sufficient to serve the development.

Bicycle Parking

A total of 79 bicycle parking spaces are proposed, including 60 long term and 19 short-term spaces. The spaces are proposed to be located within the garage and the outside at the ground level. Shower and change facilities are also proposed within the building. The proposed number of bicycle parking spaces exceeds the requirements of the Toronto Green Standard and is acceptable.

Loading

Two loading spaces are proposed to serve the development. Access to the loading spaces is proposed via the access from King Street West proposed with the King Toronto development adjacent to the north. Transportation Services staff has reviewed the loading strategy and find the number and type of loading spaces acceptable.

Servicing

Functional Servicing and Stormwater Management reports were submitted with the initial and revised submissions and were reviewed by Engineering and Construction Services staff. Engineering and Construction Services staff advise that additional information is needed in relation to the ground water summary, hydrogeological investigation, ground water quality, the calculations of the existing and post development flows for the sanitary sewer to ensure consistency, and to provide the size and slope of the proposed storm sewer service connection.

Planning staff recommend that prior to site plan approval the owner address outstanding items related to servicing outlined in the memo from Engineering and Construction Services dated May 25, 2022 and make satisfactory arrangements with the Chief Engineer and Executive Director, Engineering and Construction Services to pay for and construct any improvements to the municipal infrastructure in connection with the site servicing assessment in the Functional Servicing and Stormwater Management Report(s), as accepted by the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that upgrades and/or improvements are required to such infrastructure to support the development.

Tree Preservation

The application 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 ,a Tree Preservation and Removals Plan and Landscape Plans.

There are 13 existing trees on or near the site and 11 of these are subject to provisions of the City's Street Tree By-law as these trees are situated along Wellington Street West. The application proposes to remove 5 City street trees and retain 6. The application proposes to plant 10 new trees including 4 street trees along Wellington Street West and 6 trees with the proposed POPS at the north end of the site.

Urban Forestry have requested that 5 street trees be provided along Wellington Street West to replace the streets trees proposed to be removed rather than 4 as currently proposed. Urban Forestry also requires the submission of an application for the Final Report - 462 Wellington Street West, 489-539 King Street West

proposed removal of the City trees and a permit for any trees that would be injured. As well, securities for the protection of existing street trees and for new street trees proposed to be planted are required. The location of street trees and trees proposed to be planted on site will be determined and secured through the site plan approval process.

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 application proposes geothermal heating and cooling for the new building as well as connection to the Enwave system. 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 secured through the Site Plan Approval process.

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 objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

- a financial contribution of \$720,000.00 towards the design and construction of the future park proposed adjacent to the east of the site at 456 Wellington Street West;
- a financial contribution of \$180,000.00 for the provision of new affordable rental housing units or the capital improvement of existing affordable housing in Ward 10; and
- a privately owned publicly-accessible open space (POPS) on the north portion of the site, with an area of 230 square metres, and all associated details, terms and conditions in relation to its design, timing for conveyance and owner obligations.

The following matters are to be secured in a Section 37 Agreement as a legal convenience in support of the development:

- a construction management plan; and
- conformity to the Toronto Green Standard.

Conclusion

The proposal has been reviewed in relation to the policies of the PPS (2020), the Growth Plan (2020), the Official Plan and Central Waterfront Secondary Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020).

The proposal is in keeping with the intent of the Official Plan and King-Spadina Secondary Plan, particularly as it relates to an appropriate level of intensification for the site's location, a mix of uses that supports housing and employment objectives, the conservation of the historic Northrop & Lyman Company Manufacturing building, a built form that is contextually appropriate and proposed public realm enhancements that will add to the system of parks and open spaces with King-Spadina. Staff recommend that Council support approval of the application.

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 9: Official Plan Land Use Map
Attachment 10: Policy Considerations
Attachment 11: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 3: Site Plan
Attachment 4: South Elevation
Attachment 5: North Elevation
Attachment 6: East Elevation
Attachment 7: West Elevation
Attachment 8: 3D Models in Context

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 462 Wellington St. W. Date Received: April 19, 2019

Application Number: 19 133227 20 OZ

Application Type: Rezoning

Project Description: Zoning By-law amendment to permit the development of a 15 storey mixed-use building with retirement residential uses including independent living, assisted living and memory care, office and retail uses. A total of 137 dwelling units and rooms are proposed and 7,156 square metres of non-residential floor area. The proposal included the conservation of the Northrop and Lyman Company Manufacturing heritage building. A 230 square metre privately owned publicly-accessible open space is also proposed.

Applicant	Agent	Architect	Owner
Urban Strategies Inc.	Emily Reismann	Giannone Petricone Associates	Verve

EXISTING PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:	King-Spadina Secondary Plan
Zoning:	436-86	Heritage Designation:	y
Height Limit (m):	23	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 2,334 Frontage (m): 35 Depth (m): 65.81

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	892	873	891	1,764
Residential GFA (sq m):			14,782	14,782
Non-Residential GFA (sq m):	4,479	4,460	3,101	7,561
Total GFA (sq m):				22,344
Height - Storeys:	5		15	15
Height - Metres:	18.5		50	50

Lot Coverage Ratio (%) 0 Floor Space Index: 9.6

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)
 Residential GFA: 14,782
 Retail GFA: 1,176
 Office GFA: 6,385
 Industrial GFA:
 Institutional/Other GFA:

Residential Units & Rooms by Tenure	Existing	Retained	Proposed	Total
Rental:			137	137
Freehold:				
Condominium:				
Other:				
Total Units:			137	137

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:	108				
Total Units:	29		7	15	7

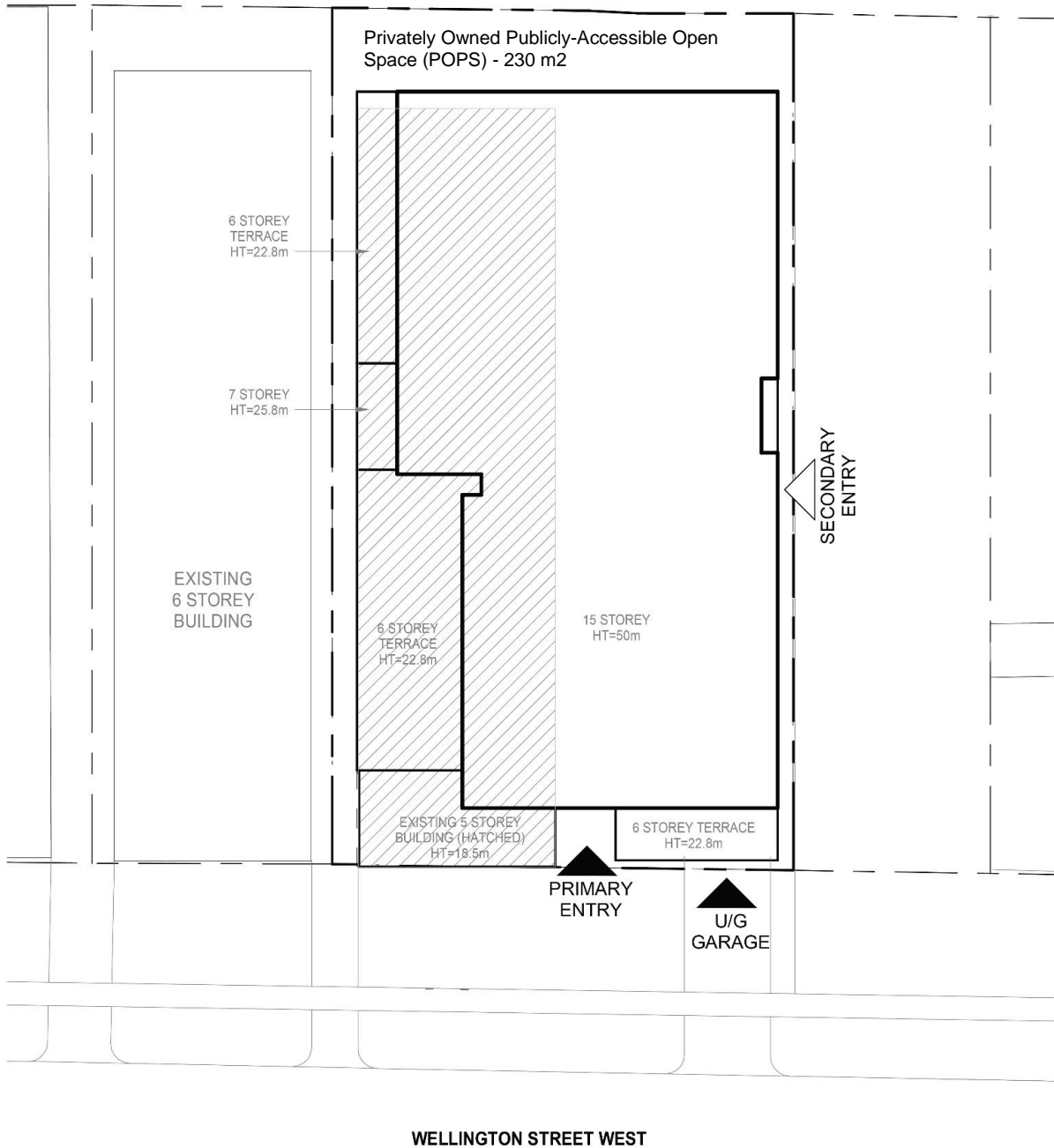
Parking and Loading

Parking Spaces:	65	Bicycle Parking Spaces: 79	Loading Docks:	2
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CONTACT:

Susan McAlpine, Senior Planner
 (416) 392-7622
 Susan.Mcalpine@toronto.ca

Attachment 3: Site Plan



Site Plan



Attachment 4: South Elevation



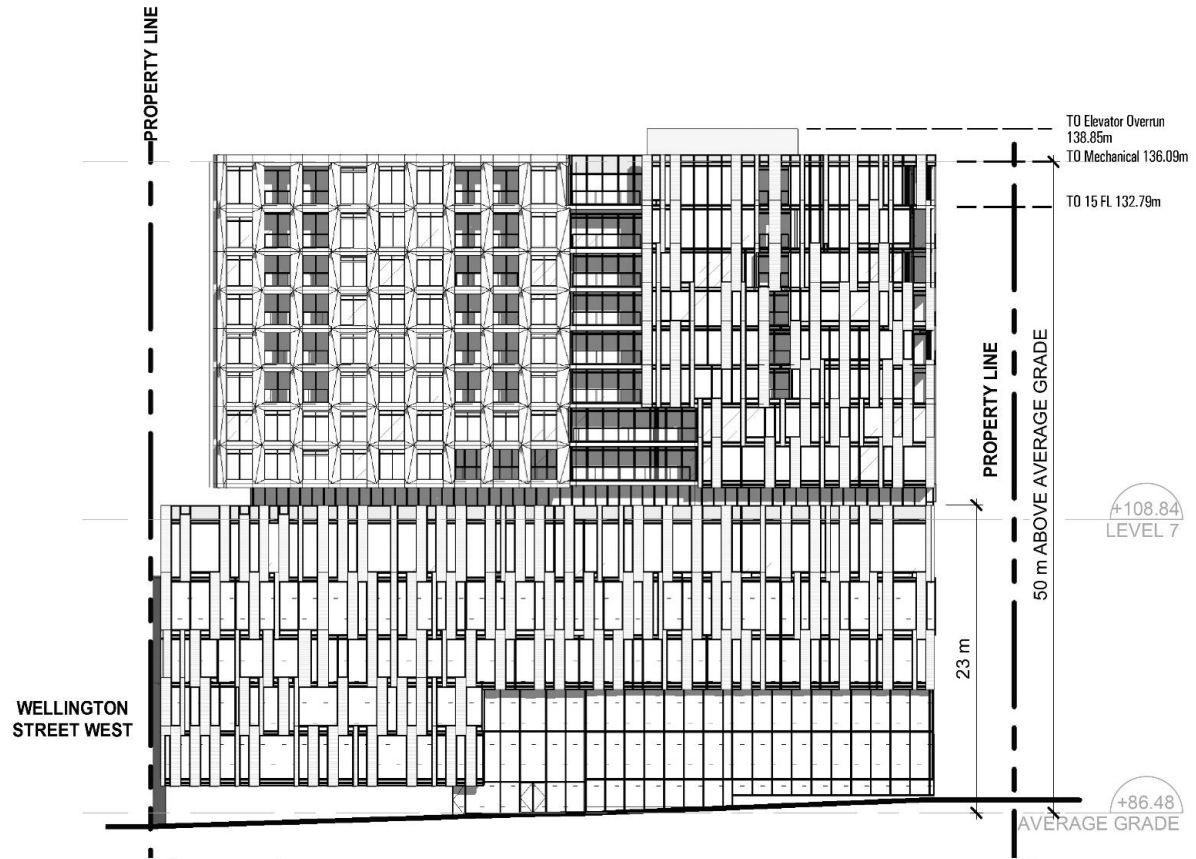
South Elevation

Attachment 5: North Elevation



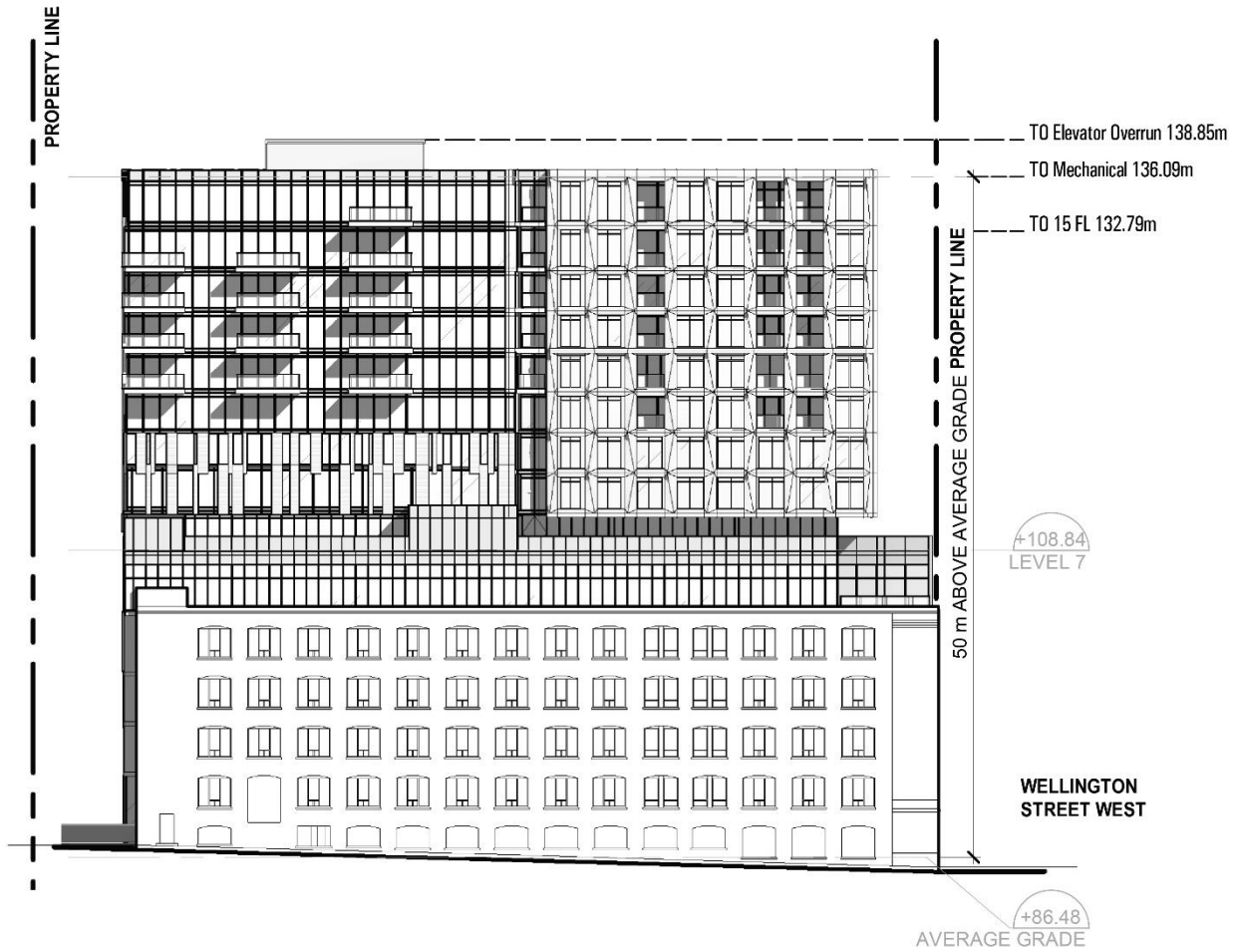
North Elevation

Attachment 6: East Elevation



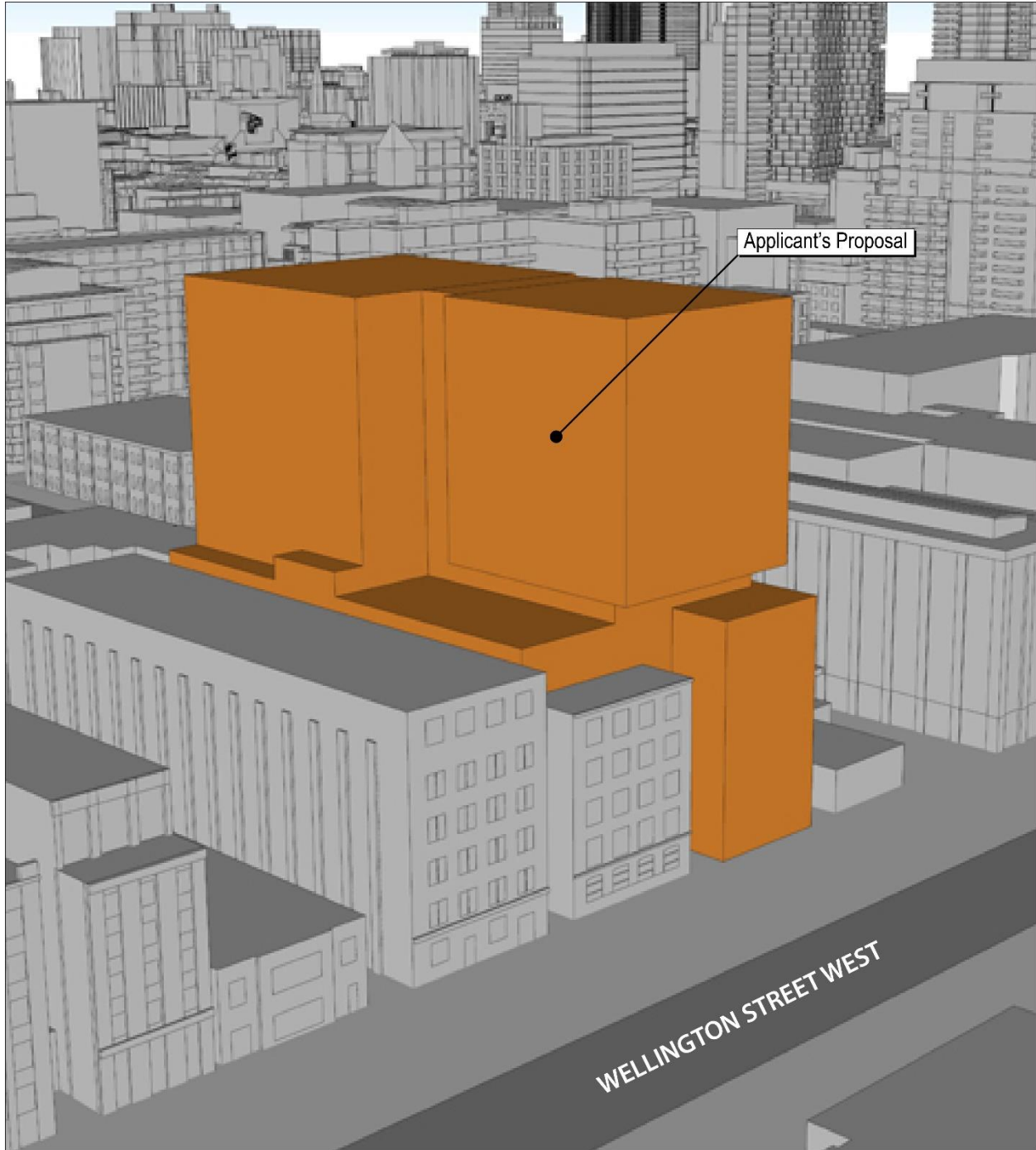
East Elevation

Attachment 7: West Elevation



West Elevation

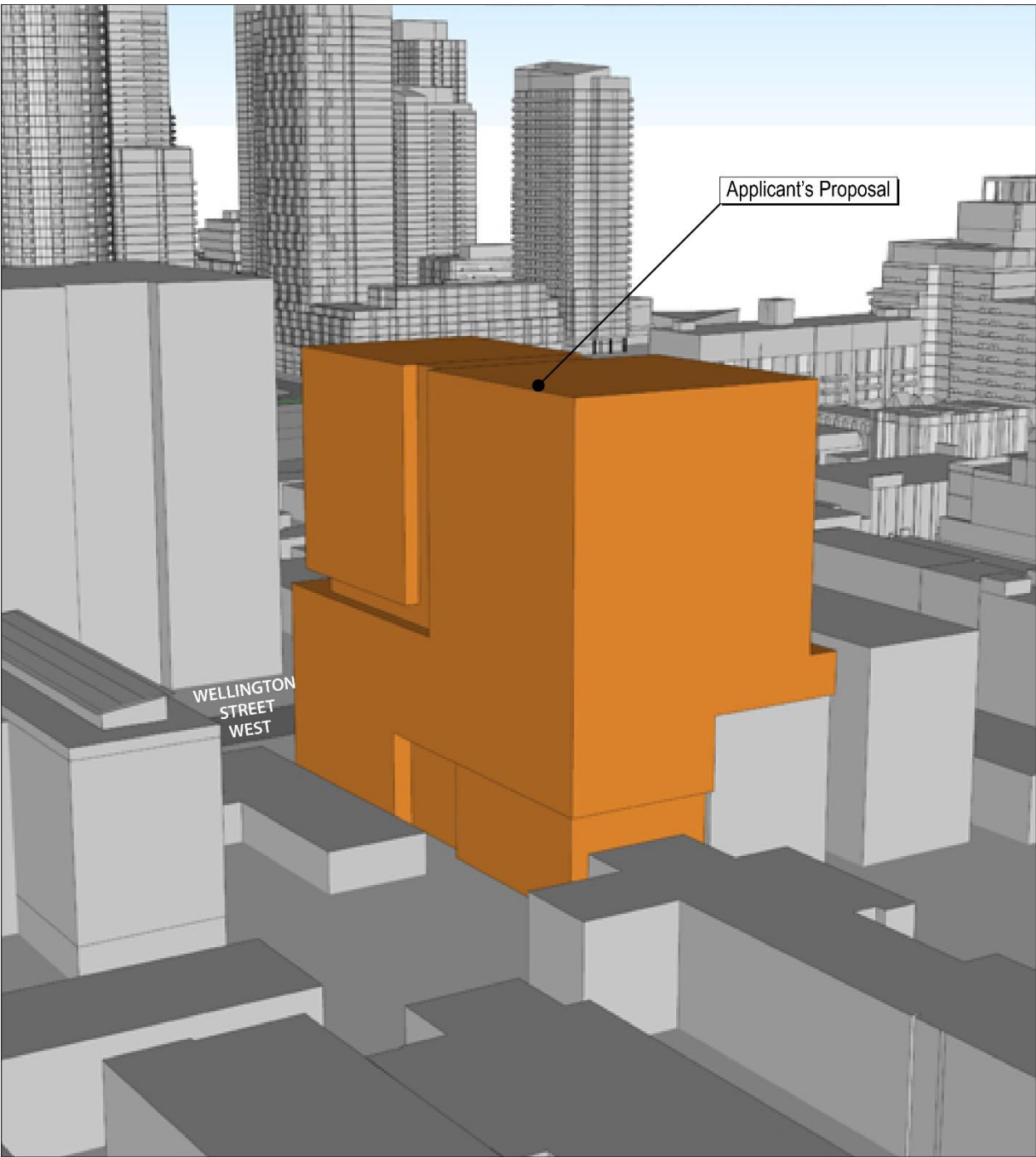
Attachment 8: 3D Models in Context



View of Applicant's Proposal Looking Northeast



05/24/2022

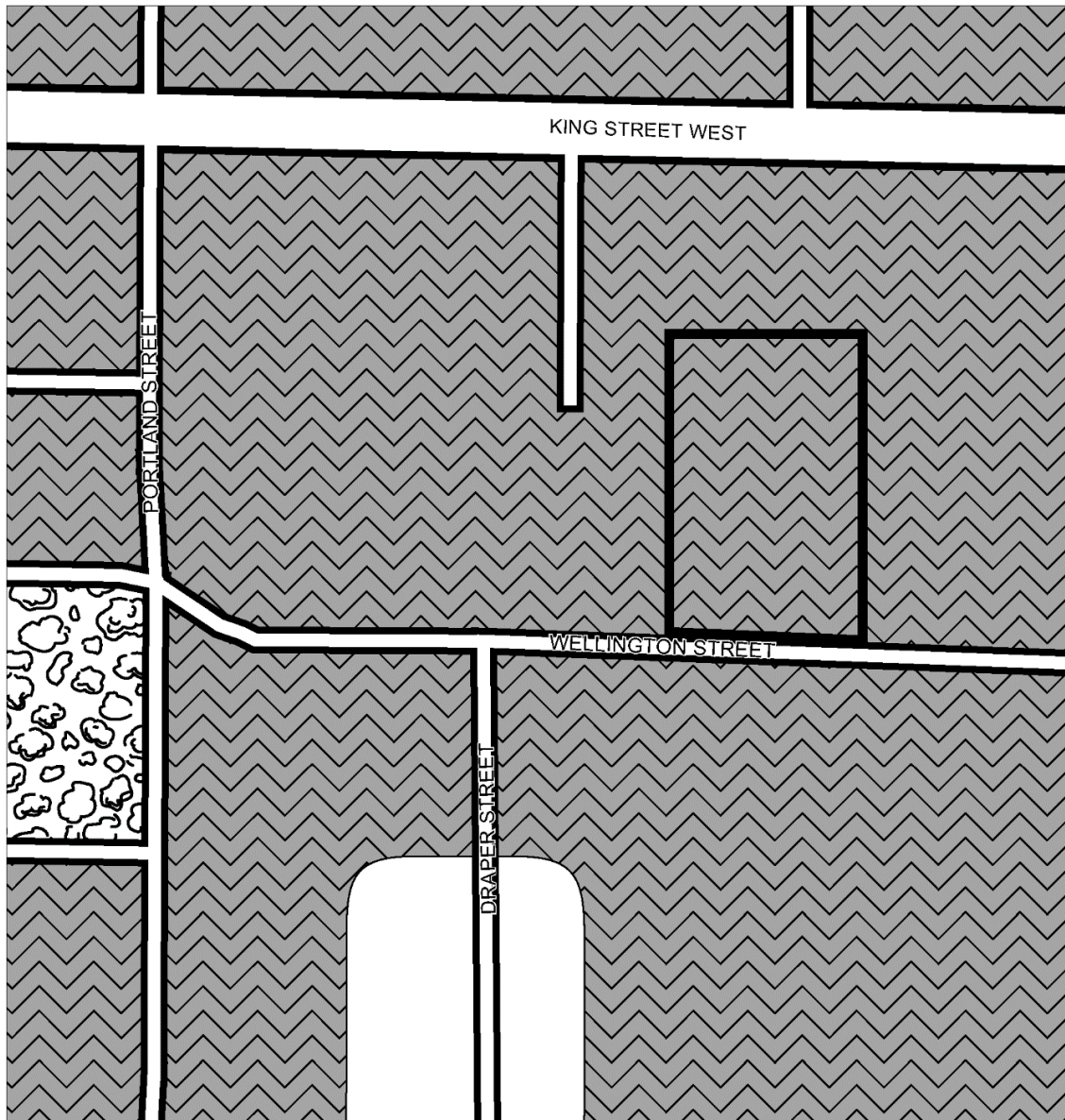


View of Applicant's Proposal Looking Southwest



05/24/2022

Attachment 9: Official Plan Land Use Map 18



 **TORONTO**
Official Plan Land Use Map #18

462 Wellington Street

File # 19 133227 STE 10 OZ



Location of Application

Parks & Open Space Areas



Parks



Regeneration Areas



Not to Scale
05/17/2019

Attachment 10: Policy Considerations

POLICY CONSIDERATIONS

Planning Act

Section 2 of the Planning Act sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including but not limited to the following:

- adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- orderly development of safe and healthy communities;
- adequate provision of a full range of housing, including affordable housing;
- appropriate location of growth and development;
- promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.
- Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans
- Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

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.

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; and
- conserving significant built heritage resources.

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 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

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

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

- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserve and promote cultural heritage resources to support the social, economic and cultural well-being of all communities.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

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

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

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

The Official Plan Amendments can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>

This application has been reviewed against the policies of the City of Toronto Official Plan, including the King-Spadina Secondary Plan as follows:

Chapter 2 - Shaping the City

The site is within the Downtown and Central Waterfront on Map 2 - Urban Structure of the Official Plan. The Downtown is anticipated to accommodate growth that is not intended to be spread uniformly across the whole of Downtown.

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation
This section states that the Plan protects the integrity of the City's transportation network, and steers future growth to areas that are well served by transit, including the Downtown. The integration of transportation and land use planning is critical in achieving the overall aim of increasing accessibility throughout the City.

Policy 2.2.2 states growth will be directed to the Downtown in order to among other matters: a) use municipal land, infrastructure and services efficiently; b) concentrate jobs and people in areas well served by surface transit and rapid transit stations; d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips; and f) facilitate social interaction, public safety and cultural and economic activity.

Section 2.2.1 Downtown: The Heart of Toronto

This section states that the Downtown plays a vital role as the City's economic and cultural hub and is critical to the health and prosperity of the entire region that surrounds it. The Plan recognizes that many of the activities that make the Downtown successful and vibrant are interdependent and linked through the Downtown's public realm. The Downtown is where our history is richest, but it is also where we continue to rebuild to accommodate a growing economy and a changing society. Given that this is one place in Toronto where "change is constant", we must ensure that our built heritage is respected, nurtured and celebrated.

Policy 2.2.1.6 states that the Downtown Toronto Urban Growth Centre will be planned to optimize the public investment in higher order transit within the Centre and thus should exceed the minimum combined growth density target of 400 residents and jobs per hectare set out in the Growth Plan.

Policy 2.2.1.9 states the quality of Downtown will be improved by among other matters: supporting the development of complete communities; and developing buildings that are shaped, scaled and designed to enhance liveability.

Policy 2.2.1.10 states the architectural and cultural heritage of Downtown will be preserved by designating buildings, districts and open spaces with heritage significance by working with owners to restore and maintain historic buildings.

Policy 2.2.1.13 states that priority will be given to improving walking, cycling and transit access and Policy 2.2.1.15 states that a program of street improvements will be implemented to enhance the pedestrian environment and expand the cycling network with measures undertaken to make walking and cycling in Downtown safe, convenient and comfortable.

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.

Policy 3.1.1.2 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.

Policy 3.1.1.6 states that City streets are significant public open spaces that connect people and places, and new and existing streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by: balancing the needs and priorities of the various users and uses within the right-of-way; space for trees, landscaping and green infrastructure and space for other street elements such as utilities and services, boulevard cafes and street furniture, and ensuring the safety of users of all ages and abilities.

Policies 3.1.1.13 states that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities and Policy 3.1.1.16 states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority for all development.

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 a range of amenities and are well integrated into the broader public realm.

Section 3.1.2 The 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.

Policy 3.1.2.1 states 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.

Policy 3.1.2.4 states that 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;

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.

Policy 3.1.2.10 states that development will promote civic life and provide amenity for pedestrians in the public realm by: providing improvements to adjacent boulevards and sidewalks, co-ordinated landscape improvements in setbacks, weather protection, landscaped open space within the development site, safe direct pedestrian routes and tree plantings throughout the site and public art where the developer agrees to provide this.

Policy 3.1.2.11 states that new indoor and outdoor amenity spaces that consider the needs of residents of all ages and abilities should be provided as part of multi-unit residential developments.

Section 3.1.3 Built Form - Building Typologies

This section 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.

Tall buildings are an intensive form of growth that comes with both opportunities and challenges. Tall buildings play a role in achieving residential and employment growth objectives in the Downtown. 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.

Policy 3.1.3.1 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.

Section 3.1.5 Heritage Conservation

This section provides policy direction on the identification of potential heritage properties, conservation of heritage properties and on development adjacent to heritage properties.

Policy 3.1.5.2 states that properties of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value, and in Policy 3.1.5.3 heritage properties of cultural heritage value or interest will be protected by being designated under the Ontario Heritage Act and/or included on the Heritage Register.

Policy 3.1.5.4 states that properties on the Heritage Register will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and as adopted by Council.

Policy 3.1.5.5 requires proposed alterations or development on or adjacent to a property on the Heritage Register to ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained

Policy 3.1.5.6 states that the adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada.

Policy 3.1.5.26 states that new construction on, or adjacent to, a property on the Heritage Register will be designed to conserve the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.

Policy 3.1.5.27 states that where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, the conservation of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of façades alone is discouraged.

Policy 3.1.5.28 states that the owner of a designated heritage property will be encouraged to enter into a Heritage Easement Agreement where the City considers additional protection beyond designation desirable due to the location, proposed alteration, and/or the nature of the property.

Section 3.2.1 Housing

This section provides direction to encourage the provision of a full range of housing, in terms of form, tenure and affordability.

Policy 3.2.1.1 states a full range of housing, in terms of form, tenure and affordability will be provided to meet the current and future needs of residents.

Chapter 4 - Land Use

Policy 4.7 Regeneration Areas

The subject site is designated Regeneration Areas on Map 18 of the Official Plan. See Attachment No. 3 - Official Plan Land Use Map 18. A broad mix of commercial,

residential, light industrial, parks and open space, institutional, live/work and utility uses are permitted within Regeneration Areas to promote reinvestment and revitalization.

The framework for new development within Regeneration Areas is set out in a Secondary Plan intended to promote the desired type and form of physical development for an area. The policies of Section 4.7.1 provide for the restoration, re-use and retention of existing buildings that are economically adaptable for re-use, particularly heritage buildings and structures in Regeneration Areas. Section 4.7.2 sets out the intent of Secondary Plans for Regeneration Areas and provides that they will guide the revitalization of the area through among other matters; urban design guidelines related to the unique character of the area; strategies to promote greening and community improvements; and a heritage strategy identifying important heritage resources, conserving them and ensure new buildings are compatible with adjacent heritage resources.

Official Plan Amendment No. 231 - Office Replacement Policies

The office replacement policies of Official Plan Amendment 231 require the replacement of office space on sites designated Mixed Use Areas containing 1,000 square metres or more of office space, where residential development is proposed.

OPA 352 – Downtown Tall Building Setback Area

On October 5-7, 2016, City Council adopted Official Plan Amendment (OPA) 352 – Downtown Tall Building Setback Area (currently under appeal). The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of tall buildings in the Downtown. At the same meeting, City Council adopted area-specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal), which provide the detailed performance standards for portions of buildings above 24 metres in height.

Chapter 6 - Secondary Plans

King Spadina Secondary Plan (1996)

The site is situated with the West Precinct of the King Spadina Secondary Plan area. The King-Spadina Secondary Plan provides that new development reinforce the characteristics of the area through built form, heritage conservation and public realm improvements.

The Secondary Plan identifies Wellington Street West as an 'Area of Special Identity'. The portion of Wellington Street West between Clarence Square and Victoria Square maintains important characteristics that reflect the historic role of the area. The historic industrial buildings should be maintained and reused and act as a model for redevelopment of the north side of the street. The King Spadina Secondary Plan (1996) can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/11/97ec-cp-official-plan-SP-16-KingSpadina.pdf>

King Spadina Secondary Plan (2020) - OPA 486

At its meeting on January 29, 2020, City Council adopted a Final Report and Official Plan Amendment 486 (OPA 486) outlining updates to the King-Spadina Secondary Plan. The City Council Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE12.4>

King-Spadina is one of the fastest growing areas in the downtown and has a strong heritage character. Updates were made to the King-Spadina Secondary Plan to recognize this growth and the evolution of the area from predominantly non-residential uses to an area with a mix of uses. The updated Secondary Plan recognizes that while the area will continue to grow and change, it must do so in a way that positively contributes to liveability, is better supported by hard infrastructure and community infrastructure, and more carefully responds to the built form and heritage character of the area.

The site is situated within the West Precinct and is designated Mixed Use Areas 2 in the updated Secondary Plan. The policies of the Secondary Plan provide that heights within the West Precinct will be significantly lower than the scale of development in the East Precinct (east of Spadina Avenue).

Policy 6.11 of the Secondary Plan states that development in Mixed Use Areas 2 within the West Precinct will not exceed 50 metres in height including the mechanical penthouse, with the exception of elevator overruns and stair accesses. Base building setbacks from adjacent properties are required to provide separation distances between buildings to ensure access to natural light, sky view and privacy. Above the base building setbacks of 5.5 metres are required from adjacent properties.

The site is also situated along the Wellington Place Area of Special Identity in the updated Secondary Plan. Wellington Place is defined by Victoria Memorial Square, Clarence Square and the historic public realm of Wellington Street connecting these two historic parks. The Plan seeks to ensure that all new development contributes positively to the public realm along Wellington Street West.

OPA 486 has been appealed to the Ontario Land Tribunal (OLT) and is not yet in force.

Zoning

The site is zoned Reinvestment Area (RA) by former City of Toronto By-law 438-86, as amended. The RA zone permits a range of residential, commercial, institutional and limited industrial uses. The Zoning By-law permits a maximum building height of 23 metres with an additional 5 metres permitted for rooftop mechanicals. A 7.5 metre setback from the side and rear lot lines is required for portions of the building located farther than 25 metres from the street line. The property is not currently subject to City-wide Zoning By-law 569-2013.

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 Final Report - 462 Wellington Street West, 489-539 King Street West

evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The Tall Building Design Guidelines may be found here: <https://www.toronto.ca/legdocs/mmis/2013/pg/bqrd/backgroundfile-57177.pdf>.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study (2010) and an addendum (2016) containing a list of best practices and a set of performance standards for new mid-rise buildings. Key issues address building heights, setbacks, stepbacks and public realm relationships.

Although the new building proposed on the site is not a traditional mid-rise building, Planning staff's review of the design and massing of the proposed 15-storey building was informed by the directions of the Mid-Rise Building Performance Standards. The Midrise Guidelines and Addendum can be found here:

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

King-Spadina Urban Design Guidelines

The King-Spadina Urban Design Guidelines set out overall objectives for built form and the public realm in King-Spadina. Wellington Street West is identified as a Significant Street and Open Space within the Guidelines. It is also within an area of Special Identity anchored by historic parks including Clarence Square in the east and Victoria Memorial Square in the west. A number of heritage buildings remain along the north side of Wellington Street West and the Guidelines recommend that the setbacks and heights of historic buildings should act as a model for redevelopment on the north side of the street. The King-Spadina Urban Design Guidelines can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/08/8fb1-Toronto-Urban-Design-Guidelines-King-Spadina.pdf>

King-Spadina Public Realm Strategy

The King-Spadina Public Realm Strategy includes an analysis of the existing public realm in King-Spadina and provides direction on how the public realm can be expanded to meet the needs of the growing population in the area. Key elements of the Strategy include identifying existing and planned parks, open spaces and mid-block connections and potential opportunities for public realm enhancements to add to and strengthen this system. Wellington Street West is identified as a Green Corridor and the vision for public realm enhancements along the street include; a double row of trees, places to sit, special lighting and pavement treatments and outdoor cafes if feasible. The King-Spadina Public Realm Strategy can be found here:

<https://www.toronto.ca/legdocs/mmis/2021/te/bqrd/backgroundfile-167822.pdf>

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

The purpose of the Pet Friendly 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 Pet Friendly Guidelines may be found here:

<https://www.toronto.ca/wp-content/uploads/2019/12/94d3-CityPlanning-Pet-Friendly-Guidelines.pdf>

Attachment 11: Draft Zoning By-law Amendment

(To be available at the June 29 and 30, 2022 Toronto and East York Community Council Meeting)