

250 University Avenue – Zoning Amendment Application – Final Report

Date: June 13, 2022

To: Toronto and East York Community Council

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

Ward: 10 - Spadina-Fort York

Planning Application Number: 18 150984 STE 20 OZ

SUMMARY

This report reviews and recommends approval of the application to amend the Zoning By-law to permit a 48-storey mixed use building incorporating the existing Bank of Canada designated heritage building at 250 University Avenue. The application proposes 698 square metres of retail space and 12,063 square metres of office space within the conserved base building and 512 residential units in a new tower addition above. The proposal would integrate an access to the TTC Line 1 Osgoode Station into the ground floor of the building, replacing the existing stairs within the Queen Street West sidewalk. A total of 576 bicycle parking spaces and 46 vehicular parking spaces are proposed in four underground levels, and two loading spaces are proposed on the ground floor.

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 the City of Toronto Official Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 250 University Avenue substantially in accordance with the draft Zoning By-law Amendment included as Attachment No. 11 to the report (June 13, 2022) from the Director, Community Planning, Toronto and East York District City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
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 to implement the foregoing recommendations 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 and the Heritage Easement Agreement are executed and registered.

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

a) a cash contribution of one million dollars (\$1,000,000.00) to be allocated towards the provision of new affordable housing and/or the Toronto Community Housing Corporation revolving capital fund for repairs to Toronto Community Housing Corporation housing in Ward 10, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor

b) the amount above will be indexed upwardly in accordance with the Statistics Canada Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported by Statistics Canada in the Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of the execution of the Section 37 Agreement to the date of payment which will be no later than issuance of first above grade building permit;

c) in the event the cash contribution referred to in Recommendations 3.a) and 3 b) above has not been used for the intended purpose within three (3) years of the amending zoning by-law coming into force and effect, the cash contributions may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor; and

d) prior to the earlier of first residential occupancy or Condominium Registration, the owner shall, at its own sole cost and expense, design, construct and thereafter maintain, to the satisfaction of the Chief Planner and Executive Director, City Planning, and the Toronto Transit Commission (TTC), a fully-accessible entrance and below-grade pedestrian tunnel connection from 250 University Avenue connecting to the existing Line 1 (Yonge-University) Osgoode Subway Station in replacement of the stairs located within the Queen Street West sidewalk, generally in the configuration shown on the concept plan included as Attachment No. 10 to this Report.

The estimated value of the foregoing work is a minimum of five million dollars (\$5,000,000.00). Further details as to the specifics of the TTC Connection, including: the TTC's design specifications and standards to fully integrate the TTC Connection to the Development; the supply and installation of payment turnstiles/gates by the owner at its sole cost and expense if determined to be required by the TTC; and the entrance connection fee to be paid by the owner to the TTC as a result of the TTC's permission to allow the Owner to connect the Development to the TTC facilities, all of which shall be determined and secured to the satisfaction of the Chief Planner and Executive Director, City Planning and the TTC at the time of and through Site Plan Approval for the Development

5. 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:

- a) 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, the Chief Planner and Executive Director, City Planning 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, in consultation with the Ward Councillor;
- b) The owner shall submit a Functional Servicing Report to the City for review and acceptance by Engineering and Construction Services, which will determine whether the municipal water, sanitary and storm sewer systems can support the proposed development and whether upgrades or improvements of the existing municipal infrastructure are required;
- c) The owner shall enter into a financially secured agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to support the development, according to the Functional Servicing Report accepted by the Chief Engineer and Executive Director, Engineering and Construction Services;
- d) The owner shall prepare all documents and convey a Pedestrian Clearway Easement to the City to secure a 2.8 metre wide pedestrian clearway along Richmond Street West (north of the existing Bell Canada conduit chamber), together with rights of support, such lands to be free and clear of all other physical obstructions and 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, with the specific location, configuration and design to be determined in the context of a site plan approval pursuant to Section 114 of the City of Toronto Act, 2006, as amended, and secured in a Site Plan Agreement with the City;
- e) As a condition of Site Plan Approval for the Lands, or any portion thereof, the owner shall, at its sole expense provide civil, functional, and traffic control signal plans for the design and construction of a curb re-alignment along the University Avenue frontage, in accordance with the City's Lane Width and Curb Radii Design Guidelines, as required by the General Manager, Transportation Services (the "Curb Realignment"). As a condition of Site Plan Approval, the owner shall

be responsible for constructing the Curb Realignment, along with any related cycling infrastructure, intersection improvements or relocation of signal infrastructure, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Transportation Services, generally in accordance with a conceptual plan prepared by IBI Group Architects and dated December 21, 2021 with any modifications determined to be acceptable to the Chief Planner in consultation with the Chief Engineer and the General Manager, Transportation Services through the Site Plan Approval process.

f) As a condition of Site Plan Approval, the owner shall make satisfactory arrangements and enter into any appropriate agreement(s) with the City to complete the Curb Realignment along with any related cycling infrastructure, intersection improvements or relocation of signal infrastructure; and the owner shall provide any related Letters of Credit and engineering fees to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

g) As a condition of Site Plan Approval, a Transportation Demand Management Plan, identifying appropriate transportation demand management measures, will be submitted, and will contribute to a demonstrated reduction in travel demand, and shall include, but will not be limited to the following measures: two (2) car-share parking spaces; a \$50,000 payment for a bike-share station in the vicinity of the Lands; one (1) car-share membership per unit, offered for the first year of occupancy; one (1) bike-share membership per unit, offered for the first year of occupancy; one (1) pre-loaded Presto card (\$100 value), offered for the first year of occupancy; additional cycling-related amenities, including showers and change rooms; and a minimum of two (2) bike repair stations; and/or other transportation demand management measures.

The specific location, configuration, quantity, and design of the transportation demand management measures shall be determined in the context of the Site Plan Application process, pursuant to Section 114 of the City of Toronto Act, 2006, and secured in the Site Plan Agreement for the Development. The owner shall provide and operate the Transportation Demand Measures identified in the approved Transportation Demand Management Plan, and secured in the Site Plan Agreement for the Development, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the General Manager, Transportation Services. and

h) The owner shall construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application.

6. City Council, pursuant to subsection 45(1.4) of the Planning Act, R.S.O. 1990, c. P.13, permit applications for minor variances from City of Toronto Zoning By-law 569-2013 in respect of the development at 250 University Avenue before the second anniversary of the day on which the Zoning By-law Amendment in Recommendation 1 above is enacted.

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

At its meeting of July 23 to 30, 2018, Council received a Request for Interim Directions Report dated June 19, 2018 from the Acting Director, Community Planning, directing City staff to continue processing the application to resolve issues identified by staff and through community consultation, and authorizing the City Solicitor to oppose the application in its initial form should it be appealed to the Local Planning Appeal Tribunal. The City Council decision is available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.36>

At its meeting of November 9, 10 and 11, 2021, Council stated its intention to designate the property at 250 University Avenue under Part IV, Section 29 of the Ontario Heritage Act, and on February 3, 2022 enacted By-law 69-2022 designating the property as being of cultural heritage value or interest. The City Council decision is available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH27.12>

SITE AND SURROUNDING AREA

Description: The site is located on the southwest corner of University Avenue and Queen Street West, and is also bounded by Simcoe Street and Richmond Street West. The property is approximately 2,190 square metres in area, with frontages of approximately 67 metres on each of University Avenue and Simcoe Street and 33 metres on each of Queen Street West and Richmond Street West. The site is currently occupied by the eight-storey Bank of Canada building which contains retail and office uses. Access stairs to the TTC Line 1 Osgoode Subway Station are located on both the Queen Street West and University Avenue sidewalks directly adjacent to the northeast corner of the site.

Official Plan Designation: Designated Mixed Use Areas in the Official Plan Land Use Map, and Mixed Use Areas 1 – Growth in the Downtown Plan. See Attachments No. 3 and 4 for the Official Plan and Downtown Plan Land Use maps.

Zoning: Zoned Commercial Residential CR 12.0 (c8.0; r11.7) SS1 (x2333) under Zoning By-law 569-2013 with a height limit of 76 metres. See Attachment No. 5 to this report for the Existing Zoning By-law Map.

The site is also subject to City of Toronto By-law 1432-2017, which regulates the use of lands in the vicinity of St. Michael's Hospital and The Hospital for Sick Children to ensure that development does not interfere with the safe operation of hospital heliports and aircraft, pursuant to section 5.81(1) of the Aeronautics Act. The applicable Obstacle Limitation Surface permits a maximum height of 264 metres above sea level (corresponding to 175 metres above the established grade of the site) in this location.

Heritage Designations:

The site is located within the Queen Street West Heritage Conservation District under Part V of the Ontario Heritage Act, and is identified as a non-contributing property. The property has also been designated under Part IV of the Ontario Heritage Act as being of cultural heritage value or interest, pursuant to By-law 69-2022, adopted by City Council on February 3, 2022.

Surrounding Land Uses:

North: On the north side of Queen Street West is the two-storey William S. Campbell House at 160 Queen Street West, which is a designated property under Part IV of the Ontario Heritage Act. It is owned by the City of Toronto and operates as a museum with grounds maintained as a public open space. Farther north is the 14-storey Canada Life Assurance Building at 330 University Avenue, which is also designated under Part IV of the Ontario Heritage Act. Directly west of the Campbell House Museum is a pedestrian-enhanced section of Simcoe Street and a 15-storey mixed-use building containing retail at grade with office uses and Federal Courts at 180 Queen Street West. These properties are all within the area of the Canada Life Assurance Company Master Plan, and are subject to the associated Queen-University/Canada Life Urban Design Guidelines.

South: On the south side of Richmond Street West is the 14-storey Sun Life Assurance Company of Canada Building at 200 University Avenue, which is listed on the City's Heritage Register. Farther south is the 66-storey Shangri-La Hotel.

East: On the east side of University Avenue between Queen Street West and Richmond Street West is the Four Seasons Centre for the Arts. Farther south is the 30-storey Hilton Toronto Hotel at 145 Richmond Street West. On the northeast corner of University Avenue and Queen Street West is Osgoode Hall and its grounds which are designated under Part IV of the Ontario Heritage Act, and form part of the Ontario Superior Court of Justice courthouse complex.

West: On the west side of Simcoe Street is a one-storey bank building at 205 Queen Street West designated under the Ontario Heritage Act, which is the proposed location of the secondary entrance to Metrolinx's Ontario Line Osgoode Subway Station. South

of the bank building, at the northwest corner of Simcoe Street and Richmond Street West is a 14-storey residential building. Farther west is a 24-storey mixed-used building at 219 Queen Street West.

THE APPLICATION

Description: A 48-storey (161.8 metres inclusive of the mechanical penthouse and elevator machine room) mixed use building incorporating the existing 8-storey Bank of Canada designated heritage building. The proposed development conserves the existing building.

Density: 21.8 times the area of the lot.

Dwelling Units and Amenity Space: 512 residential dwelling units are proposed, of which one would be a studio unit, 305 would be 1-bedroom units (60%), 154 would be 2-bedroom units (30%) and 52 would be 3-bedroom units (10%). A total of 1,536 square metres of amenity space (3.0 square metres per unit) is proposed, consisting of 928 square metres of indoor amenity space (1.8 square metres per unit) and 607 square metres of outdoor amenity space (1.2 square metres per unit).

Non-residential Uses: The proposal includes 698 square metres of retail space on the ground level along the Queen Street and University Avenue frontages, and 12,063 square metres of office space located within the conserved heritage building.

Access, Parking, and Loading: Pedestrian access to the residential component of the building would be via a lobby off Simcoe Street which also includes an elevator to the bicycle parking, and the offices would continue to use the existing lobby off University Avenue. Vehicular access to the parking and loading areas would be taken from Simcoe Street, and an existing vehicular entrance on Richmond Street West would be closed. One Type C and Type B loading space and a car elevator providing access to 48 parking spaces for residents in a two-level underground automated parking garage. An entrance to the TTC Line 1 Osgoode Station with stairs and elevator would be integrated into the northwest corner of the building, and the existing TTC stairs within the Queen Street West sidewalk would be decommissioned.

Additional Information

See Attachment No. 1 to this report for the location map, Attachment No. 2 for the project data, Attachment No. 6 for the site plan, Attachment No. 7 for the elevations, and Attachments No. 8 and 9 for a three-dimensional representation of the current proposal in context.

The current proposal incorporates numerous revisions from the original application as summarized below:

- Reduced building height from 54 storeys (176.1 metres, inclusive of the mechanical penthouse) to 47 storeys (155.76 metres, inclusive of the mechanical penthouse);
- Reduced density from 22.6 to 21.8 times the area of the lot;
- Increased tower floorplate from 851 square metres to 999 square metres;
- Reduced shadowing of Osgoode Hall and grounds and Nathan Phillips Square;
- Increased unit count from 495 to 512 units;
- Indoor amenity spaces incorporated into heritage building's mechanical penthouse;
- Reduced parking count from 48 to 46 parking spaces;
- Integrated entrance to TTC Line 1 Osgoode Station into northwest corner of building, allowing elimination of TTC entrance stairs from Queen Street West sidewalk; and
- Sidewalk widenings and improved public realm along University Avenue.

Reasons for Application

The proposal requires an amendment to the Zoning By-law for an increase in height and density, and site-specific provisions for setbacks, amenity space, parking and bicycle parking to implement the development.

Site Plan Control

The proposal is subject to Site Plan Control. As of the date of this report, a Site Plan Control application has not yet been submitted.

Draft Plan of Subdivision

A Subdivision application has been submitted for the site, which proposes the vertical division of the lands into 3 stratified blocks. The Chief Planner has delegated authority for Plans of Subdivision under By-law 229, as amended.

Provincial Land Use Policies

The application has been reviewed to determine its consistency with the Provincial Policy Statement (2020) (PPS), conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan), and conformity to the City's Official Plan. 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. The Growth Plan, builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region.

Downtown Plan

The Downtown Plan was approved as Official Plan Amendment 406, and applies to all applications deemed complete after June 5, 2019. The Plan provides a comprehensive and integrated policy framework to shape growth in Toronto's fast-growing Downtown over the next 25 years, and a blueprint to align growth management with the provision of infrastructure, sustain liveability, achieve complete communities, and ensure there is space for the economy to grow.

This zoning amendment application was deemed complete prior to July 5, 2019, and is therefore not subject to the Downtown Plan, however Staff have worked with the applicant to achieve the Downtown Plan's objectives to the extent possible.

The Downtown Plan locates the site within the expanded Financial District, and designates the site as Mixed Use Areas 1 - Growth. Downtown Plan policies include:

- Encouraging a net gain of office uses and ensuring no net loss of office and overall non-residential gross floor area in the expanded Financial District;
- In Mixed Use Areas 1, development will include a diverse range of building typologies, including tall buildings, with height, scale and massing dependent on the site characteristics, supporting a suitable level of intensification;
- Sites within 500 metres of existing and planned rapid transit stations will prioritize development of a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit;
- Integrate new subway access locations into buildings, ensuring that all points of access are clearly marked, visible and accessible from the street, have regard for any affected heritage attributes, and maintain hours of access to match transit operations;
- On Priority Cycling Routes, including University Avenue, Richmond Street and Simcoe Street, provide additional links to the cycling network and additional bike parking spaces where appropriate;
- Adequately limit shadows on Sun Protected Parks and Open Spaces, including the Osgoode Hall grounds and Nathan Phillips Square, and limit wind impacts on the public realm, including streets and sidewalks, parks and open spaces and POPS; and
- Demonstrate a high standard of heritage conservation.

The Downtown Plan can be found at:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135953.pdf>

Agency Circulation

The application together with the reports/studies submitted in support of the application 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

A Community Consultation Meeting was held on January 14, 2019. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the proposed development. Following the presentations, City staff led a question and answer format meeting. Comments and questions provided by the meeting attendees and in emails included:

- Opposition to any addition above the heritage building, and concerns with the constructability of the proposed design;
- Height and scale of proposed building in comparison to its low-rise surroundings, including Campbell House, Osgoode Hall and the Four Seasons Centre for the Arts, and the resulting visual and shadow impacts;
- More parking spaces should be provided and concerns with vehicular access in case of parking elevator failure;
- Limited sidewalk space around the building; and
- Volume of development and construction in the area, and capacity of community facilities to accommodate growth.

The issues raised through community consultation have been considered through the review of the application. Comments with respect to the proposed built form are addressed in the Comments section below. The detailed building design, including proposed materials, public realm design and the construction management plan will be addressed during the Site Plan Control process.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members will have had an 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.

COMMENTS

Provincial Land-Use Policies: 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 (2020) and conforms with the Growth Plan (2020).

Land Use

This application has been reviewed against the Official Plan Regeneration Areas policies, Downtown Plan policies, and Official Plan Amendment 231 employment policies, as well as the policies of the Toronto Official Plan as a whole. The applicable policy framework generally encourages the development of a diverse mix of uses within this area, including the addition of new residential uses and the retention of non-residential uses, especially in proximity to higher order transit service.

The proposed development is located within 500 metres of the Osgoode Subway Station, and integrates the existing heritage building into its base with a tower constructed above. The existing office and retail uses within the heritage building would be retained, but slightly decrease in gross floor area from 13,862 square metres to 12,761 square metres due to the addition of residential elevators, loading and vehicle

movement areas and a residential lobby on the ground floor. The tower component of the building would contain 369 new residential units, representing an appropriate diversification of uses within the Downtown Plan's Mixed Use Area 1 – Growth designation.

City Planning staff advise that the proposal conforms with the applicable Official Plan policies with respect to provision of a diverse mix of uses and the retention and replacement of non-residential floor space, especially for office uses, in proximity to higher order transit.

Built Form

The proposal conforms with the applicable Official Plan policies with respect to built form, massing and a harmonious relationship with its planned context. The built form policies of the Official Plan and Downtown Plan, as well as the Tall Building Design Guidelines, provide direction and performance standards to ensure that tall buildings are appropriately sited and make a positive contribution to the built environment and the public realm. The height, massing and design of tall buildings should define the public realm with good street proportion, provide for comfortable sun and wind conditions within the public realm, and maintain access to light, views and privacy for neighbouring properties.

The proposed overall building height of 48 storeys (161.8 metres including the mechanical penthouse and elevator machine room) is below the Obstacle Limitation Surface of the Western Flight Path for St. Michael's Hospital set out in By-law 1432-2017, and is appropriate given the site's location within the Financial District and the Downtown Plan Mixed Use Areas 1 – Growth designation, and directly adjacent to Osgoode Station.

The proposed building design retains the heritage building in-situ, and locates the residential tower above its existing mechanical penthouse with appropriate setbacks to retain the three-dimensional form of the heritage building as viewed from the public realm. Staff have worked with the applicant to ensure that the design incorporates adequate setbacks from the surrounding streets and the existing building facades, in particular along the highly visible Queen Street West and University Avenue frontages. For the tower above the heritage building, the proposal includes a 10 metre stepback from Queen Street West, 5 metre stepback from University Avenue, 6.5 metre stepback from Richmond Street West and 3 metre stepback from Simcoe Street, which results in a typical tower floorplate of approximately 999 square metres. While this tower floorplate exceeds the 750 square metre residential floorplate limit set out in the Downtown Plan and the Tall Buildings Design Guidelines, the visual and shadow impact of the larger floorplate is limited due to the orientation of the building, significant setbacks from adjacent street centrelines, and provides for good proportionality with the heritage building below.

The design of the tower incorporates symmetry, a restrained material and colour palette, and architectural design elements to create a harmonious relationship with the

heritage building below. This includes incorporating vertical pilasters on the north and south tower faces, and using solid-to-void ratios on the west and east faces which are reflective of the architectural expression of the heritage building below.

The proposed massing is consistent with the policies of the Official Plan and Downtown Plan through the retained heritage building, and is generally consistent with the Tall Building Design Guidelines which recommend buildings that "fit harmoniously" with existing built forms and mitigate the perception of height.

Shadow Impacts

This application has been reviewed against the policies of the Official Plan and Downtown Plan regarding the protection of comfortable sun and wind conditions within the public realm. The Official Plan contains general policies directing that new buildings shall maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces as necessary to preserve their utility. The Downtown Plan provides additional direction identifying specific Sun Protected Parks and Open Spaces where net-new shadow is to be limited, including the Osgoode Hall grounds and Nathan Phillips Square.

Shadow studies show that the proposal would cast some net-new shadow on the Osgoode Hall building and grounds at the Spring and Fall equinoxes decreasing over the summer months such that there is no net-new shadow on the grounds at the June solstice. The orientation of the building and its diagonal relationship to the Osgoode Hall grounds help to mitigate shadow impacts. The proposal would also cast some net-new shadow on Nathan Phillips Square after 4:00 p.m. on the solstices, generally across the southwest parking garage entry ramp and not extending beyond the elevated walkways.

Staff have worked extensively with the applicant to refine the height and massing of the proposal to minimize net-new shadow on the Osgoode Hall grounds, Nathan Phillips Square, the Campbell House grounds and surrounding public open spaces. City Planning staff finds that the proposal conforms with the applicable Official Plan policies with respect to the limiting of shadow impacts on parks and open spaces. As previously noted, the application was deemed complete prior to the transition date set out in the Downtown Plan, and is therefore not subject to the more stringent sunlight protection policies of the Downtown Plan.

Heritage

The proposal conforms with the applicable Official Plan policies with respect to heritage conservation. A report recommending City Council approve alterations to the heritage property is proceeding concurrently with this Final Report.

The site is located within the Queen Street West Heritage Conservation District (HCD) and is therefore designated under Part V of the Ontario Heritage Act. The overall objective of the Queen Street West HCD Plan is the protection, conservation and

enhancement of the area's heritage attributes so that the District's heritage character and identity is protected in the long-term. The Queen Street West HCD Plan identifies the property as non-contributing to the heritage character of the district.

On February 3, 2022, City Council adopted By-law 69-2022, designating the property under Part IV of the Ontario Heritage Act as being of cultural heritage value or interest.

The existing building is a representative example of the Neo-Georgian architectural style, designed by the significant architectural firm of Marani & Morris and located on the ceremonial thoroughfare of University Avenue, at the intersection of Queen Street West. The building is associated with the Bank of Canada, an important publically owned institution and the country's central bank, and is reflective of the Bank's investment in Toronto's and Ontario's financial industry in the post-war period. It also displays the works of a number of significant artists on both the exterior and interior of the building.

The proposal has been designed to retain the heritage building in-situ and maintain its three-dimensional form and façades as perceived from the public realm, including all relief sculptures and carvings on the exterior granite walls and the main entrance portal along its University Avenue frontage. Exterior alterations would include a new TTC entrance, a residential entrance and a loading bay entrance along the Simcoe Street façade, and closing of the existing vehicular entrance along the Richmond Street West façade. New and reinforced structural columns and lateral beams would be installed within the building to support the new tower above, allowing the conservation of notable interior elements including the elevator lobby, the main entrance lobby, and a large mural.

The design includes a compatible relationship between the heritage building and the new tower. The tower would not be aligned with any of the original street walls but is proposed to be set-back sufficiently to limit any visual impact on the pedestrian realm. The tower placement would be generally in line with the set back of the original mechanical penthouse which is considered a logical design strategy relative to the original architectural composition. Where the contemporary tower is proposed to meet the heritage base, the proposed design includes sufficient differentiation in the massing and articulation to ensure that the landmark status of the original building and its relationship, particularly along the prominent views from University Avenue and Queen Street West, would be conserved.

Integration of TTC Line 1 Osgoode Station Entrance

The proposal would close and replace the existing exterior stair entrance to the TTC Line 1 Osgoode Station on the Queen Street West sidewalk with a new entrance connection integrated within the building and accessed from Simcoe Street, as shown on Attachment No. 10.

The proposed entrance would be located in the northwest corner of the building on the ground floor and first level below-ground, and be attached to the existing tunnel under Queen Street and University Avenue connecting to the mezzanine level of the line 1

Osgoode Station. The size and location of the proposed integrated TTC entrance are constrained by the in-situ conservation of the heritage building and the location of the former bank vault below-grade, and would incorporate one set of stairs and an elevator.

TTC staff have advised that TTC Board approval will be required for the new integrated entrance connection, and that the design is required to conform to the TTC's standards and specifications for entrance connections as set out in TTC's Design Manual, including accessibility requirements. Detailed review of the proposed design will be provided in parallel with a future Site Plan Control application, and as part of TTC's technical review process.

In addition to the integration of the Queen Street entrance, the application proposes that the existing exterior stair entrance in the University Avenue right-of-way be rebuilt with a weather protected glass enclosure. TTC staff have advised that the design and materials for such enclosure will need to be further refined through the Site Plan Control process to conform to TTC standards.

Access, Mobility and Loading

The proposal consolidates existing vehicular entrances on Richmond Street West and Simcoe Street into a single new 8 metre wide vehicular entrance from Simcoe Street, which serves both loading spaces and the automated parking garage elevators. The building's residential entrance is located further north on the Simcoe Street façade, and incorporates a dedicated bike parking elevator. The new integrated TTC Line 1 Osgoode Station entrance would also be located along Simcoe Street, at the northwest corner of the site.

The closing of the Richmond Street West vehicular entrance reduces conflicts between vehicular traffic and pedestrians, as well as cyclists on the Richmond Street Cycle Path, and will provide for additional pedestrian space along this frontage. Further, the proposal moves loading manoeuvres onto a lower order street and away from the University Avenue/Richmond Street West intersection. In addition, the proposal would move the curb along University Avenue to provide for a future raised cycle track in accordance with the ActiveTO program.

A total of 576 bicycle parking spaces are proposed, including 462 long-term and 52 short-term bicycle parking spaces, which would be located within the former bank vault on the first and second levels below-grade and accessed by a dedicated elevator. A total of 46 vehicular parking spaces are proposed for residents, with no parking spaces for visitor or office uses, and would be located in an automated parking garage located on the third and fourth levels below-ground. The automated parking garage would have two entry cabins where residents deposit and pick-up their vehicles on the ground floor of the building, with two queuing spaces for waiting vehicles. One Type B and one Type C loading space are proposed within the ground floor of the building, and would have trucks enter and exit the site with forward movements.

Transportation Services staff have reviewed the Urban Transportation Considerations Report and accepted its conclusions. Additional comments related to site access arrangements, site circulation and layout will be provided through the Site Plan Control process.

Public Realm

As discussed above, the proposal would remove the existing TTC stairs and shelter located within the Queen Street West sidewalk, which currently narrows the sidewalk width to 1.3 metres and partially obstructs pedestrian movements. The completed project would allow a wider 3 metre clear sidewalk width along Queen Street.

In addition, the proposal would relocate the curb along the University Avenue frontage, expanding the sidewalk from its current width of approximately 4 metres (narrowing to 2.2 metres adjacent to the TTC stairs), to a width of 7.8 metres. The realigned curb is in keeping with preliminary designs for cycle lane improvements along the University Avenue corridor under the ActiveTO project. The proposal would remove four existing trees in raised planter boxes within the University Avenue sidewalk, and replace them with six new trees in soil cells along the University Avenue sidewalk and eight new trees in soil cells on the Simcoe Street sidewalk.

The proposal conforms with the applicable Official Plan policies with respect to improving the public realm, particularly enhancing the pedestrian environment and measures to make it safer to walk and cycle in the Downtown.

Unit Mix

A total of 512 residential units are proposed, consisting of 1 studio unit, 305 one-bedroom units (60%), 154 two-bedroom units (30%), and 52 three-bedroom units (10%), comprising 34,980 square metres of residential gross floor area.

The proposed unit mix meets the policy direction of the Official Plan to provide a full range of housing. It also meets the unit mix objectives of the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines (Growing Up Guidelines) to provide a minimum of 15% two-bedroom units and 10% three-bedroom units within new developments. The proposal also provides some units meeting the size objectives of the Growing Up Guidelines, with one of the two-bedroom units exceeding 76 square metres and 11 of the three-bedroom units exceeding 100 square metres in area.

Amenity Space

A total of 929 square metres of indoor amenity space (1.8 square metres per unit) would be provided on the 9th and 10th floors, with 607.3 square metres of outdoor amenity space (1.2 square metres per unit) representing the full rooftop space on the 9th floor above the heritage building.

Detailed design of the amenity space, including provisions for households with children (Growing Up Guidelines) and pets (Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings) will be reviewed and secured through the Site Plan Control process.

Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report, and Geotechnical and Hydrogeological Review were submitted in support of the application. Engineering and Construction Services staff have reviewed the reports and advise that there are no issues preventing approval of the application.

They do require, however, as a condition of approval, that the owner submit a revised Functional Servicing Report to the City for review and acceptance by Engineering and Construction Services, as part of a future site plan application. They also require the Owner to enter into a financially secured agreement for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades and road improvements are required to support the development, according to the revised Functional Servicing Report accepted by the Chief Engineer and Executive Director, Engineering and Construction Services.

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 development site is currently in an area with no population as of 2016. The site is in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu payment. The residential component of this proposal is subject to a 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.

Tree Preservation

The proposal includes the removal of four existing trees located in above-ground planters within the University Avenue right-of-way. The application proposes the

planting of a total of 14 trees with below-grade soil cells, consisting of six trees in the expanded University Avenue public sidewalk and eight trees in the Simcoe Street public sidewalk.

Urban Forestry staff advise that the applicant will need to submit an application requesting permission to injure or destroy the trees in question, and that permission to remove the existing City owned street trees will not be granted should the proposed street tree planting not be possible to implement due to a utility/service conflict or other conflict. Additional comments regarding tree locations, species and soil composition, including investigating planting of trees along Queen Street or Richmond Street, will be addressed as part of the Site Plan Control 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 applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner.

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 cash contribution of one million dollars (\$1,000,000.00) towards the provision of new affordable housing and/or the Toronto Community Housing Corporation revolving capital fund for repairs to Toronto Community Housing Corporation housing in the local Ward; and
- The design, construction and maintenance of a fully-accessible entrance and below-grade pedestrian tunnel connection from 250 University Avenue connecting to the existing Line 1 (Yonge-University) Osgoode Subway Station in replacement of the stairs presently located within the Queen Street West sidewalk), at the owner's sole expense, with a value of no less than five million dollars (\$5,000,000.00).

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Official Plan, particularly as it relates to the provision of an appropriate mix of residential and non-residential uses, the conservation of heritage resources, the integration of transit station accesses within developments, enhancements of the public realm surrounding the site and a built form which provides an appropriate relationship to its surrounding context. Staff recommend that Council approve the application.

CONTACT

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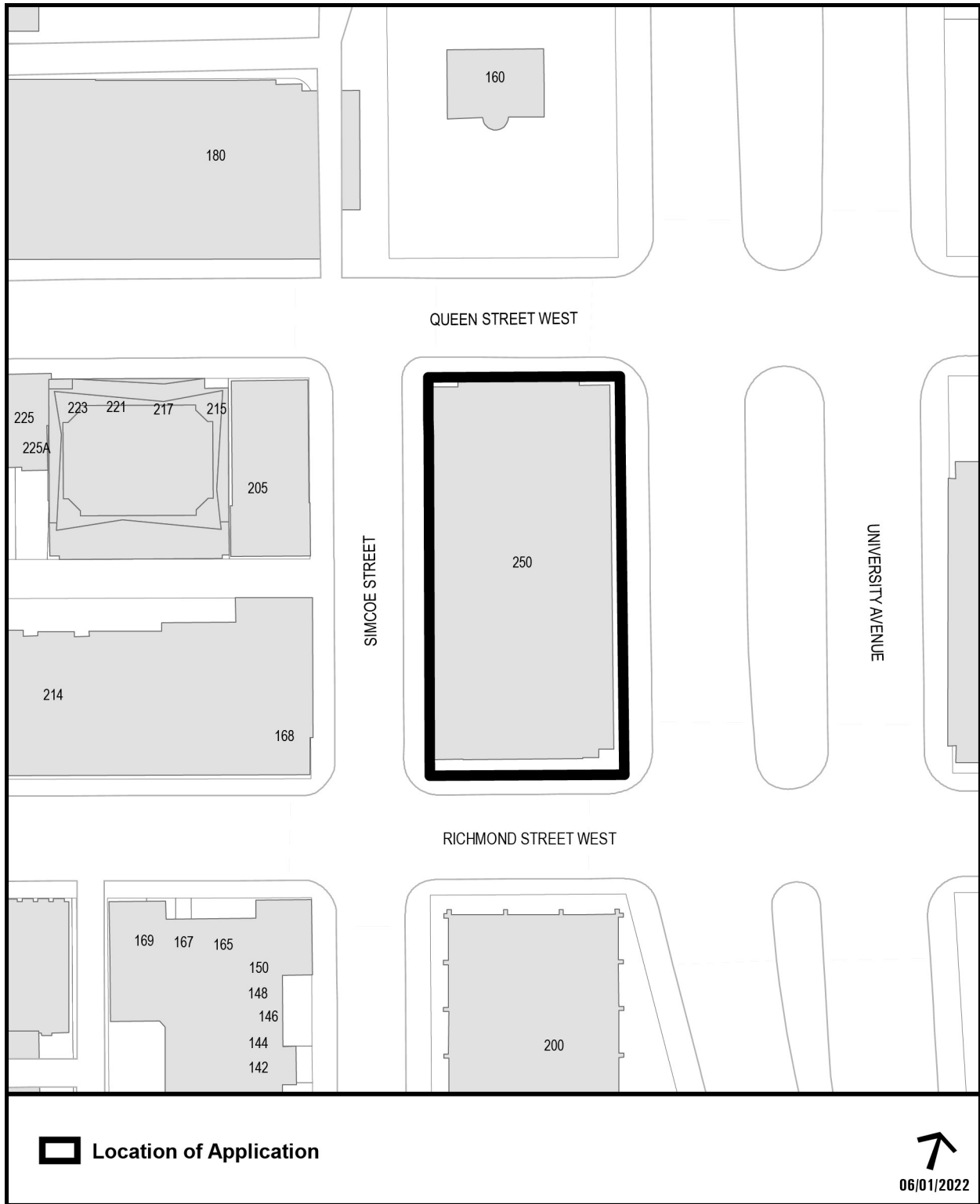
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Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA,
Director, Community Planning, Toronto and East York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Application Data Sheet
Attachment 3: Official Plan Land Use Map
Attachment 4: Downtown Plan Mixed Use Areas Map
Attachment 5: Existing Zoning By-law Map
Attachment 6: Site Plan
Attachment 7: Elevations
Attachment 8: 3D Model of Proposal in Context – Northeast
Attachment 9: 3D Model of Proposal in Context - Southwest
Attachment 10: TTC Connection Conceptual Plan
Attachment 11: Draft Zoning By-law Amendment

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 250 UNIVERSITY AVE **Date Received:** April 30, 2018

Application Number: 18 150984 STE 20 OZ

Application Type: Rezoning

Project Description: Zoning By-law Amendment to facilitate redevelopment on the lands municipally known as 250 University Avenue for a 47-storey mixed-use building. The project has a total of floor area of 47,741 sq. m, containing a mix of 512 residential units, 698 sq. m. of retail space, 12,063 sq. m of office space.

Applicant	Agent	Architect	Owner
250 UNIVERSITY HOLDINGS LIMITED		IBI Group Architects	250 UNIVERSITY HOLDINGS LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	CR 12.0 (c8.0, r11.7) SS1(x2333)	Heritage Designation:	Y
Height Limit (m):	76.0 m	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 2,194 Frontage (m): 67 Depth (m): 32

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	1,927	1,927		1,927
Residential GFA (sq m):			34,980	34,980
Non-Residential GFA (sq m):	13,881	12,761		12,761
Total GFA (sq m):	13,881	12,761	34,980	47,741
Height - Storeys:	10	10	47	47
Height - Metres:	41	41	161.8	161.8

Lot Coverage Ratio (%): 87.84 **Floor Space Index:** 21.76

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	34,980	
Retail GFA:	698	
Office GFA:	12,063	
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			512	512
Other:				
Total Units:			512	512

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		1	305	154	52
Total Units:		1	305	154	52

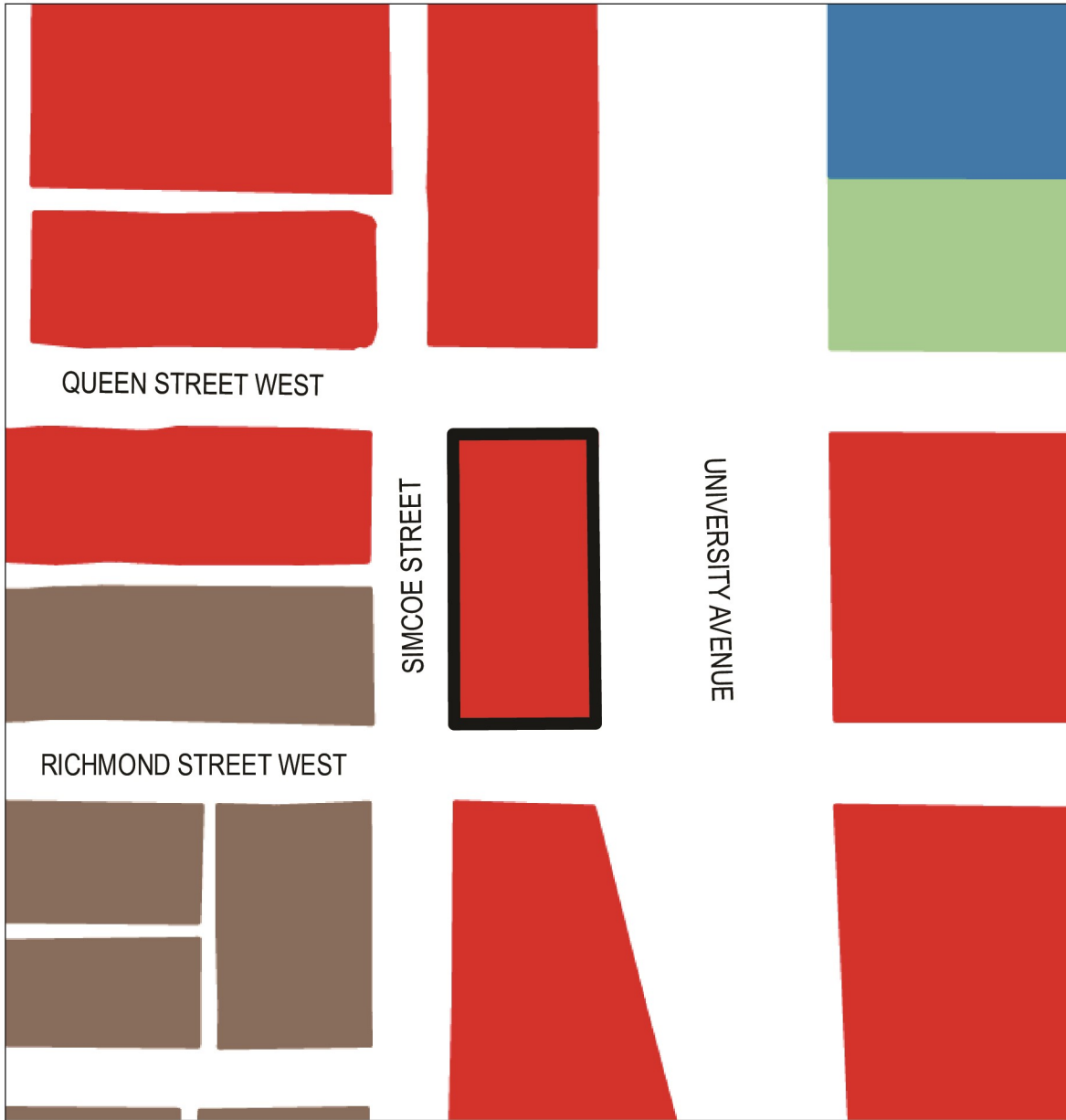
Parking and Loading

Parking Spaces: 46 Bicycle Parking Spaces: 576 Loading Docks: 2

CONTACT:

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(416) 392-1530
John.Duncan@toronto.ca


Attachment 3: Official Plan Land Use Map



250 University Avenue

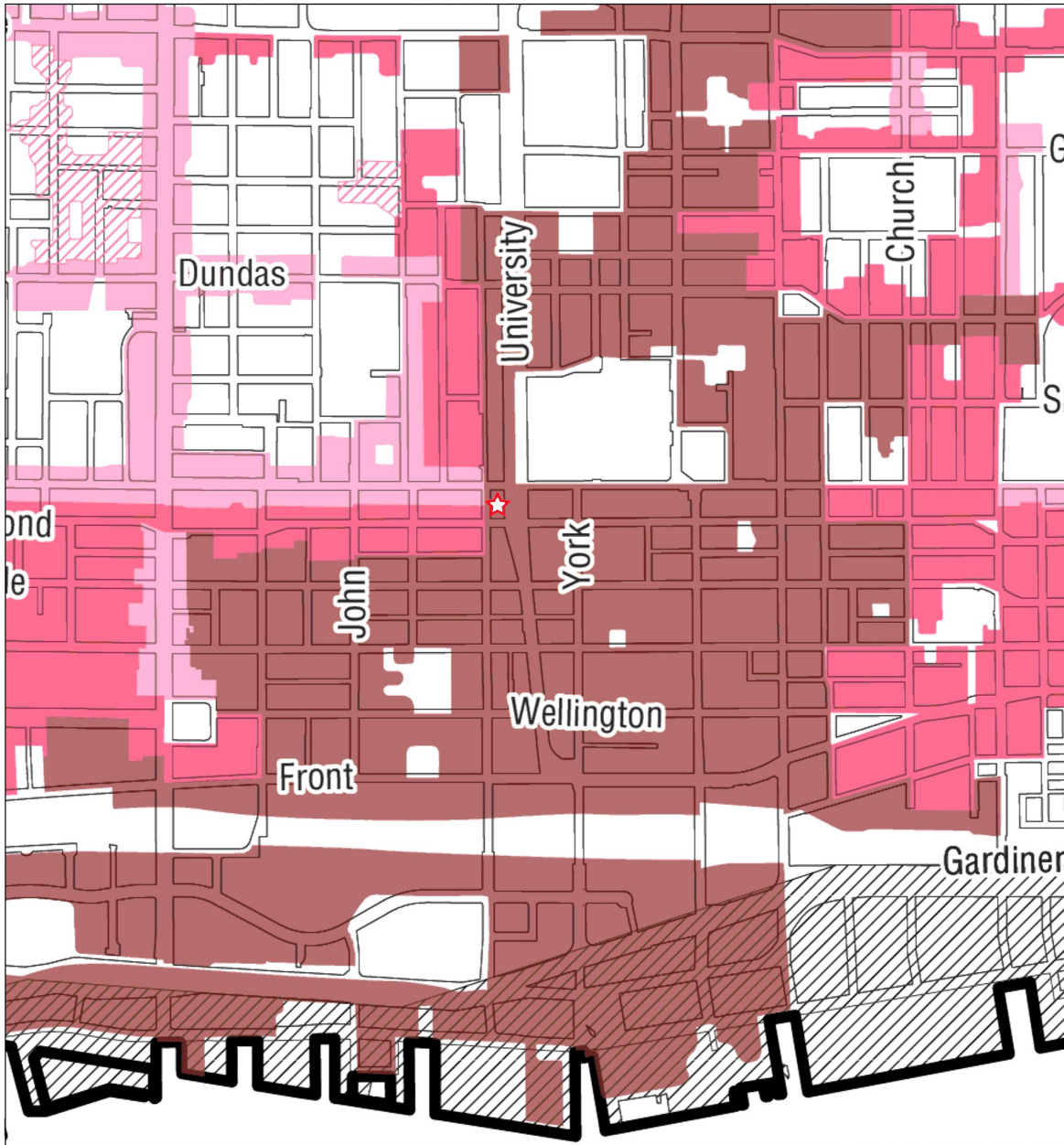
Official Plan Land Use Map #18

File # 18 150984 STE 20 0Z








-  Location of Application
-  Institutional Areas
-  Regeneration Areas
-  Mixed Use Areas
-  Other Open Space Areas


Not to Scale
06/01/2022

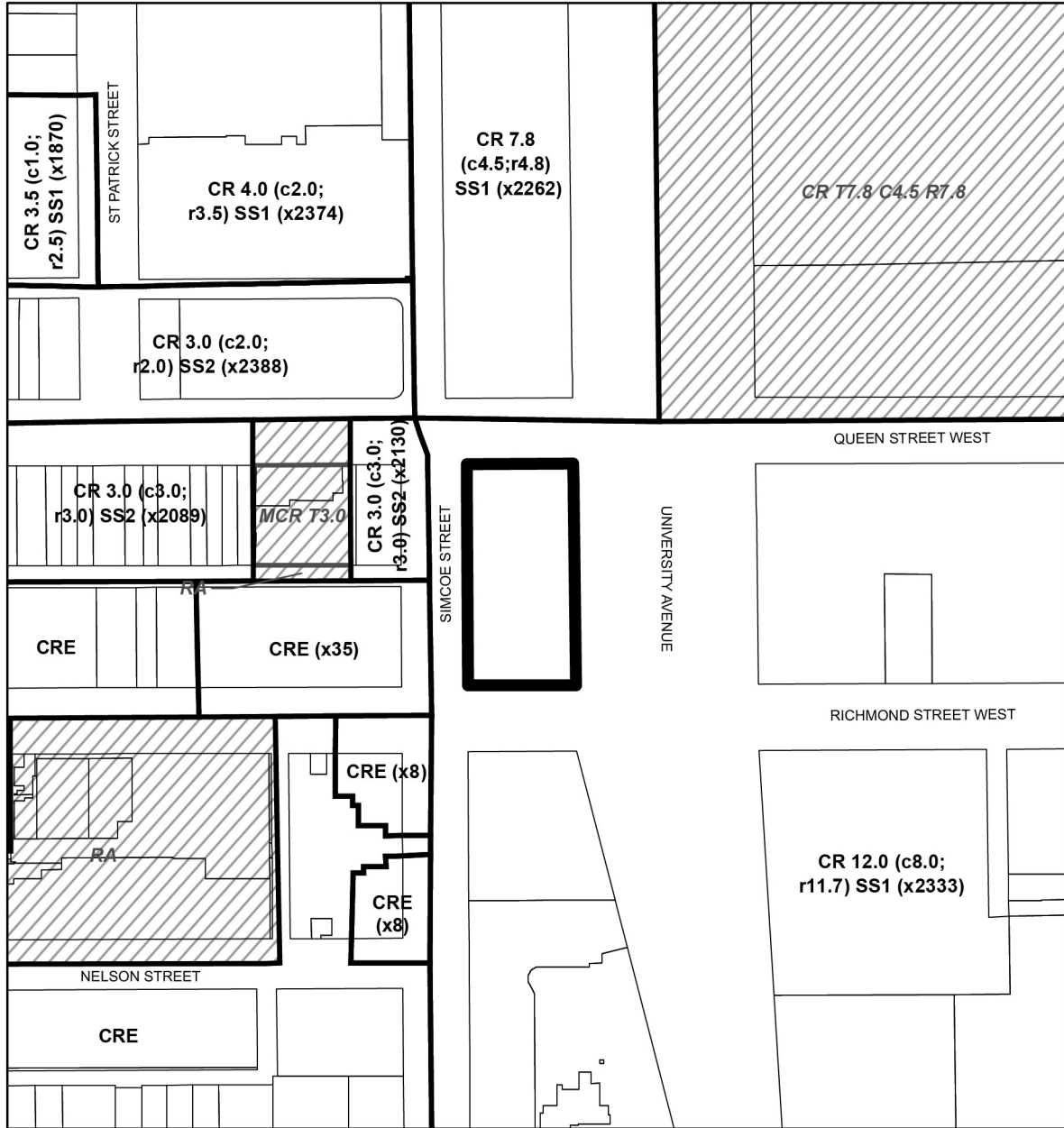
Attachment 4: Downtown Plan Mixed Use Areas Map



Downtown Plan
 MAP 41-3 Mixed Use Areas

-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Location of Application
-  Mixed Use Areas 1 - Growth
-  Mixed Use Areas 2 - Intermediate
-  Mixed Use Areas 3 - Main Street
-  Mixed Use Areas 4 - Local

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

250 University Avenue

File # 18 150984 STE 20 0Z



Location of Application

- CR Commercial Residential
- CRE Commercial Residential Employment

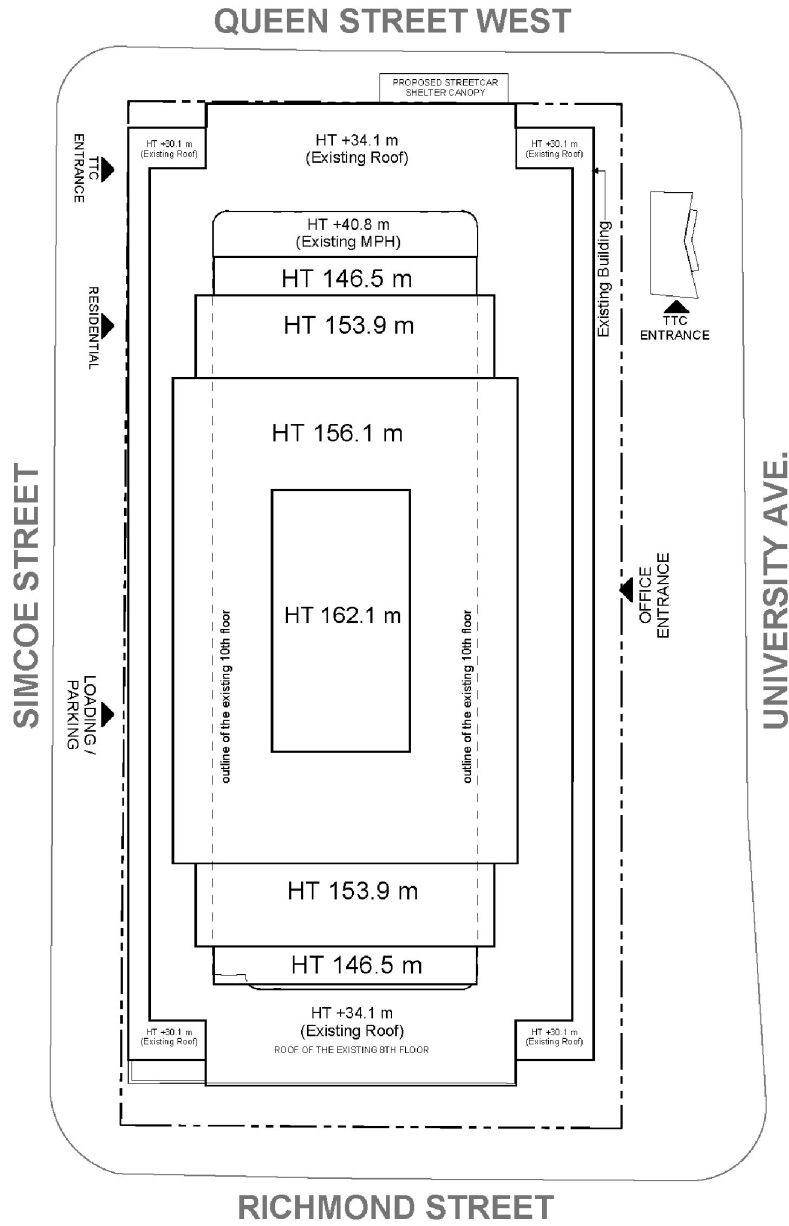
See Former City of Toronto By-law No. 438-86

- CR Mixed-Use District
- MCR Mixed-Use District
- RA Mixed-Use District



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Extracted: 06/01/2022

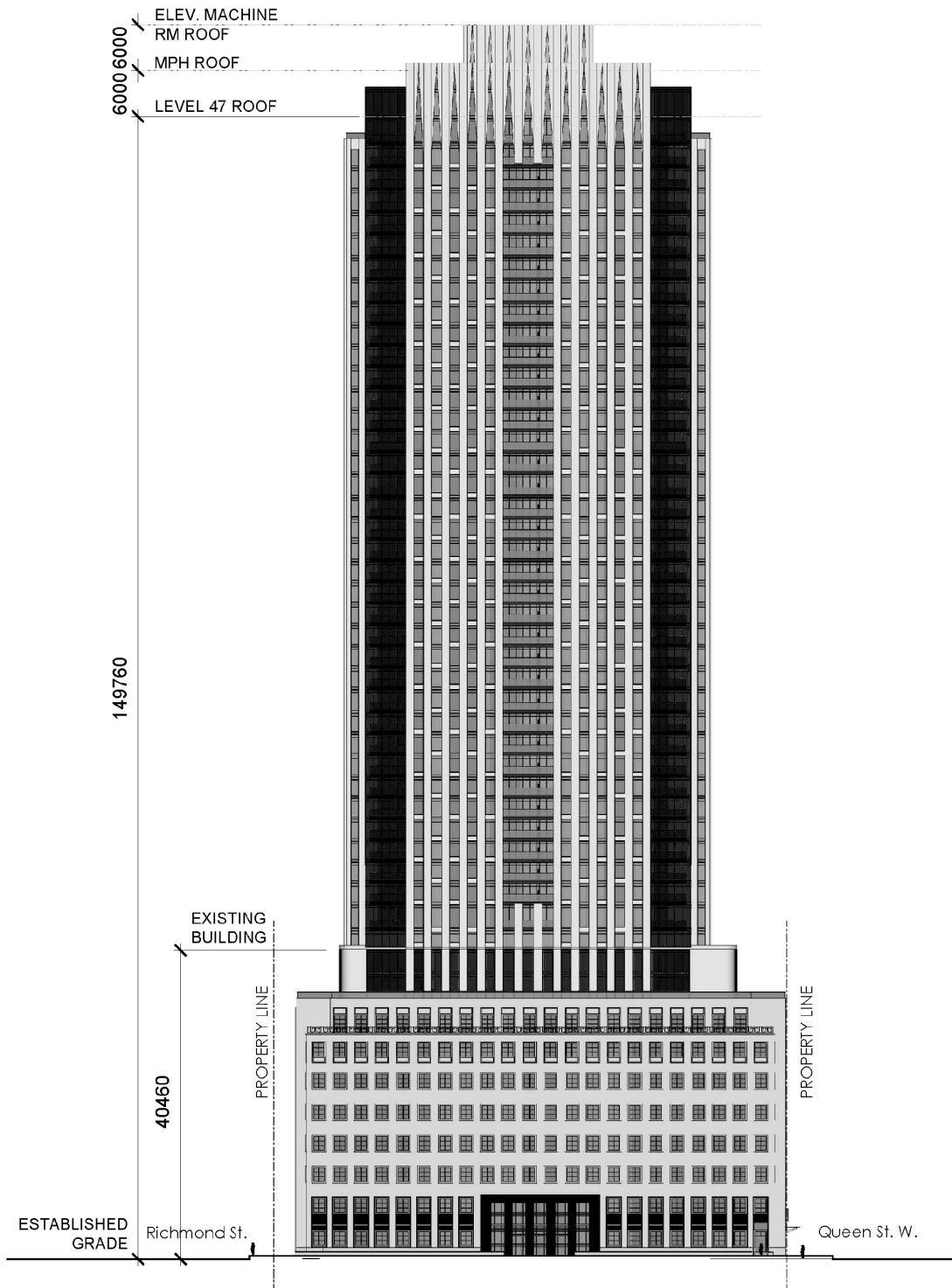
Attachment 6: Site Plan



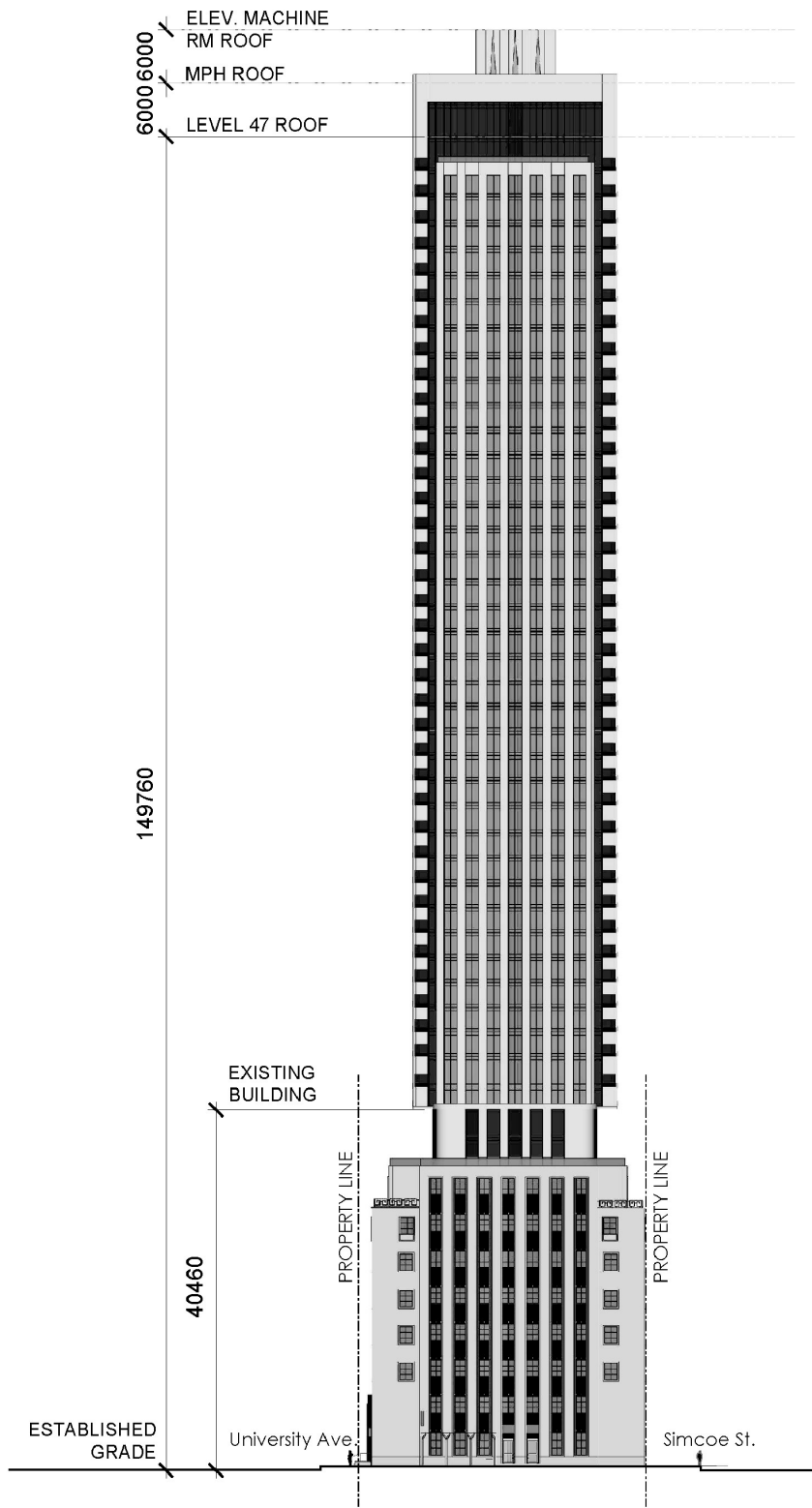
Site Plan



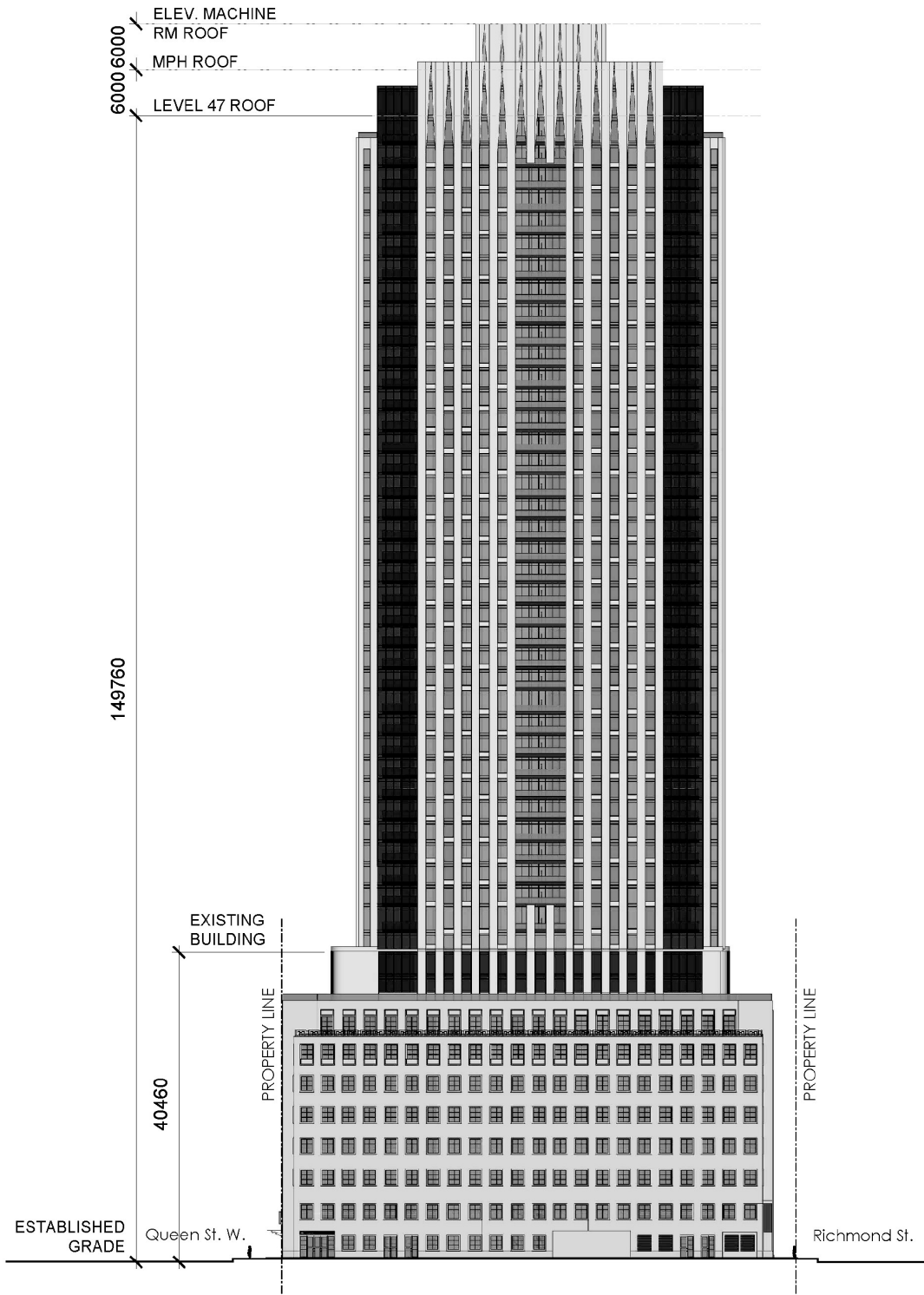
Attachment 7: Elevations



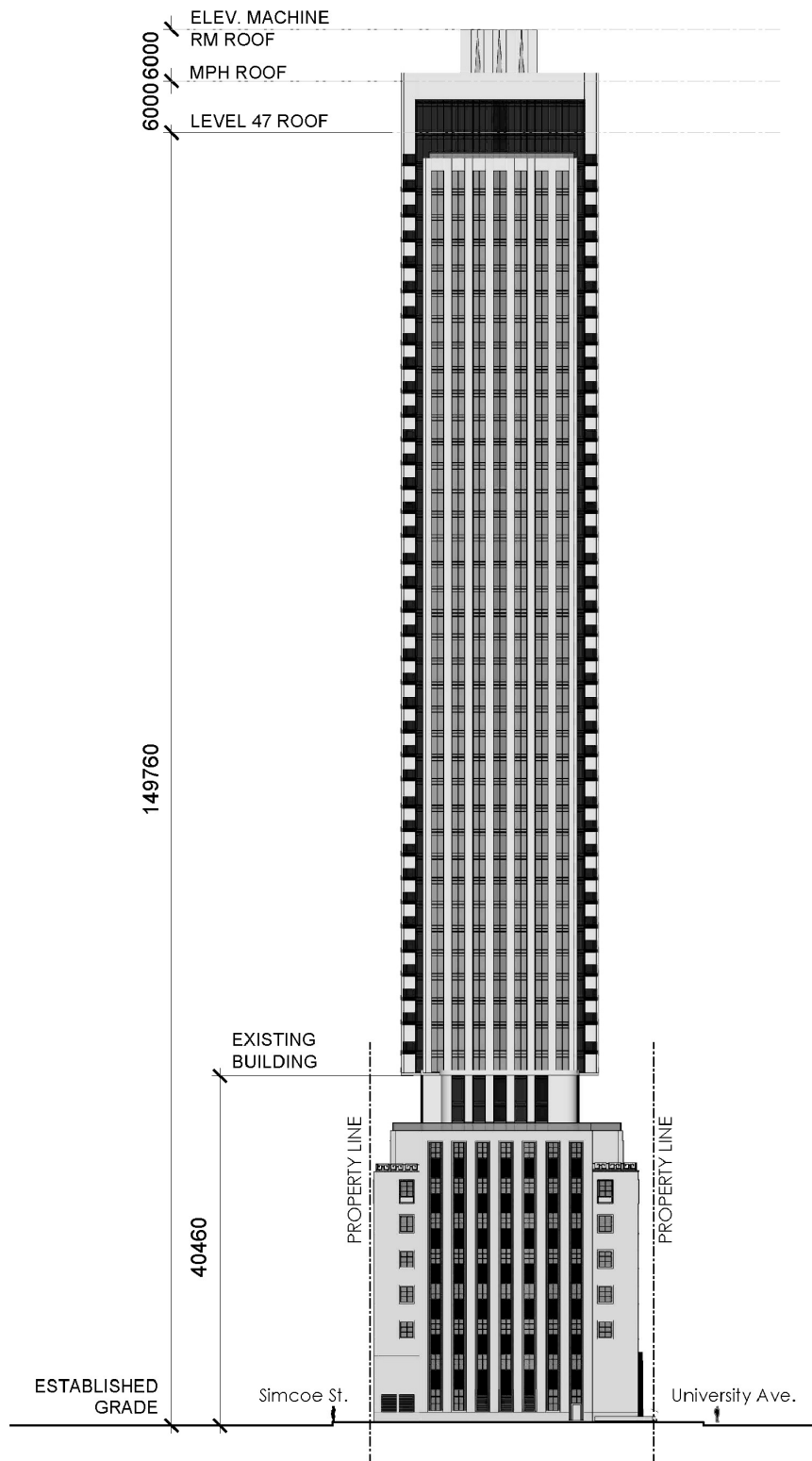
East Elevation



North Elevation



West Elevation

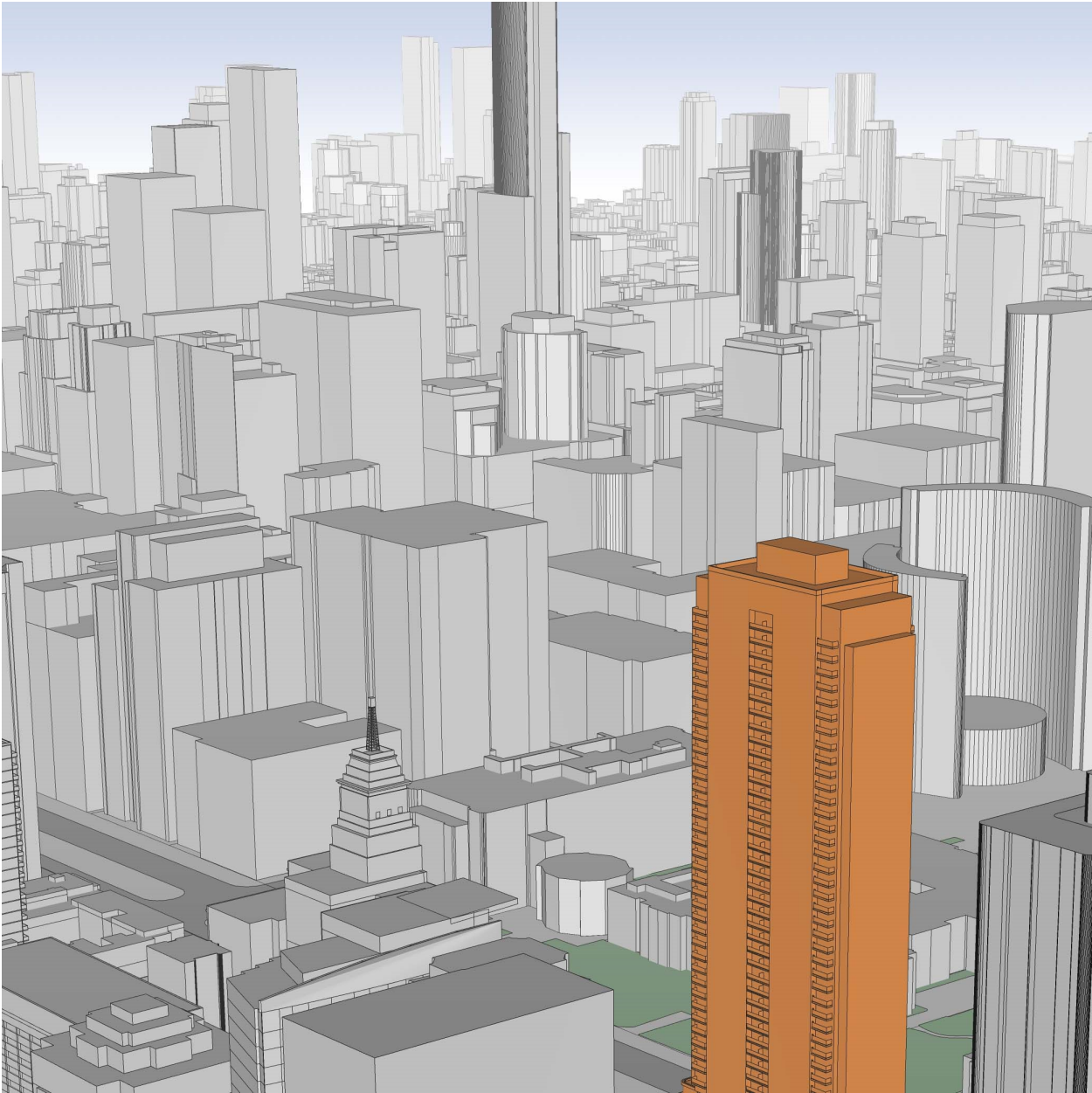


South Elevation

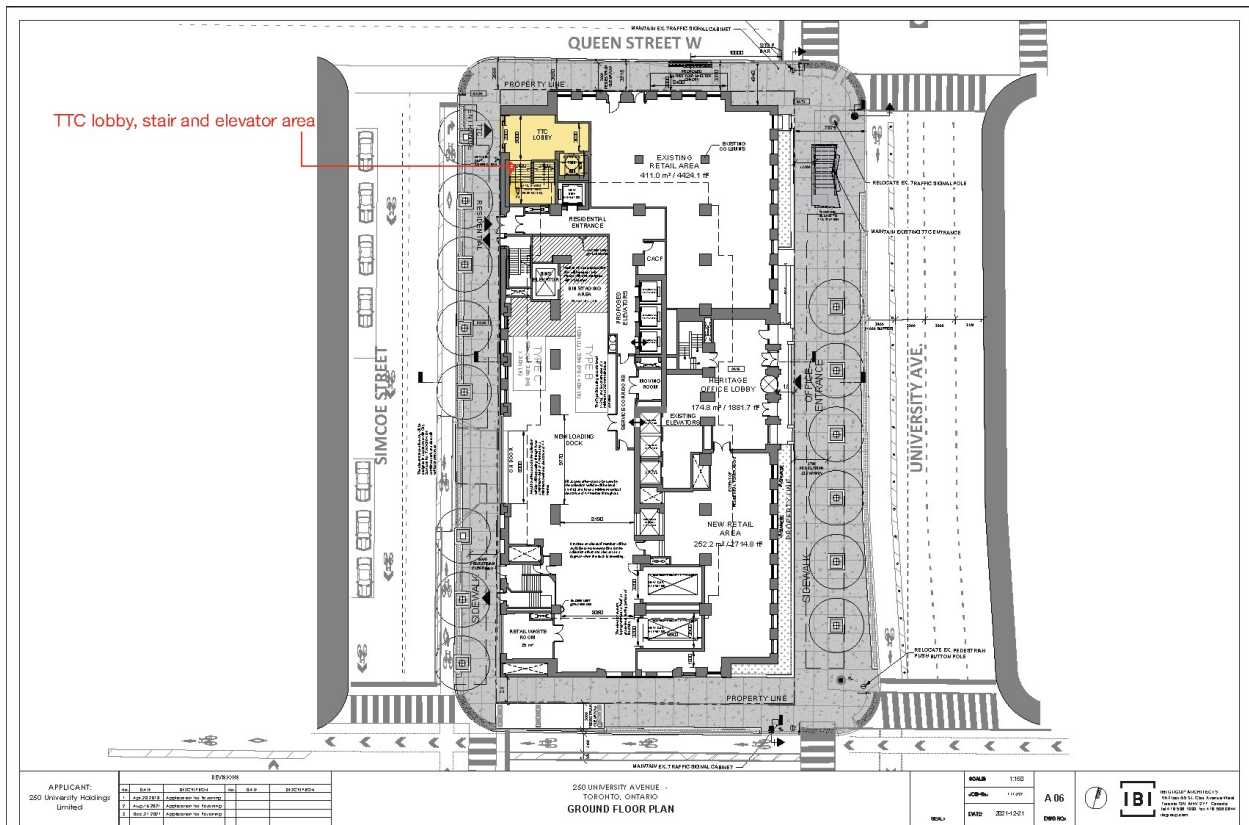
Attachment 8: 3D Model of Proposal in Context – Looking Southwest



Attachment 9: 3D Model of Proposal in Context – Looking Northeast



Attachment 10: TTC Connection Conceptual Plan



Attachment 11: Draft Zoning By-law Amendment

The draft By-law will be made available on or before the June 29, 2022 Toronto and East York Community Council Meeting.