

1423-1437 Bloor Street West and 278 Sterling Road – Zoning Amendment and Rental Housing Demolition Applications – Final Report

Date: June 13, 2022
To: Toronto and East York Community Council
From: Director, Community Planning, Toronto and East York District
Wards: 9 - Davenport

Planning Application Number: 21 139658 STE 09 OZ

Rental Housing Application Number: 21 139673 STE 09 RH

SUMMARY

The Zoning By-law Amendment application proposes to permit the redevelopment of the lands at 1423-1437 Bloor Street West and 278 Sterling Road with an 18-storey (65.05 metres, inclusive of a 6.0-metre mechanical penthouse) mixed-use building containing 197 residential units and a total gross floor area (GFA) of 14,634 square metres, including 362 square metres of non-residential GFA located on the ground floor along Bloor Street West and Perth Avenue. The proposal includes a 221 square metre privately-owned publicly accessible open space (POPS) located partially along the Bloor Street West and Perth Avenue frontages and a 193 square metre off-site parkland dedication to be provided at 1319 Bloor Street West.

The Rental Housing Demolition application proposes to demolish the existing house-form buildings, which collectively contain 17 rental dwelling units, and replace all 17 rental units at similar sizes and by their respective bedroom types within the proposed development. The City-approved Tenant Relocation and Assistance Plan would ensure existing tenants reserve the right to return to replacement rental units at similar rents and are provided with financial assistance to help mitigate hardship.

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

This report reviews and recommends approval of the Zoning By-law Amendment and Rental Housing Demolition applications for 1423-1437 Bloor Street West and 278 Sterling Road.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 1423-1437 Bloor Street West and 278 Sterling Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the report dated June 13, 2022 from the Director, Community Planning, Toronto and East York District.
2. 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 is executed and registered.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
4. City Council require the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* (the "Section 37 Agreement") as follows:
 - a) The owner shall provide to the City a Letter of Credit, in the City's standard form, in the amount of \$1,835,000, to be held by the City until the community agency space, cash contribution and affordable rental dwelling units has been delivered on the 1319 Bloor Street West site to the satisfaction of the Executive Director, Social Development, Finance and Administration, the Executive Director, Corporate Real Estate Management, the Chief Planner and Executive Director, City Planning and the City Solicitor. The City may draw upon the entire Letter of Credit, to be used for community benefit purposes in the vicinity of this area at the discretion of the Chief Planner and Executive Director, City Planning and the City Solicitor, at the expiry of five (5) years after the passage of the bills for 1319 Bloor Street West if the owner of 1319 Bloor Street West has not pulled building permits for residential development and proceeded with redevelopment of 1319 Bloor Street West. The five (5) year timeframe can be extended at the sole discretion of the Chief Planner and Executive Director, City Planning and the City Solicitor; and
 - b) The Letter of Credit to be provided to the City as stated in Part 4.a above will be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, as reported quarterly by Statistics Canada Table 18-10-0135-01 (formerly CANSIM 327-0058), or its successor, calculated from the date the Zoning By-law for 1423-1437 Bloor Street West and 278 Sterling Road is passed.
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. These matters will be delivered or secured through the Site Plan review process, and prior to Site Plan approval:

a) The owner shall prepare all documents and convey to the City, at nominal cost, a 1.98-metre-wide strip of land to the full extent of the site abutting the north limit of the east-west public laneway, and such strip of land shall be free and clear of all physical and title obstructions, encumbrances, and any temporary hoarding, and subject to an easement for piles and other associated materials from construction of shoring for the development, as well as a right-of-way for access purposes in favour of the owner until such time as the strip of land has been laid out and dedicated for public laneway purposes;

b) The owner shall prepare all documents and convey a Pedestrian Clearway Easement to the City to secure:

i. A minimum 2.1 metre wide pedestrian clearway along Bloor Street West;

ii. A minimum 2.1 metre wide pedestrian clearway along Sterling Road;
and

iii. A 5 metre corner rounding at the southeast corner of Bloor Street West and Perth Avenue and at the southwest corner of Bloor Street West and Sterling Road.

Together with rights of support, such lands shall be free and clear of all further physical and title encumbrances, and subject to a right-of-way for access and construction purposes in favour of the Grantor until such time as the said lands have been laid out and dedicated for public pedestrian clearway purposes, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the City Solicitor.

c) The owner shall submit to the Chief Engineer and Executive Director, Engineering and Construction Services, a draft Reference Plan of Survey in metric units and integrated into the Ontario Coordinate System, with coordinate values shown on the face of the plan and delineating thereon, by separate PARTS, the public laneway lands to be conveyed to the City and the Pedestrian Clearway Easement lands along Bloor Street West, Perth Avenue, and Sterling Road, the lands to be subject to rights of support, and the remainder of the site, including any appurtenant right-of-way, for review and approval, prior to depositing it in the Land Registry Office.

d) The owner shall submit financial contributions/payments in the form of a letter of credit or certified cheques and/or provide additional documentation for the implementation of a Transportation Demand Management (TDM) plan. These provisions shall include, but are not limited to:

i. A minimum of two (2) publicly accessible car-share spaces on-site; and

ii. A minimum of one (1) bike repair station/area provided on-site.

- e) The owner shall submit a comprehensive Construction Management Plan for each stage of the construction process, to the satisfaction of the General Manager, Transportation Services, the Chief Building Official and Executive Director, Toronto Building and the Ward Councillor. The Construction Management Plan will include, but is not limited to the following construction-related details: noise, dust, size and location of staging areas, location and function of gates, dates of significant concrete pouring, lighting details, vehicular parking and queuing locations, street closures, parking and access, refuse storage, site security, site supervisor contact information, and a communication strategy with the surrounding community, and any other matters requested by the General Manager, Transportation Services, in consultation with the Ward Councillor;
- f) The owner must submit a financial contribution in the amount of \$75,000.00 and undertake functional design work, along with the provision of detailed technical and signal drawings for the installation of a traffic control signal and related infrastructure at Perth Avenue and Bloor Street West, as required by the General Manager, Transportation Services;
- g) The owner shall submit a revised Functional Servicing and Stormwater Management Report, Hydrogeological Report and supporting documents, including confirmation of water and fire flow and sanitary and storm capacity, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Toronto Water;
- h) The owner shall address all outstanding engineering issues set out in the memoranda dated April 1, 2022, as well as any other comments that may arise from further review of materials, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services and the General Manager, Transportation Services;
- i) Should it be determined that improvements or upgrades and/or new infrastructure are required to support the development, the owner shall provide financial securities for any upgrades or required improvements to existing and/or new municipal infrastructure identified in the accepted Engineering Reports and necessary to support the development, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
- j) The owner shall submit a Noise and Vibration Impact Study for peer review, at the owner's sole expense, to the satisfaction of the Chief Planner and Executive Director, City Planning;
- k) The owner shall provide the required soil volumes to support the planting of public and private trees along the site's Bloor Street West, Perth Avenue, and/or Sterling Road frontages, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the Chief Planner and Executive Director, City Planning; and

l) The owner shall provide to the City, for nominal consideration, Privately-Owned Publicly Accessible Open Space (POPS) easements for the on-site POPS, which shall be approximately 221 square metres in size, publicly accessible, and located along the Bloor Street West and Perth Avenue frontages of the development site. The owner shall provide for any necessary rights of support, encumbrances and insurance, and indemnification of the City, to the satisfaction of the Director, Real Estate Services, the Chief Planner and Executive Director, City Planning, and the City Solicitor, in consultation with the Ward Councillor. The owner shall own, operate, maintain, and repair the POPS, and install signage in a location to be determined through the Site Plan review process, all at its own expense and stating that members of the public shall be entitled to the use of the POPS at any time, 365 days a year. The final design and program of the POPS shall be determined through the Site Plan review process and secured in a Site Plan Agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning.

6. City Council approve the Rental Housing Demolition application (21 139673 STE 09 RH) under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the *City of Toronto Act, 2006* to permit the demolition of seventeen (17) existing rental dwelling units at 1423-1437 Bloor Street West, subject to the following conditions:

a) The owner shall provide and maintain seventeen (17) replacement rental dwelling units for a period of at least 20 years beginning from the date that each replacement rental unit is first occupied. During such 20-year period, no replacement rental dwelling unit shall be registered as a condominium or any other form of ownership housing that provides a right to exclusive possession of a dwelling unit, including life-lease or co-ownership, and no application shall be made to demolish any replacement rental dwelling unit or convert any replacement rental unit to a non-residential rental purpose. The seventeen (17) replacement rental dwelling units shall collectively contain a total gross floor area of at least 782 square metres and be comprised of three (3) studio units, eight (8) one-bedroom units, and six (6) two-bedroom units, as generally illustrated in the plans prepared by BDP Quadrangle and dated May 16, 2022, with any revision to these plans being to the satisfaction of the Chief Planner and Executive Director, City Planning;

b) The owner shall provide and maintain at least two (2) studio units, six (6) one-bedroom units, and five (5) two-bedroom units, at affordable rents, as currently defined in the Toronto Official Plan, and the remaining one (1) studio unit, two (2) one-bedroom units, and one (1) two-bedroom unit at mid-range rents, as currently defined in the Toronto Official Plan, for a period of at least ten (10) years beginning from the date of first occupancy of each unit.

c) The location of the seventeen (17) replacement rental units within the proposed development shall be determined prior to the issuance of Notice of Approval Conditions of Site Plan approval, to the satisfaction of the Chief Planner and Executive Director, City Planning;

- d) The owner shall provide an acceptable Tenant Relocation and Assistance Plan to all Eligible Tenants of the seventeen (17) existing rental dwelling units proposed to be demolished, addressing the right to return to occupy one of the replacement rental dwelling units at similar rents, the provision of alternative accommodation at similar rents in the form of rent gap payments, and other assistance to mitigate hardship. The Tenant Relocation and Assistance Plan shall be developed in consultation with, and to the satisfaction of, the Chief Planner and Executive Director, City Planning;
- e) The owner shall provide tenants of all seventeen (17) replacement rental dwelling units with access to, and use of, all indoor and outdoor amenities in the proposed development, at no extra charge, and on the same terms and conditions as any other resident of the development, without separate entrances or the need to pre-book or pay a fee unless specifically required as a customary practice for private bookings;
- f) The owner shall provide ensuite laundry in each replacement rental dwelling unit within the proposed development at no additional cost to the tenants;
- g) The owner shall provide central air conditioning in each replacement rental dwelling unit within the proposed development at no additional cost to the tenants;
- h) The owner shall provide and make available three (3) vehicle parking spaces to returning tenants of the replacement rental dwelling units who previously leased vehicle parking spaces as part of their residential lease agreements, and at similar monthly parking charges that such tenants previously paid, in the existing building. Should fewer than three (3) returning tenants who previously leased vehicle parking spaces elect to lease a vehicle parking space in the development or should a returning tenant leasing a vehicular parking space in the development vacate their replacement rental unit, the owner may provide and make available no fewer than three (3) vehicular parking spaces to tenants of the replacement rental units, and on the same terms and conditions as any other resident of the development;
- i) The owner shall provide tenants of the replacement rental dwelling units with access to all bicycle and visitor vehicular parking at no charge and on the same terms and conditions as any other resident of the development;
- j) The owner shall provide tenants of the replacement rental dwelling units with access to any storage lockers in the proposed development on the same terms and conditions as any other resident of the development;
- k) The seventeen (17) replacement rental dwelling units required in recommendation 6a) above shall be made ready and available for occupancy no later than the date by which seventy percent (70%) of the new dwelling units in the proposed development, exclusive of the replacement rental units, are made available and ready for occupancy, subject to any revisions to the satisfaction of the Chief Planner and Executive Director, City Planning; and

l) The owner shall enter into, and register on title to the lands at 1423-1437 Bloor Street West and 278 Sterling Road, one or more agreement(s) to secure the conditions outlined in recommendations 6a) through 6k) above, including an agreement pursuant to Section 111 of the *City of Toronto Act, 2006*, all to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning.

7. City Council authorize the Chief Planner and Executive Director, City Planning to issue Preliminary Approval of the Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the *City of Toronto Act, 2006* for the demolition of seventeen (17) rental dwelling units at 1423-1437 Bloor Street West after all the following have occurred:

a) All conditions in recommendations 6a) to 6k) have been secured through one or more agreement(s) under recommendation 6l) above;

b) The Zoning By-law Amendments have come into full force and effect;

c) The issuance of the Notice of Approval Conditions for Site Plan approval by the Chief Planner and Executive Director, City Planning or their designate pursuant to Section 114 of the *City of Toronto Act, 2006*;

d) The issuance of excavation and shoring permits (conditional or full permits) for the approved development on the site;

e) The owner has confirmed, in writing, that all existing rental dwelling units proposed to be demolished are vacant; and

f) The execution and registration of agreements pursuant to Section 37 of the *Planning Act* and Section 111 of the *City of Toronto Act, 2006* securing recommendations 6a) through 6k) above and any other requirements of the Zoning By-law Amendments (if applicable).

8. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code after the Chief Planner and Executive Director, City Planning has given the Preliminary Approval referred to in recommendation 7 above.

9. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Residential Demolition Permit under Section 33 of the *Planning Act* and Chapter 363 of the Toronto Municipal Code for 1423-1437 Bloor Street West and 278 Sterling Road after the Chief Planner and Executive Director, City Planning has given the Preliminary Approval referred to in recommendation 7 above, which may be included in the Rental Housing Demolition Permit under Chapter 667 pursuant to section 6.2 of Chapter 363, on condition that:

a) The owner removes all debris and rubble from the site immediately after demolition;

- b) The owner erects solid construction hoarding to the satisfaction of the Chief Building Official and Executive Director, Toronto Building;
- c) The owner erects the proposed building no later than three (3) years from the date on which the demolition of the existing rental dwelling units commences, subject to the timeframe being extended to the discretion of the Chief Planner and Executive Director, City Planning; and
- d) Should the owner fail to complete the proposed development containing the seventeen (17) replacement rental dwelling units within the time specified in recommendation 9c) above, the City Clerk shall be entitled to enter on the collector's roll, as with municipal property taxes, an amount equal to the sum of twenty thousand dollars (\$20,000.00) per dwelling unit for which a demolition permit is issued, and that such amount shall, until payment, be a lien or charge upon the land for which the Residential Demolition Permit is issued.

10. City Council approve an off-site parkland dedication of 193 square metres, in satisfaction of the owner's required parkland contribution pursuant to Section 42 of the *Planning Act*, with the location and configuration of the off-site parkland to be to the satisfaction of the General Manager, Parks, Forestry and Recreation. Prior to the issuance of the first above-grade building permit for any development on the lands, the owner shall have either conveyed to the City the off-site parkland dedication or provided to the City a Letter of Credit, in the City's standard form and in an amount satisfactory to the General Manager, Parks, Forestry and Recreation, which will be increased in accordance with the Statistics Canada Non-Residential Construction Price Index for the Toronto Census Metropolitan Area, as reported quarterly by Statistics Canada Table 18-10-0135-01 (formerly CANSIM 327-0058), or its successor, two years from the date of issuance of the first above-grade building permit for the proposed development and increased on each succeeding anniversary date by the amount of the Construction Price Index for the previous year, all to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.

11. City Council approve the acceptance of the off-site parkland dedication referred to in recommendation 10 above, subject to the owner transferring such parkland to the City free and clear of all easements, encumbrances, and encroachments, both above- and below-grade and in an acceptable environmental condition. The owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor, and such an encumbrance shall be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.

12. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction of the Above-Base Park Improvements, to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be of a value that is the lesser of the cost to the owner of designing and constructing the Above-Base Park

Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

FINANCIAL IMPACT

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

DECISION HISTORY

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

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

A pre-application consultation meeting was held on January 14, 2021. The applications were formally submitted on April 13, 2021 and deemed complete on May 17, 2021. A Preliminary Report on the applications was adopted by Toronto and East York Community Council on June 24, 2021, authorizing City Planning staff to conduct a community consultation meeting with an expanded notification area. The Preliminary Report and Community Council's decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.34>

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

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

SITE AND SURROUNDING AREA

The subject site is located on the south side of Bloor Street West and comprises the entire block bounded by Bloor Street West, Perth Avenue Sterling Road, and the public lane to the south, which is an assembly of nine properties. The subject site is generally rectangular in shape with 50.8 metres of frontage on Bloor Street West, 36.5 metres of

frontage on Perth Avenue, and 38.7 metres of frontage on Sterling Road, with a total site area of 2,091 square metres. The existing house-form buildings, which together contain 17 rental dwelling units, are proposed to be demolished.

Land uses that surround the subject site include:

North: The north side of Bloor Street West, between Perth Avenue and Symington Avenue, is occupied by several two- to 2.5-storey residential and mixed-use buildings. North of this block is a low-rise residential neighbourhood, containing primarily two-storey detached and semi-detached houses.

South: The site directly abuts a public laneway, and south of the public laneway are two- and three-storey detached and semi-detached houses with interspersed non-residential uses.

East: At the southeast corner of Bloor Street West and Sterling Road is a two-storey mixed-use building with commercial uses at-grade and residential uses above.

West: At the southwest corner of Bloor Street West and Perth Avenue is a vacant site, known municipally as 1439 Bloor Street West and 80-82 Perth Avenue, which is subject to a Site Plan Control application (Application Number 10 104718 STE 18 SA) that proposes to redevelop the lands with a 14-storey residential building containing 169 residential units and 11,857 square metres of GFA.

APPLICATION

Proposal

The application to amend City of Toronto Zoning By-law 569-2013 proposes to permit an 18-storey mixed-use building with a total of 14,634 square metres of GFA, which would include 361 square metres of non-residential GFA located at-grade, along Bloor Street West and Perth Avenue, and 197 residential units. The application also proposes 193 square metres of parkland, which would be delivered off-site at 1319 Bloor Street West and a 221 square metre POPS, which would largely front Perth Avenue.

A summary of the development statistics can be found in the below table and in Attachment 2: Application Data Sheet.

| | |
|------------------------------|---|
| Base Building Height | Bloor Street West: 5 storeys Perth Avenue: 4 to 5 storeys Sterling Road: 4 to 5 storeys |
| Total Building Height | 18 storeys, 59.05 metres + 6.0-metre MPH |
| Tower Floorplate | 850 square metres |

| | |
|--|---|
| Gross Floor Area | Residential: 14,272.1 square metres Non-Residential: 361.9 square metres Total: 14,634 square metres |
| Density | 7.0 times the area of the lot |
| Ground Floor Setbacks (curb to building face) | Bloor Street West: 6 metres Perth Avenue: 11.5 metres Sterling Road: minimum of 6 metres |
| Residential Units | Studio: 47 units (24%) One-Bedroom: 78 units (40%) Two-Bedroom: 52 units (26%) Three-Bedroom: 20 units (10%) Total: 197 units (100%) |
| Vehicular Parking | Resident: 49 spaces Visitor: 13 spaces Car-Share: 2 spaces Total: 64 spaces |
| Bicycle Parking | Short-Term: 20 spaces Long-Term: 178 spaces Total: 198 spaces |
| Loading | 1 Type "G" |
| Amenity Space | Indoor Amenity Space: 439 square metres Outdoor Amenity Space: 301 square metres |
| Parkland Dedication | 193 square metres off-site at 1319 Bloor Street West |
| POPS | 221 square metres |

The ground floor of the proposed development would incorporate setbacks that supplement the public realm and allow for active street frontages along Bloor Street West, Perth Avenue, and Sterling Road. The proposed ground floor retail uses would largely front on to Bloor Street West and extend south along a portion of the site's Perth Avenue frontage. The residential lobby entrance would be accessed from Bloor Street West and extend south along a portion of the site's Sterling Road frontage. The building's servicing areas, including the loading space and garbage room, would be located within the southern portion of the development on the ground floor, abutting a rear public laneway.

The proposed development would be parallel to Bloor Street West, atop a five-storey base building which would partially extend along Perth Avenue and Sterling Road before stepping down to a four-storey base building. Along Bloor Street West, levels six through 16 would stepback three metres from the five-storey base building and levels

17 and 18 would stepback an additional two metres. The southern elevation would incorporate additional stepbacks at levels one, two, three, four, and 15 as a form of transition to the adjacent *Neighbourhood* properties to the south of the site.

Vehicular access is proposed via a rear public laneway, which abuts the southern limit of the site and extends the entire length of the development block. The application proposes to convey a 1.98-metre strip of land to the north of the laneway for laneway-widening purposes. The laneway would provide access to one 'Type G' loading space and two car elevators, which would lead to the underground garage where 56 vehicular parking spaces are proposed to be located. An additional eight vehicular parking spaces are proposed at-grade, north of the laneway, and would function as visitor and pick-up/drop-off spaces. These at-grade parking spaces would be partially integrated into the building massing, with the second level extending over the parking spaces.

The proposed POPS would be 221 square metres in size and largely located along the site's Perth Avenue frontage with some additional frontage on Bloor Street West. The application proposes a 193-metre off-site parkland dedication at 1319 Bloor Street West, enlarging the park already proposed for that site, which is subject to a recently approved development application that proposes a comprehensive mixed-use development with two high-rise residential towers atop a mixed-use base building that would include a community agency space and the future Bloor-Lansdowne SmartTrack station (Application Number 20 230587 STE 09 OZ).

The Rental Housing Demolition application proposes to demolish the 17 existing rental dwelling units on the site and replace them within the proposed development. As of the date of this report, six of the 17 rental units are occupied. The breakdown of the existing rental units by bedroom type and rent classification is as follows:

| Bedroom Type | Affordable | Mid-Range | High-End | Total |
|---------------------|-------------------|------------------|-----------------|--------------|
| Studio | 2 | 1 | 0 | 3 |
| One-Bedroom | 6 | 2 | 0 | 8 |
| Two-Bedroom | 5 | 1 | 0 | 6 |
| Total | 13 | 4 | 0 | 17 |

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

Application Submission Requirements

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

- Planning Rationale, including a Housing Issues Report;
- Heritage Impact Assessment;

- Avenue Segment Study;
- Energy Efficiency Report;
- Noise and Vibration Impact Study;
- Geotechnical Study;
- Hydrogeological Report;
- Landscape and Lighting Plans;
- Pedestrian Level Wind Study;
- Sun and Shadow Study;
- Functional Servicing Report;
- Stormwater Management Report;
- Toronto Green Standard Checklist;
- Transportation Impact Study;
- Arborist Report and Tree Preservation Plan; and
- Public Consultation Strategy Report.

Reasons for Application

A Zoning By-law Amendment application is required to permit the proposed building height, density, and building setbacks and vary other performance standards.

A Rental Housing Demolition application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the *City of Toronto Act, 2006* has been submitted to demolish the 17 existing rental dwelling units on the lands.

Site Plan Control

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

Agency Circulation Outcomes

The applications together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses have been used to assist in evaluating the applications and to formulate appropriate Zoning By-law standards.

POLICY CONSIDERATIONS

Provincial policy statements and geographically-specific provincial plans, along with municipal official plans, provide a policy framework for planning and development in Ontario. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision, and site plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides provincial policy direction 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;
- The provision of housing, including affordable housing, to meet changing needs;
- The provision of opportunities for job creation;
- The provision of appropriate transportation, water, sewer, and other infrastructure to accommodate current and future needs; and
- The protection of people, property, and community resources by directing development away from natural and human-made hazards.

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

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

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

Provincial Plans

Provincial plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of provincial 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 provincial plans.

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

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

The Growth Plan for the Greater Golden Horseshoe (2019) was prepared and approved under the Places to Grow Act, 2005 to come into effect on May 16, 2019. Amendment 1 to the 2019 Growth Plan came into effect on August 28, 2020 (the "Growth Plan"). The updated Growth Plan continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan establishes policies that require implementation through a Municipal Comprehensive Review (MCR) which is a requirement pursuant to Section 26 of the *Planning Act*.

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

- Directing municipalities to make more efficient use of land, resources, and infrastructure to reduce sprawl, contribute to environmental sustainability, and provide for a more compact built-form and 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;
- Promoting access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green spaces, and connected public transit services;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retains space to accommodate employment on-site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe (GGH) region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where other relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act*, all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions, or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Planning for Major Transit Station Areas

The Growth Plan contains policies pertaining to planned population and employment densities in major transit station areas (MTSAs), along priority transit corridors, or subway lines. MTSAs are generally defined as areas within an approximate 500- to 800-metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how MTSAs plan for the prescribed densities. This work is currently underway as part of the Council approved work plan of the MCR.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City and provides direction for managing the size, location, and built-form compatibility of different land uses and the provision of municipal services and facilities. The subject site is located along an *Avenue* as shown on Map 2 - Urban Structure Map and is designated *Mixed Use Areas* as shown on Map 18 - Land Use Plan.

Avenues are described in the Official Plan as "important corridors along major streets where urbanization is anticipated and encouraged to create new housing and employment opportunities while improving the pedestrian environment, the look of the street, shopping opportunities, and transit service for community residents." The Official Plan recognizes that each *Avenue* "is different in terms of lot sizes and configurations, street width, existing uses, neighbouring uses, transit service, and streetscape potential" and, therefore, that there is no 'one size fits all' approach for reurbanizing *Avenues*.

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

- Creating a balance of high-quality commercial, residential, institutional, and open space uses that reduce automobile dependency and meet the needs of the local community;
- Locating and massing new buildings to provide transition between areas of different development intensity and scale;
- Locating and massing new buildings to limit shadow impacts on adjacent *Neighbourhoods*;
- Providing an attractive, comfortable, and safe pedestrian environment; and
- Providing adequate site access and circulation, and an adequate supply of parking for residents and visitors.

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

Policy 3.2.1.6 prevents new development that would result in the loss of six or more rental dwelling units unless all of the existing rental units have rents that exceed mid-range rents at the time of application or, in cases where planning approvals other than site plan are being sought, at least the same number, size, and type of rental units are replaced and maintained with similar rents and the applicant develops an acceptable tenant relocation and assistance plan, addressing the right to return to the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to mitigate hardship.

The subject applications were assessed against the *Avenues*, Healthy Neighbourhoods, Public Realm, Built Form, Housing, *Mixed Use Areas*, and Height and/or Density Incentives policies of the Official Plan.

The City of Toronto Official Plan can be found at the following link:

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

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

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

The public realm network plan, which forms part of the Planning Framework, identifies public realm improvements within and around the study area, including new parks, POPS, cycling connections, pedestrian connections, streets, and underpass improvements. Within and around the subject site, the public realm network plan identifies a POPS at the southeast corner of Bloor Street West and Perth Avenue, and identifies the public laneway abutting the subject site to the south as a potential enhanced laneway. Refer to Attachment 5: Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework Public Realm Network Plan.

A character analysis formed part of the Planning Framework, which responds to the varying conditions, character, and underlying land use designations within the study area. Five character areas were developed and associated guiding principles were created to establish the planned context, built-form character, setbacks, and transition patterns between areas of varying scale and intensity, and opportunities for open spaces and connections. The subject site is located within Character Area D designated by the Planning Framework, due in large part to the site's underlying *Mixed Use Areas* land use designation in the Official Plan and its adjacency to the Kitchener GO rail corridor and West Toronto Rail Path. The Bloor Street Study identifies sites within Character Area D as appropriate sites for gradual intensification, as the *Mixed Use* designation permits opportunities for taller buildings. Within Character Area D, the permitted height of buildings is limited to satisfying minimum separation distances and transition is to be provided towards lower scale residential areas. New developments within Character Area D should also provide generous setbacks from Bloor Street West to allow for an enhanced public realm and provide open space opportunities and connections that lead to the West Toronto Rail Path.

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

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

The Planning Framework also prioritizes the provision of affordable housing within the study area. Without other tools in place to require the provision of affordable housing as of the date the application was submitted, the Framework identifies that applications

proposing increases in height and/or density that satisfy the Official Plan thresholds for community benefit contributions pursuant to Section 37 of the *Planning Act* may have those contributions directed towards affordable housing.

Zoning

The City-wide Zoning By-law 569-2013 zones the subject site CR 3.0 (c1.0; r2.5) SS2 (x1753) and permits a maximum building height of 16 metres. The Commercial Residential (CR) zone permits dwelling units in a range of residential buildings, including apartment buildings, and a range of non-residential uses, including eating establishments, offices, personal service shops, retail stores, and community centres. The development Standard Set 2 (SS2) includes a range of performance standards such as rear lot line building setback and angular plane requirements. Refer to Attachment 4: Existing Zoning By-law Map.

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

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

Rental Housing Demolition and Conversion By-law

Section 111 of the *City of Toronto Act, 2006* authorizes the City to regulate the demolition and conversion of residential rental properties. Chapter 667 of the Toronto Municipal Code, the Residential Rental Property Demolition and Conversion Control By-law, implements Section 111 of the *City of Toronto Act, 2006*. The By-law prohibits the demolition of rental housing in any building or related group of buildings that collectively contain six or more dwelling units, of which at least one is a rental unit, without obtaining a permit from the City and requires a decision by either City Council or, where delegated, the Chief Planner.

City Council may refuse a Rental Housing Demolition application or approve an application with conditions, including conditions requiring an applicant to replace the rental units proposed to be demolished and/or to provide tenant relocation and assistance, which must be satisfied before a demolition permit is issued. These conditions implement the City's rental housing protection policies in the Official Plan. However, unlike *Planning Act* applications, decisions by City Council under Chapter 667 are not appealable to the Ontario Land Tribunal (OLT).

Section 33 of the *Planning Act* also authorizes Council to regulate the demolition of residential properties. Section 33 of the *Planning Act* is implemented through Chapter 363 of the Toronto Municipal Code, the Building Construction and Demolition By-law, which requires Council approval of the demolition of any residential property that contains six or more dwelling units (irrespective of whether any are rental units) before the Chief Building Official can issue a demolition permit under the *Building Code Act*.

The proposal for 1423-1437 Bloor Street West and 278 Sterling Road requires Council approval under both Chapters 363 and 667 of the Toronto Municipal Code because it would entail the demolition of at least six dwelling units and at least one rental unit. On April 13, 2021, an application for a Section 111 permit was submitted under Chapter

667 of the Toronto Municipal Code to demolish the 17 existing rental dwelling units. The Rental Housing Demolition application was deemed complete by City Planning staff on April 26, 2021.

Design Guidelines

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

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

City-Wide Tall Building Design Guidelines

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

Growing Up: Planning for Children in New Vertical Communities Guidelines

On July 28, 2020, City Council adopted the Growing Up Urban Design Guidelines ("Growing Up Guidelines") and directed City Planning staff to apply the Guidelines in the evaluation of new multi-residential development proposals. The objective of the Growing Up Guidelines is to increase the liveability of multi-residential communities for larger households, including families with children, at the neighbourhood, building, and residential unit scales.

The Growing Up Guidelines provide guidance on the proportion and size of larger units recommended in new multi-residential developments.

Guideline 2.1 of the Growing Up Guidelines states that a building should provide a minimum of 25% large units (10% of the units should be three-bedroom units and 15% of the units should be two-bedroom units).

Guideline 3.0 states that the ideal unit size for large units, based on the sum of the unit elements, is 90 square metres for two-bedroom units and 106 square metres for three-bedroom units, with ranges of 87-90 square metres and 100-106 square metres representing a diversity of sizes for such bedroom types while maintaining the integrity of common spaces to ensure their functionality.

Retail Design Manual

On October 27, 2020, City Council adopted the Retail Design Manual, which supports the provision of successful, resilient, and dynamic retail uses. The Retail Design Manual is a collection of best practices and is intended to provide guidance on developing successful ground floor retail spaces by providing aspirational retail design best practices to inform, guide, inspire, and educate those involved in the design and development of retail uses.

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

The City's Pet Friendly Design Guidelines support the City's growing domestic pet population and support opportunities to reduce the current burden of pets on the public realm, and provide needed pet amenities for high-density residential communities.

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

COMMUNITY & TENANT CONSULTATION

Community Consultation

A virtual community consultation meeting was held on April 14, 2021. City staff, the Ward Councillor, the applicant, and approximately 57 members of the public attended the meeting.

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

- Concerns related to the influx of traffic, despite the subject site being located in close proximity to transit;
- Concerns with the number of balconies and minimal outdoor space for tenants in the proposed development;
- Questions related to the property owner and the process by which the properties subject to the applications were acquired by the owner;
- Questions related to the timing of construction, should the proposed development be approved;
- Questions related to the existing rental units and how they would be integrated into the proposed development;
- Concerns with the proposed car elevators and questions about what would happen in the event they broke down;
- Concerns with residents of the proposed development parking on nearby streets and obtaining parking permits;
- Comments related to the need for more affordable housing in the City;
- Concerns related to the maintenance and upkeep of the existing dwellings on the subject site and the safety of tenants living there; and

- Concerns related to how the proposed development would transition to adjacent properties.

In addition to meeting with members of the public through the virtual community consultation meeting, staff and the Ward Councillor met with the local residents group, South Junction Triangle Grows (SJTG), on more than one occasion to discuss their concerns with the subject applications, which include:

- The need for more rental and affordable housing in the City;
- Concerns with the proposed development replacing affordable businesses and residential rental properties;
- Concerns about any Section 37 community benefits delivered by the Zoning By-law application;
- Safety and traffic flow concerns with the Bloor/Symington/Sterling intersection;
- Concerns with the limited provision of parking;
- Concerns related to school capacity and availability of community services, including daycares;
- Concerns with the proposed breakdown of residential units, including the lack of two- and three-bedroom units in the initial submission;
- Concerns with noise generated from the subject site during and post-construction and how it might impact surrounding properties;
- Concerns with the proposed height and density of, and lack of greenspace incorporated into, the proposed development; and
- Concerns that the location of the proposed residential lobby entrance on Sterling Road and the use of car elevators would lead to traffic congestion on Sterling Road.

SJTG also conducted a survey of 170 members of the community and the results reflected many of the concerns listed above.

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

Tenant Consultation

On May 4, 2022, a tenant consultation meeting was held to review the City's housing policies, the impact of the proposed demolition on existing tenants, and the proposed Tenant Relocation and Assistance Plan. The meeting was held virtually (due to the COVID-19 pandemic) and attended by all but one of the six existing tenants, the applicant and their legal representation, City Planning staff, and a representative of the local Councillor's office. A copy of the presentation slide deck from the tenant meeting was delivered to the tenant who did not attend the meeting.

During the meeting, tenants asked questions and expressed concerns about:

- The timing of the proposed demolition, when tenants would have to vacate their existing rental units, and the estimated length of time over which the proposed development would be constructed;

- The timing of returning to the proposed replacement rental units, including the timing and administration of the notice(s) informing tenants of when they may return to the replacement rental units;
- The proposed replacement rental unit layouts, and the process for selecting and returning to a replacement rental unit;
- How rent increases would be calculated over the construction period;
- How and when the financial compensation provided under the City-approved Tenant Relocation and Assistance Plan would be calculated and administered to tenants; and
- Whether the City has contingencies in place that protect tenants in the event of construction delays.

Statutory Public Meeting Comments

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

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposed development has been reviewed and evaluated against the PPS and the Growth Plan.

The proposed development advances the policy objectives of the PPS and the Growth Plan, as it would provide an appropriate level of intensification in a compact built-form, contribute to a range of housing options by replacing the existing affordable and mid-range rental housing while delivering new market housing supply, be transit-supportive and supportive of active transportation, contribute to a pedestrian-friendly public realm, and provide and contribute to new and enhanced open spaces and public facilities. Staff have determined that the proposed development is consistent with the PPS and conforms with the Growth Plan.

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

The subject application was assessed against the Council-endorsed St. Helen's Avenue to Perth Avenue Planning Framework and staff are of the opinion that the proposed development advances the objectives of the Framework.

The Framework recognizes that, due to the character area's lot pattern and adjacency to the Kitchener GO rail corridor, there are opportunities for taller buildings. The subject site is an appropriate location for a taller building.

The subject site's adjacency to the low-scale residential area to the south of the subject site informed design considerations of the proposed development, including the height

of the base building and the series of setbacks incorporated within the south building elevation.

In response to the Framework's direction for an enhanced public realm, the proposed ground floor setbacks along Bloor Street West, Perth Avenue, and Sterling Road would allow for an enhanced public realm that is supplemented by the private realm. These setbacks would allow for a generous pedestrian clearway, space for tree planting, and spill-out space for the at-grade retail uses. The proposed POPS along Perth Avenue would also provide an opportunity to further enhance the public realm.

The proposed development would deliver all identified public realm components identified by the public realm network plan, including the POPS at the southeast corner of Bloor Street West and Perth Avenue and the enhanced rear laneway. The design and details of the POPS and enhanced laneway, including the programming and materiality, are to be finalized through the Site Plan review process and would be secured in the Site Plan Agreement.

The proposed development would be subject to Section 37 community benefits, which are discussed in greater detail below. The application proposes to contribute to the provision of CS and F priority needs and 15 permanently affordable rental housing units, which are proposed to be delivered on the nearby property at 1319 Bloor Street West. A 465 square metre community agency space is also proposed at 1319 Bloor Street West and that space would be conveyed to the City and leased to a non-profit organization to deliver programming and services that meet community needs.

Height and Massing

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

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

A review of the existing and planned context illustrates significant mixed-use growth along both Bloor Street West and within the surrounding large, former industrial sites. The existing context also includes stable residential areas, such as those properties that front Perth Avenue and Sterling Road, to the south of the subject site. Planning staff acknowledge that the proposed development varies from the existing context of this segment of Bloor Street West, Perth Avenue, and Sterling Road, but it reflects the planned context outlined in the Council endorsed Bloor Street Study: St. Helen's Avenue to Perth Avenue Planning Framework which identified the subject site as being appropriate for taller buildings.

Base Building

The development criteria for *Mixed Use Areas* requires that buildings are located and massed to provide a transition between areas of different development intensity and

scale, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*.

Along Bloor Street West, the base building would be five-storeys and 19.5 metres in height, which would be appropriately-scaled in comparison to the Bloor Street West's right-of-way width.

Along both Perth Avenue and Sterling Road, the height of the base building would step down to four-storeys and 16 metres, which would appropriately respond to the scale of the existing context of Perth Avenue and Sterling Road, south of the subject site.

The southern portion of the base building, where it directly abuts *Neighbourhoods* properties, would incorporate additional stepping at the first, second, third, and fourth-storeys, appropriately responding to the scale of the existing context, south of the subject site.

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

Tower

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

Due to the size and configuration of the subject site, which extends the length of an entire block, a tower can sit comfortably atop the base building. The proposed building would have a height of 18-storeys and would be oriented parallel to Bloor Street West. The tower portion of the proposed building would be setback a minimum of 5.9 metres from the northern property line along Bloor Street West, a minimum of 8.15 metres from western property line along Perth Avenue, and a minimum of 6.95 metres from the eastern property line along Sterling Road. The tower would also be setback 12.5 metres from the southern limit of the rear laneway. The overall height of the tower and its setbacks from the right-of-ways in which it fronts, would limit its visual impact and allow for adequate sunlight and sky views.

The floor plates of the proposed tower would be 850 square metres, measured from the exterior of the main walls. While the Tall Building Design Guidelines recommend a tower floor plate size of 750 square metres, the Guidelines recognize that flexibility in the maximum floor plate size may be considered on a site-specific basis. Given that the

tower achieves adequate tower setbacks, setbacks, and transition to the low-scale existing context, a larger floor plate is acceptable.

Staff are of the opinion that the proposed height, location, massing, and design of the tower is appropriately scaled and incorporates appropriate transition to adjacent lower-scale properties, to both the north and south of the subject site, and would fit within the planned context. To ensure these objectives are brought forward through the Site Plan review process, the implementing draft Zoning By-law would secure and limit the proposed building heights, setbacks, setbacks, and tower floor plate size.

Shadow Impacts

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

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

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

The applicant prepared and submitted shadow analysis that illustrates the extent of shadowing that would result from the proposed development in March, June, and September.

The shadow analysis shows that the proposed development will largely shadow properties on the north and south sides of Bloor Street West, however, these shadows move quickly between 9:18 a.m. and 6:18 p.m. The proposed development would minimally shadow one *Neighbourhoods* property, north of Bloor Street West, for one hour during the morning of the Spring Equinox and for two hours during the morning of the Fall Equinox. There is no shadow expected to impact *Neighbourhoods* properties, north of Bloor Street West, during the Summer Solstice.

During the Summer Solstice, the shadow analysis illustrates that the proposed development would only begin to shadow the *Neighbourhoods* properties, on the east side of Sterling Road, at 5:18 p.m.

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

Streetscape and Public Realm

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

Through the review of the proposed development, staff worked closely with the applicant to enhance the Bloor Street, Perth Avenue, and Sterling Road streetscape through the provision of more generous setbacks and an enhanced and improved public realm through the incorporation of a larger POPS and laneway widening.

Along Bloor Street West, the setback of the ground floor would result in a minimum space of 6 metres, measured from the curb to building face, allowing for an enhanced public realm with a generous pedestrian clearway, space for tree planning, and spill out space for the at-grade retail uses. Staff consider this setback a positive element of the proposed development.

The enhanced ground floor setback along Bloor Street West, would continue along Sterling Road, south of Bloor Street West. The continuation of the 6 metre setback, measured from the curb to building face, would allow for a generous pedestrian clearway, space for tree planting, and space for residents and visitors to access the bicycle elevator lobby which would provide direct access to the bicycle parking room in the underground garage.

At the corner of Bloor Street West and Perth Avenue, the proposed POPS would contribute to the creation of a prominent corner feature. The ground floor would be setback 11.5 metres, measured from the curb to building face, along Perth Avenue, which would allow for community gathering space and would provide an opportunity to incorporate distinct paving and landscaping features that would further activate and animate the streetscape.

In order to guarantee public access within the POPS and to secure the pedestrian clearways along Bloor Street West and Sterling Road, staff recommend that the POPS and pedestrian clearway easements be secured, as a legal convenience, in the Section 37 Agreement.

Rental Housing Demolition and Replacement

In accordance with Policy 3.2.1.6 of the Official Plan, the applicant is proposing to replace all 17 existing rental dwelling units by their respective bedroom types, at similar unit sizes, and at similar rents to those in effect at the time of application. The total GFA of the 17 replacement rental units is 782 square metres, which largely corresponds to the existing rental GFA. The precise location of the replacement rental units within the proposed development has not yet been determined, and will be determined prior to the issuance of Notice of Approval Conditions (NOAC) of Site Plan approval, to the satisfaction of the Chief Planner.

The applicant has confirmed that tenants would reserve the right to return to a replacement rental unit of a similar unit type at similar rent, and that rents for replacement rental units without returning tenants would not exceed the applicable affordable or mid-range rent thresholds for a period of at least 10 years. Tenants who return to replacement rental units would be protected by the provincial rent increase Guideline, irrespective of whether such Guideline applied to the proposed development under the *Residential Tenancies Act, 2006* (RTA), until their tenancies end.

Tenant Relocation and Assistance Plan

The applicant has agreed to implement the City-approved Tenant Relocation and Assistance Plan for all Eligible Tenants who reside in the existing rental units proposed to be demolished at 1423-1437 Bloor Street West. The plan would assist tenants in finding and securing alternative accommodation while the proposed development and replacement rental dwelling units are being constructed. The plan would consist of the following:

- The right to return to a replacement rental unit of the same bedroom type and a similar unit size, and at similar rent, as the rental unit they currently occupy;
- At least six months' notice before having to vacate their existing dwelling unit;
- Financial compensation, above and beyond that required under the RTA, in the form of a rent gap payment, where the rent gap would be calculated as the difference between the rent paid by a tenant on the date their tenancy is terminated and the most recent average rent for vacant private rental apartments by unit type in Canada Mortgage and Housing Corporation's (CMHC) Rental Market Survey (RMS) Zone 4 – Toronto (West), which encompasses the development site over a 36-month period. In the event the proposed development took longer than 36 months to complete, the owner would provide each tenant additional monthly rent gap payments until the replacement rental units were ready for occupancy;
- Two moving allowances to cover expenses for moving off-site into alternative interim accommodation and then moving back into a replacement rental unit;
- Special needs compensation for applicable tenants; and
- Upon request, make a rental leasing agent available to the Eligible Tenant to provide them with a list of rental vacancies in the neighbourhood, co-ordinate referrals and references from the current landlord, and provide similar assistance commensurate with the tenant's needs.

The Tenant Relocation and Assistance Plan is consistent with the City's current practices, will ensure that tenants can continue to access and afford suitable housing within the neighbourhood until the replacement rental units are complete, and will be secured through one or more agreements with the City and to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

Residential Unit Mix and Sizes

The applications propose the provision of 46 of the 180 net new residential units as two-bedroom rental units (representing 25.6% of all net new residential units) and 20 of the net new residential units as three-bedroom rental units (representing 11.1% of all net new residential units), which satisfies the unit mix objectives of Guideline 2.1 of the Growing Up Guidelines. In addition, all of the new three-bedrooms units approximate or are larger than 100 square metres in size, which satisfies the three-bedroom unit size objective of Guideline 3.0 of the Growing Up Guidelines.

Traffic Impact, Access, Parking and Loading

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

Traffic Impact

The Transportation Considerations Report estimates that the proposed development will generate approximately 30 new two-way vehicular trips during both the AM and PM peak hours. The report generally concludes that the proposed development-related impact is acceptable for future traffic operations.

The report also provides additional sensitivity analysis with regard to the operations at the unsignalized intersection at Bloor Street West and Perth Avenue and the signalized three-phase intersection at Bloor Street West, Sterling Road, and Symington Avenue. Following review of this analysis, Transportation Services staff have identified the need for a new traffic control signal at Bloor Street West and Perth Avenue to improve vehicular operations along with pedestrian and cycling crossing conditions, and the need to more broadly coordinate traffic flow along this segment of Bloor Street West. The addendum submitted by the applicant includes a traffic signal warrant and preliminary functional plan, which has been deemed acceptable by Transportation Services.

Staff recommend the applicant submit a financial contribution in the amount of \$75,000.00 towards the installation of a traffic control signal at Bloor Street West and Perth Avenue. In addition to the financial contribution, staff recommend the applicant's transportation consultant undertake the functional design work, along with the provision of detailed technical and signal drawings for the installation of a traffic control signal and related infrastructure at Perth Avenue and Bloor Street West, as required by the General Manager, Transportation Services. Staff recommend these requirements be secured, as a legal convenience, in the Section 37 Agreement.

Access

Vehicular access is proposed via the existing east-west laneway at the rear of the subject site, which extends between Perth Avenue to the west and Sterling Road to the east. The laneway would be used to access the loading space, two car elevators which would lead to the underground garage, and eight at-grade parking spaces.

The existing laneway is proposed to be widened by 1.98 metres in order to facilitate two-way traffic operation. Transportation Services staff generally accept the proposed access, however, additional comments may be provided through the Site Plan review process.

Vehicular Parking

The parking provisions of Zoning By-law 569-2013 require 140 parking spaces, whereas the subject application proposes a total of 64 vehicular parking spaces, which would include 49 resident spaces, 13 visitor spaces, and two car-share spaces. The applicant's transportation consultant notes the reduced parking supply is appropriate given the site's proximity to transit and the proposed travel demand management (TDM) measures, which are a method to reduce vehicular traffic and parking demand.

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

- A minimum of two publicly accessible car-share spaces on-site; and
- A minimum of one bike repair station/area provided on-site.

Staff recommend that the required TDM measures be secured, as a legal convenience, in the Section 37 Agreement.

Loading

The development proposes one Type G loading space, which would be integrated within the rear of the building and accessed directly from the rear laneway. Vehicle manoeuvring diagrams for the loading space were provided by the applicant, which illustrate the path of a vehicle accessing the site in a forward motion via the laneway. The design of the site and location of the laneway would allow vehicles to reverse out of the loading space and enter onto Perth Avenue or Sterling Road in a forward motion.

Transportation Services staff have determined the proposed location and layout of the loading space to be acceptable.

Servicing

Functional Servicing, Stormwater Management, and Hydrogeological Reports were submitted with both the initial and revised submissions and were reviewed by Engineering and Construction Services. Engineering staff have indicated, through their memoranda dated April 1, 2022, further information and revisions to the reports are required.

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

Amenity Space

The Official Plan requires that significant new multi-unit residential development provide indoor and outdoor amenity space for new residents. In addition, City of Toronto Zoning By-law 569-2013 requires a total of four square metres of amenity space per unit, with two square metres per unit dedicated to indoor amenity space and at least 40 square metres of outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space. The proposed development would provide 439 square metres of indoor amenity space (2.2 square metres per unit) and 301 square metres of outdoor amenity space (1.5 square metres per unit).

The indoor amenity space would be located on the second level and would be directly accessible to the outdoor amenity space that would also be located on the second level. The remaining outdoor amenity space would be located on the roof of the tower and would face Bloor Street West.

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

Parkland

The City of Toronto Parkland Strategy is a 20-year strategic City-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the City. According to the Strategy's methodology, the subject site is currently in an area with zero to four square metres of parkland per person, which is less than the City-wide average provision of 28 square metres of parkland per person, as of 2016. The subject site is also within an area of parkland need, according to Figure 18 of the Parkland Strategy, which highlights areas where the City will focus and prioritize park planning and acquisitions. Given the future expected growth, on both the subject site and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

At the alternative rate of 0.4 hectares per 300 units, specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 2,626 square

metres or 137 percent of the site area. However, for sites that are less than 1 hectare in size, a cap of ten percent of the development site is applied to the residential use while the non-residential use is subject to a two percent parkland dedication. In total, the parkland dedication requirement is 193 square metres and this dedication requirement is to be satisfied through an off-site dedication.

Toronto Municipal Code 415-26 states that where an on-site parkland dedication is not feasible, an off-site dedication that is accessible to the area where the development site is located may be substituted for an on-site dedication, provided that the off-site dedication is a good physical substitute, it is equal to the value of the on-site dedication that would otherwise be required, and both the City and owner agree to the substitution.

The owner of the subject site has agreed to satisfy the parkland dedication requirement through an off-site dedication at 1319 Bloor Street West, which is approximately 400 metres east of the subject site, and would result in a park that is 1,077 square metres in size, when combined with the on-site parkland dedication requirement of 1319 Bloor Street West.

Conveyance of the proposed parkland dedication at 1319 Bloor Street West, which would include the off-site dedication from the subject application, is required prior to the issuance of the first above grade building permit for 1319 Bloor Street West. In the event the first above grade building permit for the subject site is issued prior to the first above grade building permit at 1319 Bloor Street West, the owner of the subject site is required to provide the City with a letter of credit, for the value of the parkland dedication, which will be held until the off-site dedication at 1319 Bloor Street West is conveyed to the City.

Privately-Owned Publicly Accessible Open Space (POPS)

The development proposes a 221 square metre POPS at the southeast corner of Bloor Street West and Perth Avenue.

Staff consider the POPS to be a positive element of the proposal and would contribute to enhancing the public realm, as contemplated in the Bloor Street West: St. Helen's Avenue to Perth Avenue Planning Framework. It will add prominence to this corner of the subject site, will further activate and animate Bloor Street West and Perth Avenue, and will provide opportunities for a gathering space for the community.

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

Noise and Vibration Impact Study

The Official Plan requires that development adjacent to, or nearby, transportation corridors will be appropriately designed, buffered, and/or separated from transportation sources, as necessary, to mitigate any adverse impacts of these sources on the new development, and vice versa. The Ministry of Environment, Conservation and Parks (MECP) have established noise guidelines and air quality regulations to achieve these

objectives. In 2013, new provincial noise guidelines were introduced, which replaced and consolidated previous guidelines. Among other matters, the guidelines provide advice on sound level limits and guidance that may be used when land use planning decisions are made under the *Planning Act*. The guidelines are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions.

A Noise and Vibration Impact Study, dated March 25, 2021, and a revised Noise and Vibration Impact Study, dated January 19, 2022, prepared by RWDI were submitted in support of the proposed development. The studies note the sources of noise surrounding the subject site are roadways (Bloor Street West and Symington Avenue) and railways (Kitchener GO rail corridor). As a result of these noise sources, the Study recommended several mitigation measures, including:

- Installation of noise barriers along the outdoor amenity areas;
- Upgraded unit windows with sound isolation performance;
- Installation of central air-conditioning; and
- The inclusion of noise warning clauses in Purchase and Sale Agreements in relation to road traffic noise.

Due to the subject site's proximity to the Kitchener GO rail corridor and TTC's Line 1 subway, vibration impacts were assessed and the studies conclude that predicted vibration levels are below the CN rail guideline limits for ground-born vibration. The findings and conclusions of the Noise and Vibration Impact Study are to be peer-reviewed by a third party professional consultant, retained by the City, at the sole expense of the owner. Staff recommend that prior to Site Plan Approval, the revised Noise and Vibration Impact Study be submitted for peer review, to the satisfaction of the Chief Planner and Executive Director, City Planning. Staff recommend this requirement be secured, as a legal convenience, in the Section 37 Agreement. The required mitigation measures and applicable warning clauses would be secured through the Site Plan Agreement.

An additional noise related consideration that was raised throughout discussions with nearby residents is the limiting of noise generated by the proposed development during and post-construction. To ensure noise is considered and mitigated throughout the construction process, staff recommend a comprehensive Construction Management Plan be secured as a legal convenience, in the Section 37 Agreement, which is to include details related to the noise throughout each stage of the construction process, among other considerations. Additionally, staff will continue to work with the applicant and nearby residents throughout the Site Plan review process to ensure noise mitigation is considered throughout the detailed design, including for example, the integration of servicing components within the building massing to reduce the noise impacts on surrounding properties.

Tree Preservation

The proposed development is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree

Bylaw'. The applicant submitted an Arborist Report, Tree Preservation Plan, and Landscape Plans which were reviewed by Urban Forestry staff.

There are six privately-owned trees that are proposed for removal to accommodate the development. Two trees are located on private property towards the northeast corner of the site and four trees are located towards the southern limit of the site. The removal of the six existing trees requires the replacement of ten large-growing shade trees within the subject site. If it is determined that there is insufficient space to satisfy the planting requirements, as demonstrated through a landscape plan, Urban Forestry staff will consider a cash-in-lieu payment for each tree that cannot be planted.

To ensure the proposed tree plantings are feasible and that the proposed soil and soil infrastructure will not conflict with other structures/elements such as building canopies and overhangs, underground structures, and underground utilities, the applicant is to provide further landscape details through the Site Plan review 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.

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

Section 37

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

A comprehensive Section 37 benefits package was negotiated between City Planning staff and the applicant, in consultation with the Ward Councillor. The recommended package includes contributions from both this application and the Zoning By-law Amendment application for 1319 Bloor Street West (20 230587 STE 09 OZ). The combined contribution includes:

- A 465 square metre community agency space, in accordance with the City's standard terms and delivered at base building conditions, to be delivered in the development at 1319 Bloor Street West; and
- A one-time cash contribution of \$500,000.00 for total finishing costs of the community agency space at 1319 Bloor Street West; and
- Fifteen (15) new affordable rental dwelling units to be delivered in the development at 1319 Bloor Street West for a period of 99 years.

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

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

In order to simplify the securing of the proposed Section 37 benefits package, staff recommended that the Section 37 Agreement for 1319 Bloor Street West secure all the aforementioned in-kind and cash contributions. Staff's recommendations related to the securing of the Section 37 benefits package and the timing triggers for when each benefit is to be delivered/conveyed to the City can be found in the 1319 Bloor Street West Final Report at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE33.3>.

Since the Section 37 benefits package includes contributions from both the subject site and 1319 Bloor Street West, the owner has agreed, at the request of City Planning staff, to secure a financial contribution in the event 1319 Bloor Street West does not pull building permits and does not proceed with redevelopment, resulting in the community agency space, cash contribution, and affordable rental dwelling units not being delivered. In this scenario, the owner would be required to submit a Letter of Credit in the amount of \$1,835,000.00, which equates to approximately 30 percent of the value of the community benefits package. The City may draw upon the entire Letter of Credit, to be used for community benefit purposes in the vicinity of the subject at the discretion of the Chief Planner and Executive Director, City Planning and the City Solicitor, at the expiry of five years after the passage of the bills for 1423-1437 Bloor Street West and 278 Sterling Road if the owner of 1319 Bloor Street West has not pulled building permits for residential development and proceeded with redevelopment of 1319 Bloor Street West. The five year timeframe can be extended at the sole discretion of the Chief Planner and Executive Director, City Planning and the City Solicitor. The 30 percent value is derived from the percentage of total GFA between both sites, above the as-of-right permissions. Approximately 30 percent of the total GFA of the proposed development for 1423-1437 Bloor Street West and 278 Sterling Road would exceed the as-of-right permission for the site, whereas approximately 70 percent of the total GFA proposed for 1319 Bloor Street West would exceed the existing permission.

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

- The conveyance of a 1.98 metre wide strip of land abutting the north limit of the east-west public laneway;
- A Pedestrian Clearway easement to secure a 5 metre corner rounding at the southeast corner of Bloor Street West and Perth Avenue and at the southwest corner of Bloor Street West and Sterling Road;
- A Pedestrian Clearway easement to secure a minimum 2.1 metre wide pedestrian clearway along Bloor Street West and a minimum 2.1 metre wide pedestrian clearway along Sterling Road;
- Comprehensive Construction Management Plans for each stage of the construction process;
- A financial contribution in the amount of \$75,000.00 towards the installation of a traffic control signal at Bloor Street West and Perth Avenue and undertake functional design work, along with the provision of detailed technical and signal drawings for the installation of a traffic control signal and related infrastructure at Perth Avenue and Bloor Street West;
- The payment and additional documentation for the implementation of a Transportation Demand Management (TDM) plan;
- The submission of a revised Functional Servicing and Stormwater Management Report, Hydrogeological Report and supporting documents, including confirmation of water and fire flow, sanitary and storm capacity, that address all outstanding engineering issues set out in the memoranda dated April 1, 2022;
- The design and issuance of financial securities for any upgrades or required improvements to the existing municipal infrastructure and/or new municipal infrastructure identified in the accepted Engineering Reports to support the development;
- The peer review of the revised Noise and Vibration Impact Study, at the owner's sole expense;
- The provision of the required soil volumes to support the planting of public and private trees; and
- POPS easement for the on-site POPS of approximately 221 square metres located partially along the Bloor Street West and Perth Avenue frontages of the subject site.

Conclusion

The application to amend the Zoning By-law has been reviewed against the policies of the PPS, the Growth Plan, the Official Plan, the Bloor Street Study: St. Helen's Avenue to Perth Avenue Planning Framework, and the applicable design guidelines. Staff are of the opinion that the proposed development is consistent with the PPS and does not conflict with the Growth Plan. The proposal conforms with the applicable policies of the Official Plan, particularly as it relates to development within *Mixed Use Areas* and the planned context outlined in the Council endorsed Planning Framework for the Bloor Street Study: St. Helen's Avenue to Perth Avenue. The proposed development would contribute positively to the surrounding area through contributing to the provision of a new public park, community agency space, and affordable housing units at 1319 Bloor

Street West. Staff recommend that City Council approve the application to amend the Zoning By-law and the implementing draft Zoning By-law, subject to the recommendations identified in the Recommendations section of this report.

This report recommends approval of the applications to demolish 17 rental dwelling units at 1423-1437 Bloor Street West and 278 Sterling Road and redevelop the lands with an 18-storey mixed-use building containing 197 residential units, subject to the conditions set out in the Recommendations of this report. The proposal involves the full replacement of the existing rental units and the applicant has developed an acceptable Tenant Relocation and Assistance Plan, addressing the right of existing tenants to return to the replacement rental units at similar rents and additional financial compensation in the form of rent gap payments to mitigate hardship from relocating in the interim. The proposal would facilitate significant new housing supply while contributing to the provision of a broader range and mix of housing options to accommodate the needs of current and future residents.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Location Map

Attachment 2: Application Data Sheet

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

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

Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 7: Site Plan

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

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

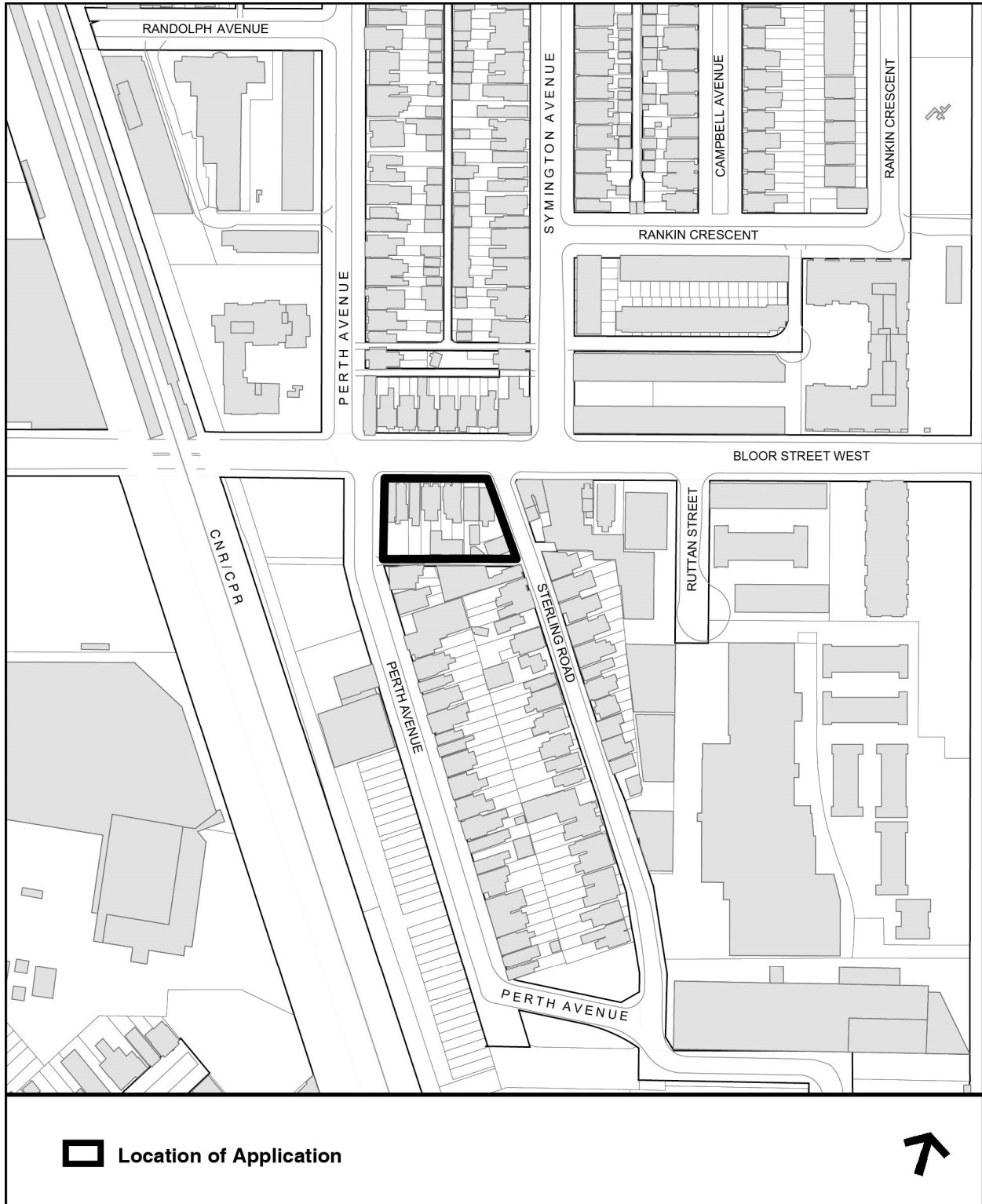
Attachment 10: North Elevation

Attachment 11: South Elevation

Attachment 12: East Elevation

Attachment 13: West Elevation

Attachment 1: Location Map



APPLICATION DATA SHEET

Municipal Address: 1423-1437 BLOOR ST W & 278
STERLING RD

Date Received: April 13, 2021

Application Number: 21 139658 STE 09 OZ &
21 139673 STE 09 RH

Application Type: Rezoning

Project Description: Proposal for an 18-storey, inclusive of a 6-storey podium, mixed-use building with a total GFA of 14,635 square metres. A total of 197 residential dwelling units are proposed, of which, 17 will be rental units.

| Applicant | Agent | Architect | Owner |
|---|---|--|--|
| ADAM J. BROWN 40 HOLLY ST SUITE 404 TORONTO, ON M4S 3C3 | ADAM J. BROWN 40 HOLLY ST SUITE 404 TORONTO, ON M4S 3C3 | QUADRANGLE 901 KING ST W SUITE 701 TORONTO, ON M5V 3H5 | 1423 BLOOR ST W INC. 40 UNIVERSITY AVE SUITE 1200 TORONTO, ON M5J 1T1 |

EXISTING PLANNING CONTROLS

| | | | |
|----------------------------|---------------------------------------|--------------------------|--------------------------------------|
| Official Plan Designation: | Mixed Use Areas | Site Specific Provision: | CR3.0 (c1.0; r2.5) SS2 (x1753) |
| Zoning: | CR 3.0 (c1.0; r2.5) SS2 (x1753) | Heritage Designation: | |
| Height Limit (m): | 16 | Site Plan Control Area: | Y |

PROJECT INFORMATION

Site Area (sq m): 2,091 Frontage (m): 51 Depth (m): 35

| Building Data | Existing | Retained | Proposed | Total |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|
| Ground Floor Area (sq m): | 806 | | 1,065 | 1,065 |
| Residential GFA (sq m): | 1,242 | | 14,272.1 | 14,272.1 |
| Non-Residential GFA (sq m): | 603 | | 362 | 362 |
| Total GFA (sq m): | 1,845 | | 14,634 | 14,634 |
| Height - Storeys: | 3 | | 18 | 18 |
| Height - Metres: | | | 58 | 58 |

Lot Coverage Ratio (%): 50 Floor Space Index: 7.0

| Floor Area Breakdown | Above Grade (sq m) | Below Grade (sq m) |
|-----------------------------|---------------------------|---------------------------|
| Residential GFA: | 14,272.1 | |
| Retail GFA: | 362 | |
| Office GFA: | | |
| Industrial GFA: | | |
| Institutional/Other GFA: | | |

| Residential Units by Tenure | Existing | Retained | Proposed | Total |
|------------------------------------|-----------------|-----------------|-----------------|--------------|
| Rental: | 17 | | 17 | 17 |
| Freehold: | 2 | | | |
| Condominium: | | | 180 | 180 |
| Other: | | | | |
| Total Units: | 19 | | 197 | 197 |

Total Residential Units by Size

| | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
|---------------------|--------------|-----------------|------------------|------------------|-------------------|
| Retained: | | | | | |
| Proposed: | | 47 | 78 | 52 | 20 |
| Total Units: | | 47 | 78 | 52 | 20 |

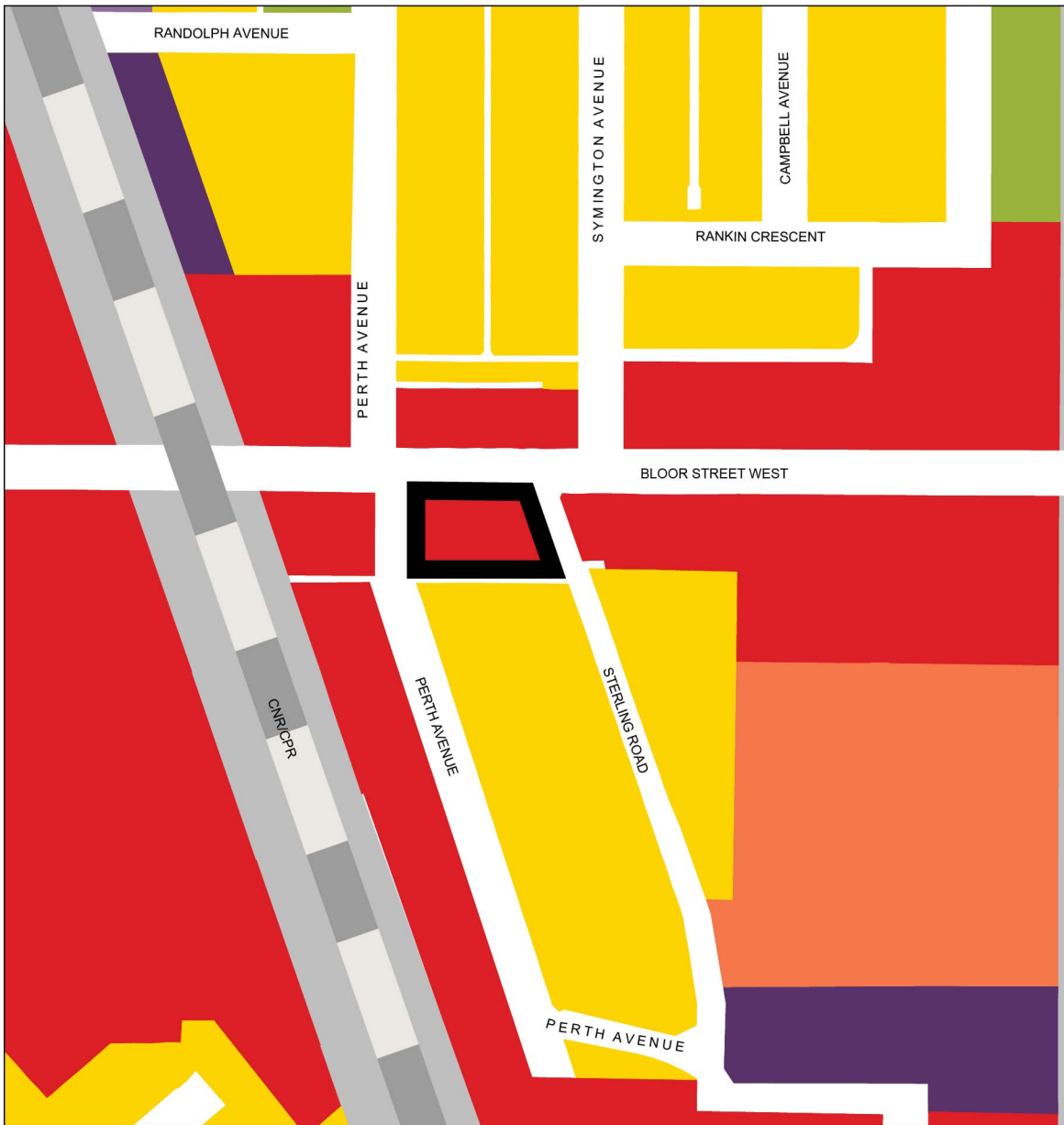
Parking and Loading

Parking Spaces: 64 Bicycle Parking Spaces: 198 Loading Docks: 1

CONTACT:

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

Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map

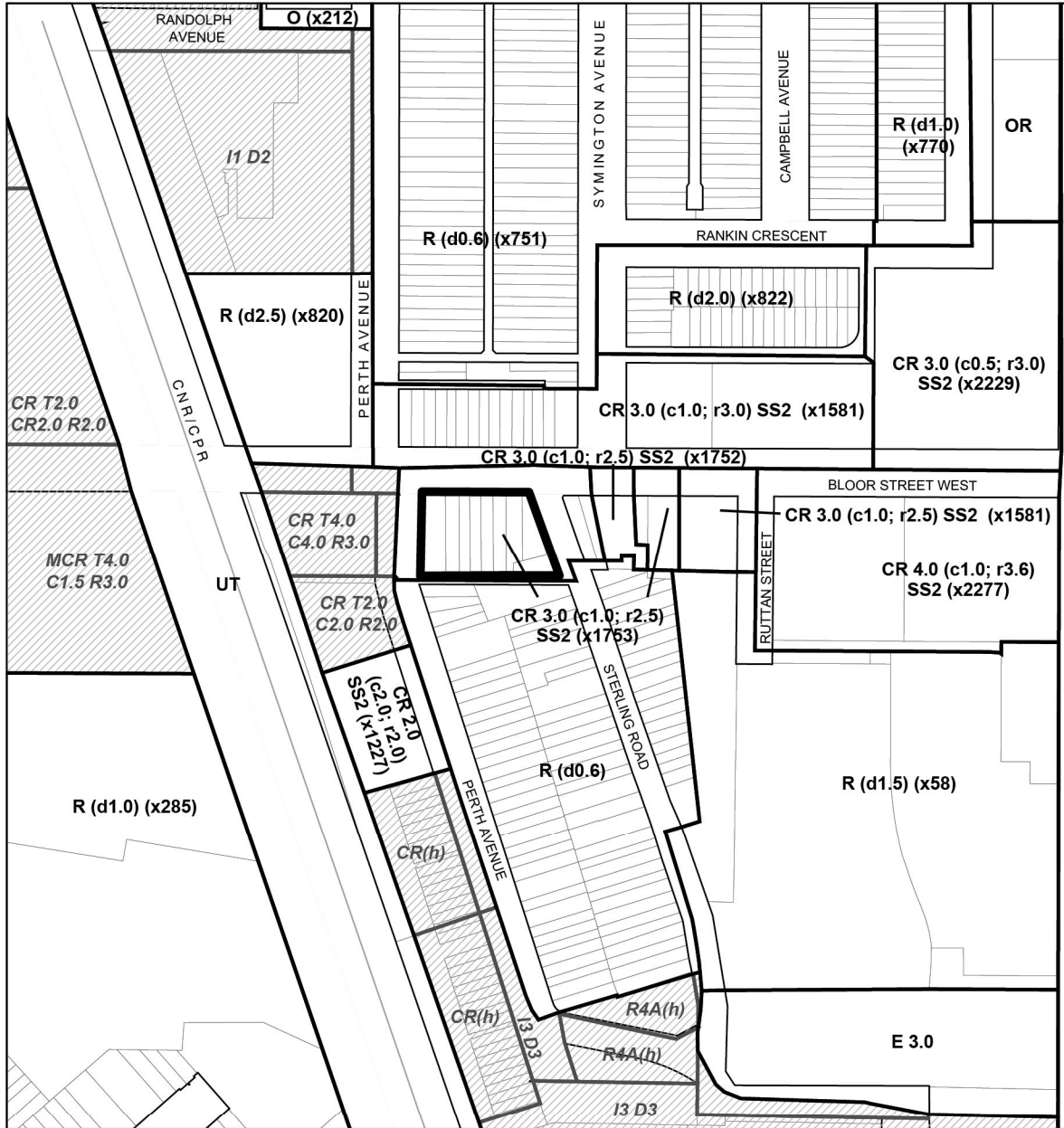
1423-1437 Bloor Street West & 278 Sterling Road

File # 21 139658 STE 09 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks
-  Utility Corridors
-  General Employment Areas
-  Core Employment Areas


 Not to Scale
 Extracted: 04/19/2021

Attachment 4: Existing Zoning By-law Map




1423-1437 Bloor Street West & 278 Sterling Road

Zoning By-law 569-2013

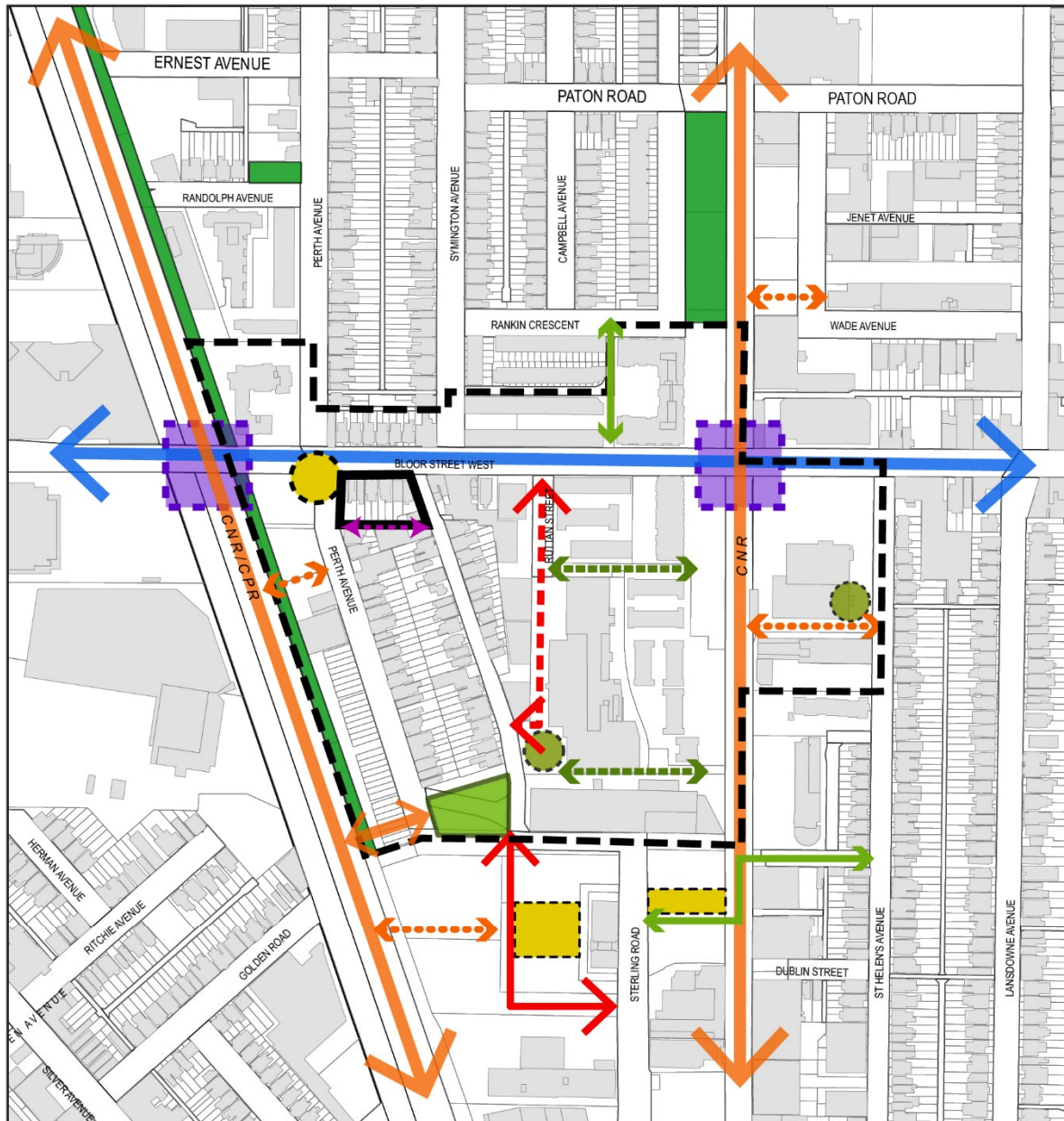
File # 21 139658 STE 09 0Z

-  Location of Application
- R** Residential
- CR** Commercial Residential
- E** Employment Industrial
- O** Open Space
- OR** Open Space Recreation
- UT** Utility and Transportation

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


 Not to Scale
 Extracted: 05/14/2021

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



Public Realm Network Plan (Extracted from Bloor Street Study)

1423-1437 Bloor Street West
and 278 Sterling Road
File # 21 139658 STE 09 0Z

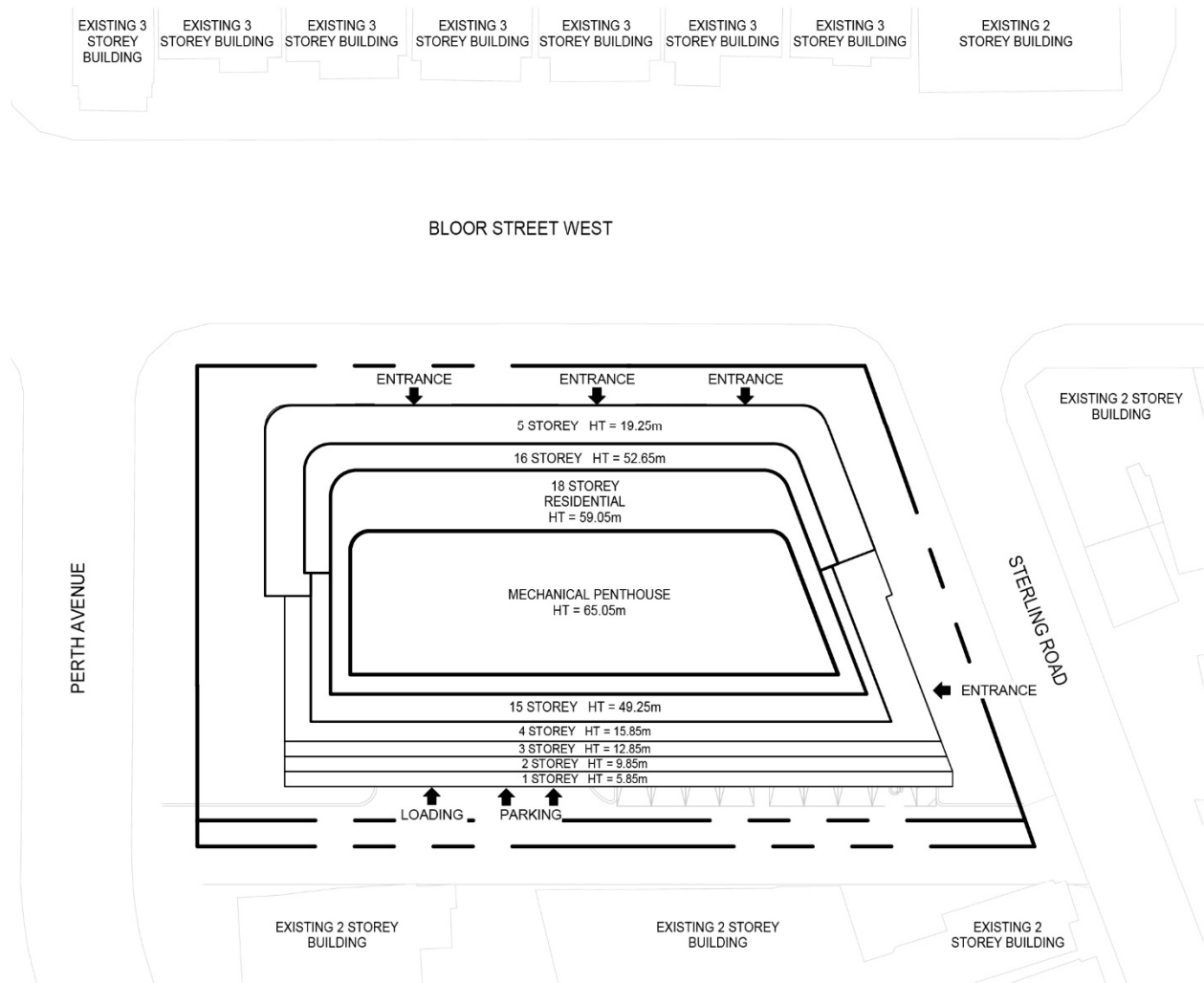
| | | | |
|-------------------------|---------------------------------|---------------------------------|--|
| Location of Application | Bloor Street Study Boundary | Cycling Connections | Existing / Planned Multi-Use Connections |
| Existing Parks | Potential New Park | Pedestrian Connections | |
|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

Not to Scale
Extracted: 05/12/2022

Attachment 6: Draft 569-2013 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.

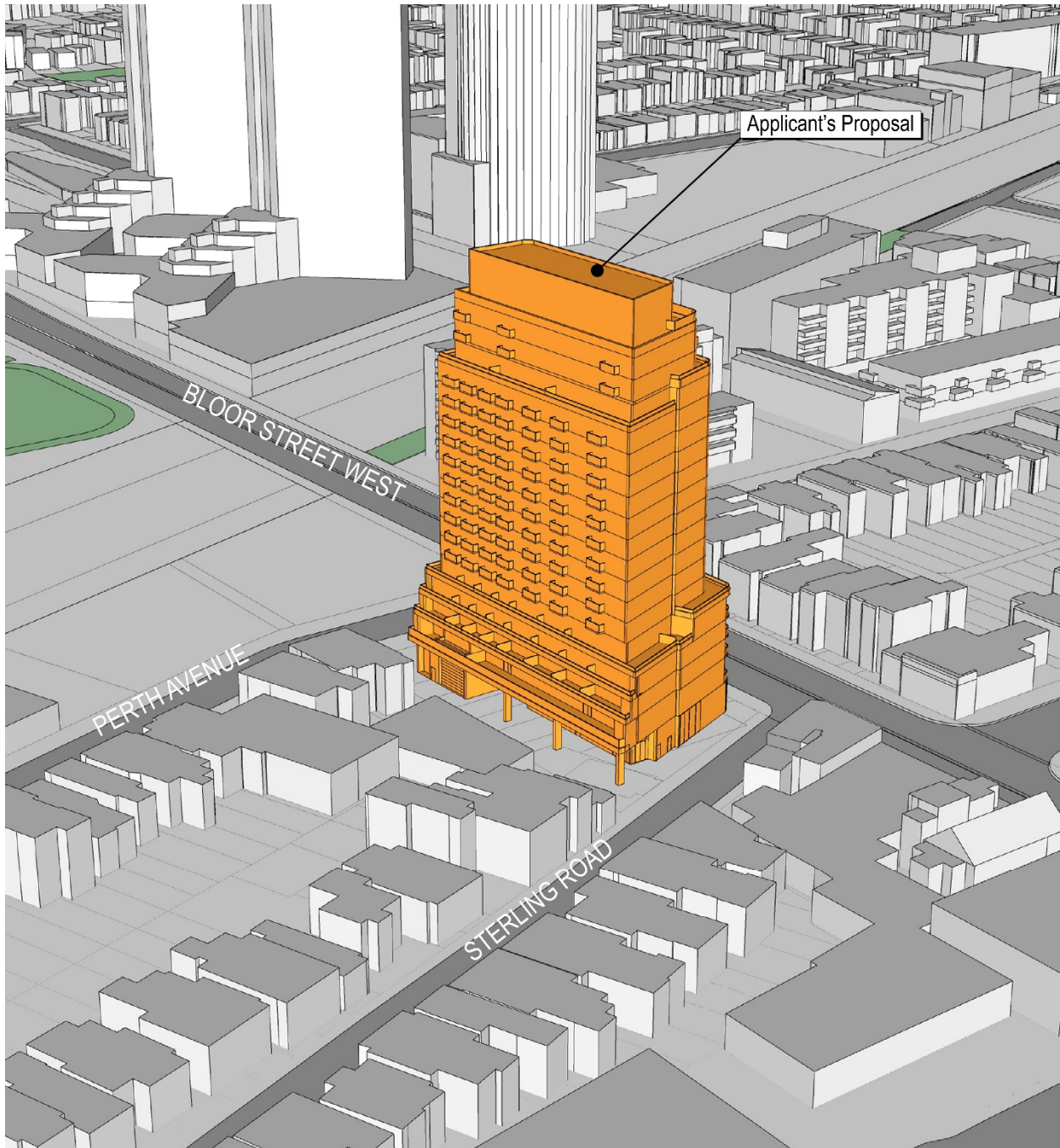
Attachment 7: Site Plan



Site Plan



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

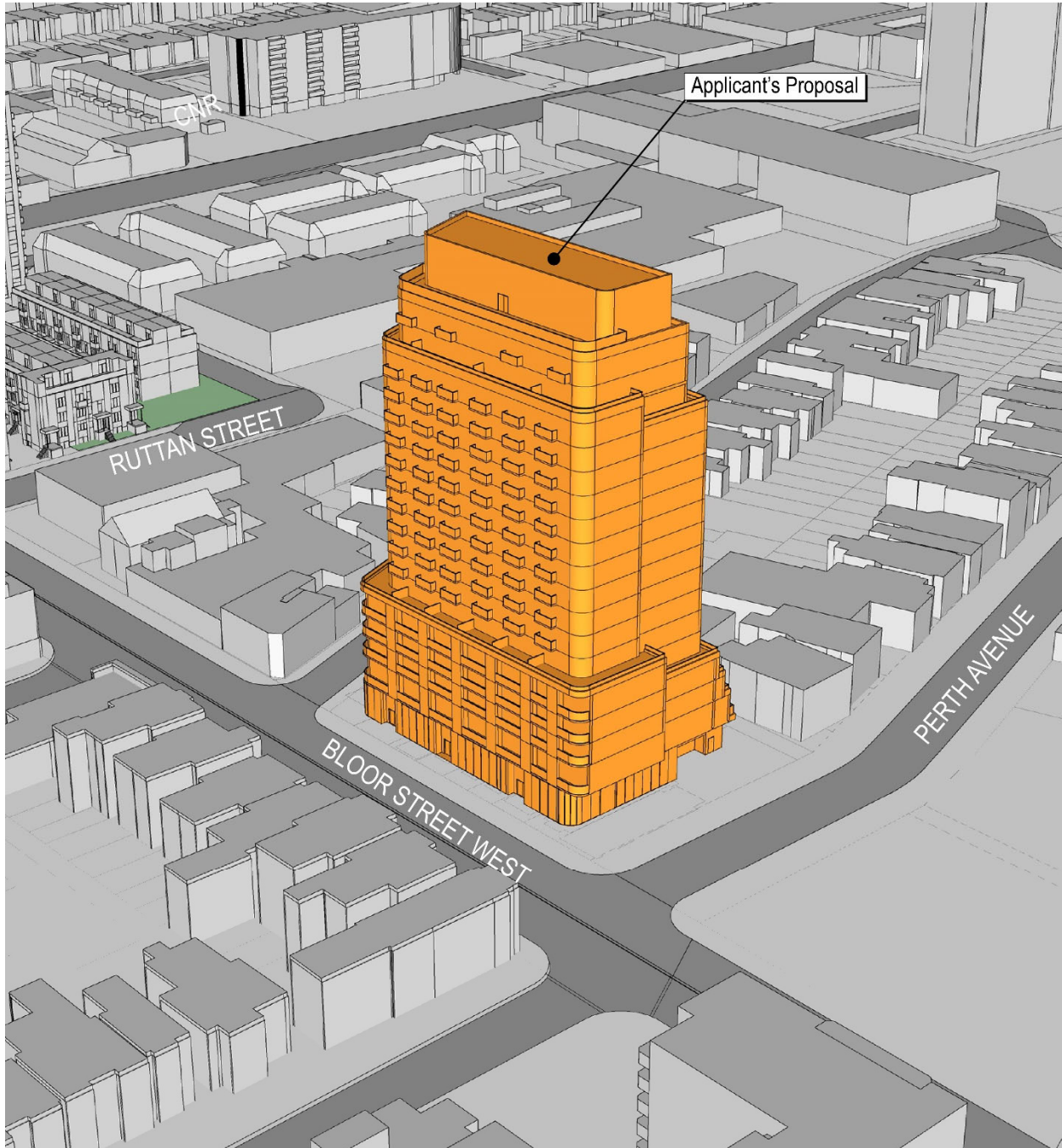


View of Applicant's Proposal Looking Northwest



05/13/2022

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



View of Applicant's Proposal Looking Southeast

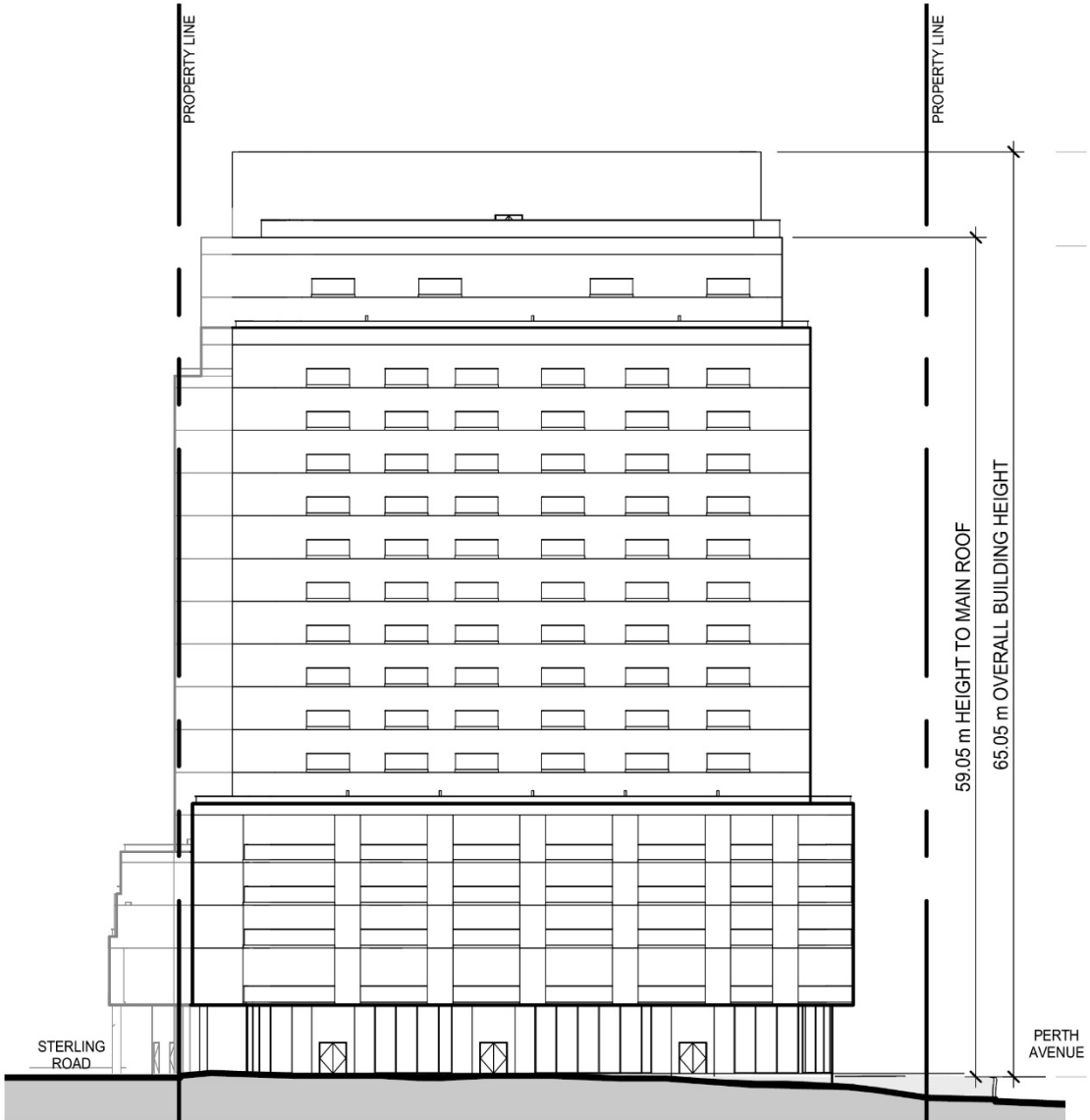


05/13/2022

Attachment 10: North Elevation

TO Mechanical 65.05m

TO Main Roof 59.05m

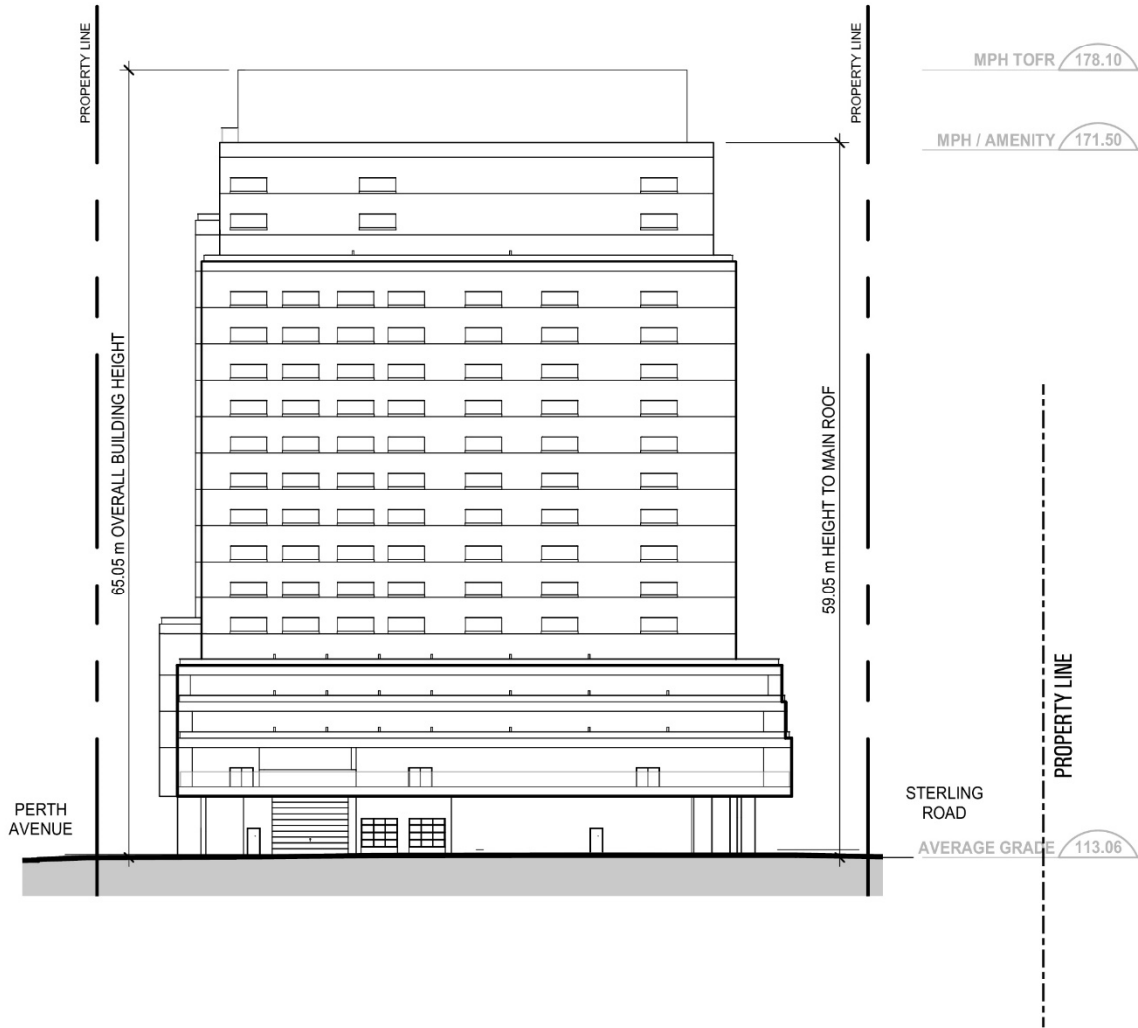


North Elevation

Attachment 11: South Elevation

TO Mechanical 65.05m

TO Main Roof 59.05m

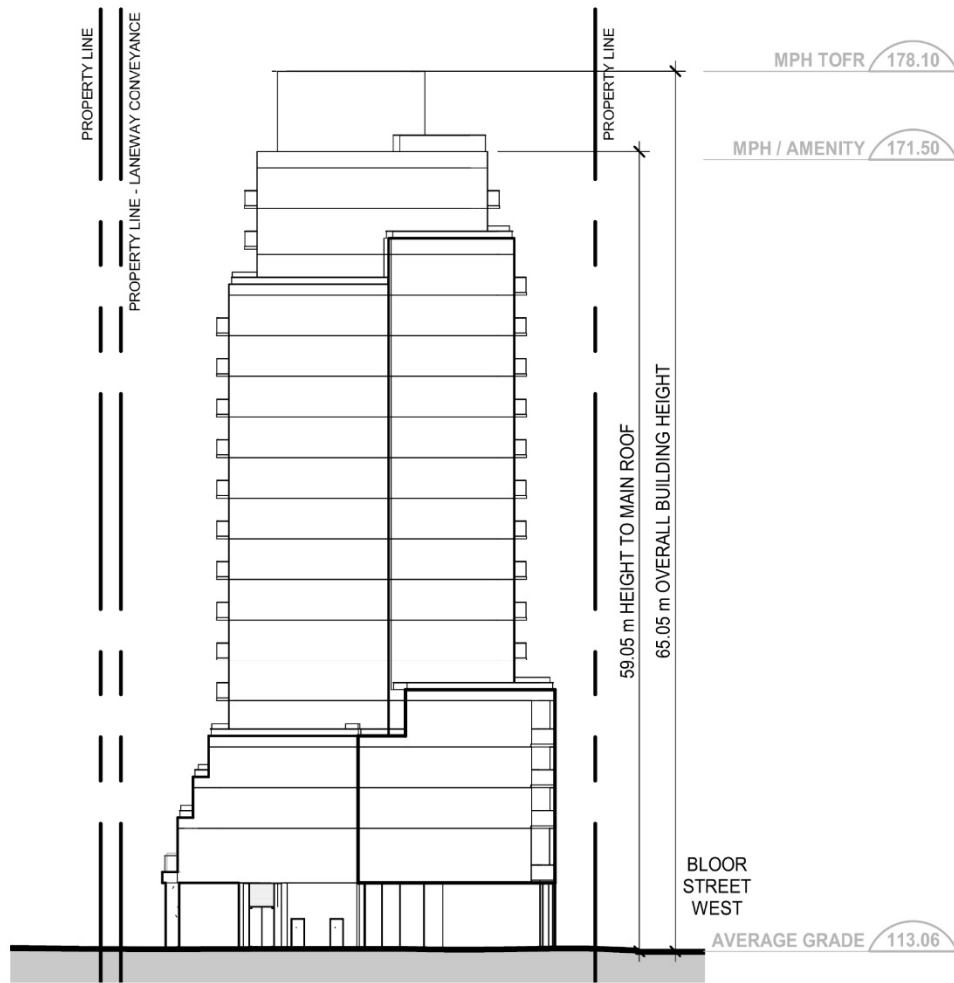


South Elevation

Attachment 12: East Elevation

TO Mechanical 65.05m

TO Main Roof 59.05m

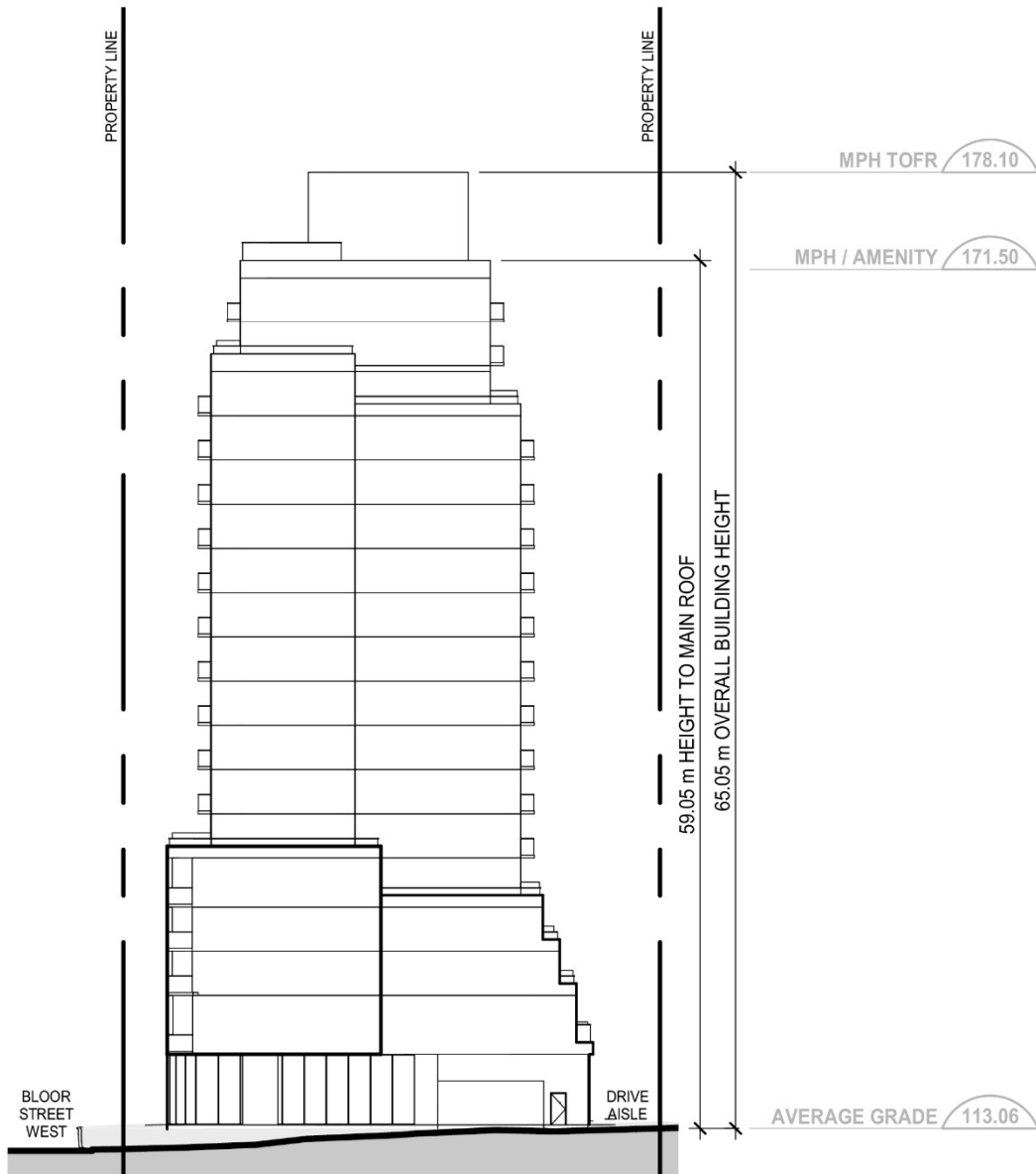


East Elevation

Attachment 13: West Elevation

TO Mechanical 65.05m

TO Main Roof 59.05m



West Elevation